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MAY, 1958

Vol. XXVIII. No. 10.

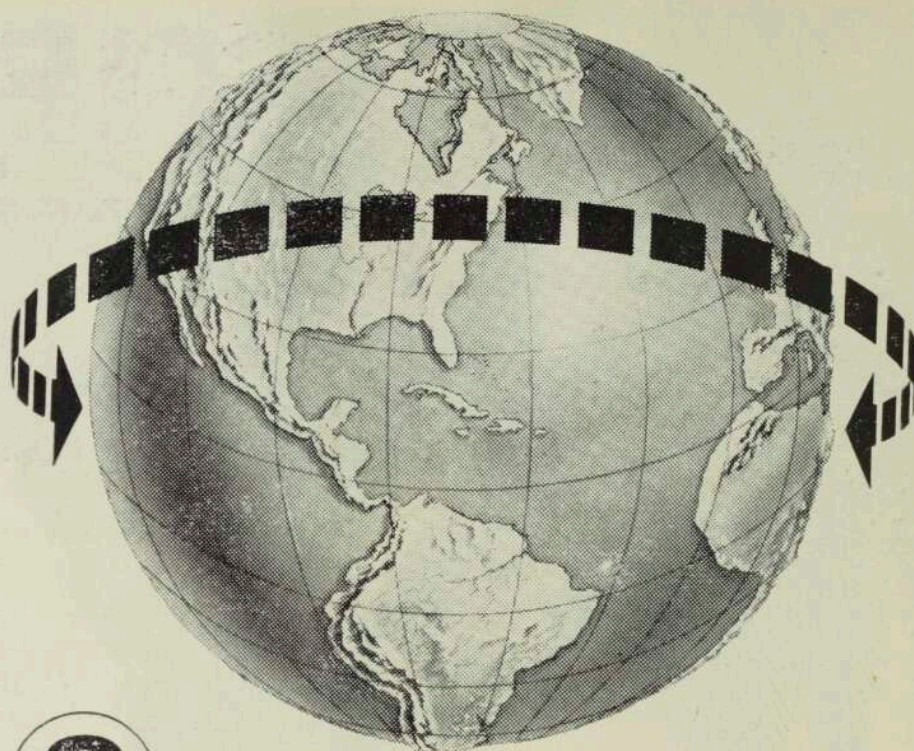
PACIFIC ISLANDS Monthly

*If the day's
been hot enough,
and the chase
along the New
Britain beach has
been fast enough,
a young feller can
work up a man-
sized thirst—big
enough, even, to
need a coconut
the size of a
chap's head. And
what if the milk
does spill around
a bit? Helps give
a feller that all-
over coolness.*

—Tolai boy, photo-
graphed by C. H. Meen.

Published 1930

Entered at the G.P.O. Sydney
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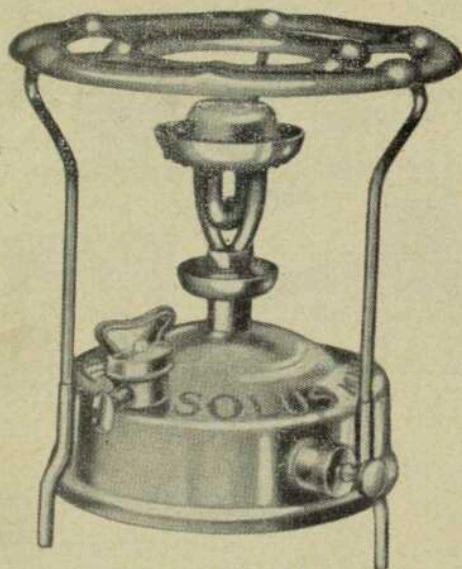
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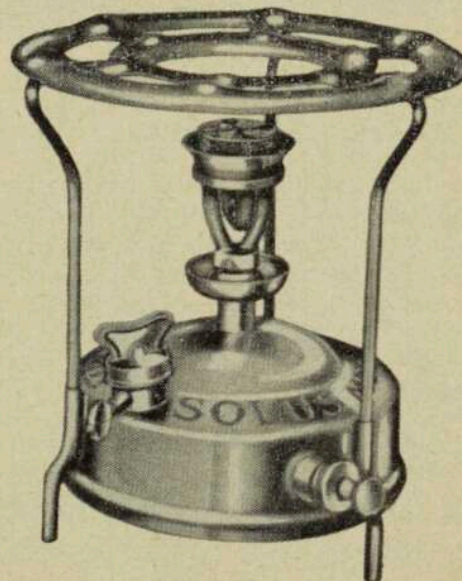
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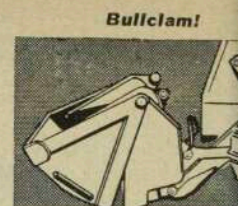
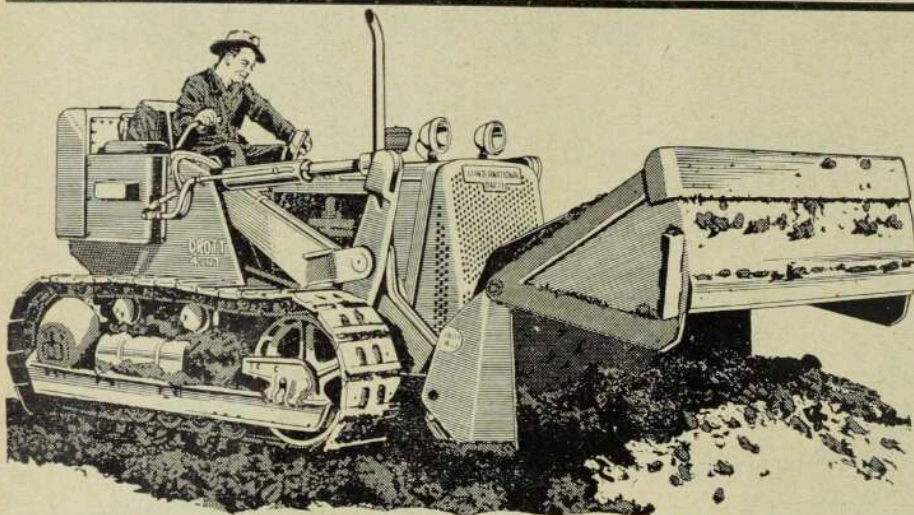
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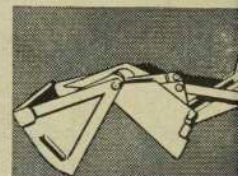


Model No. 531E
ROARER TYPE

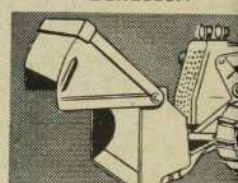
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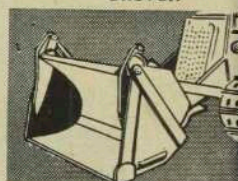
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Clamshell!



Bulldozer!



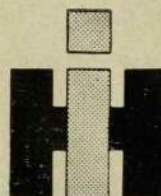
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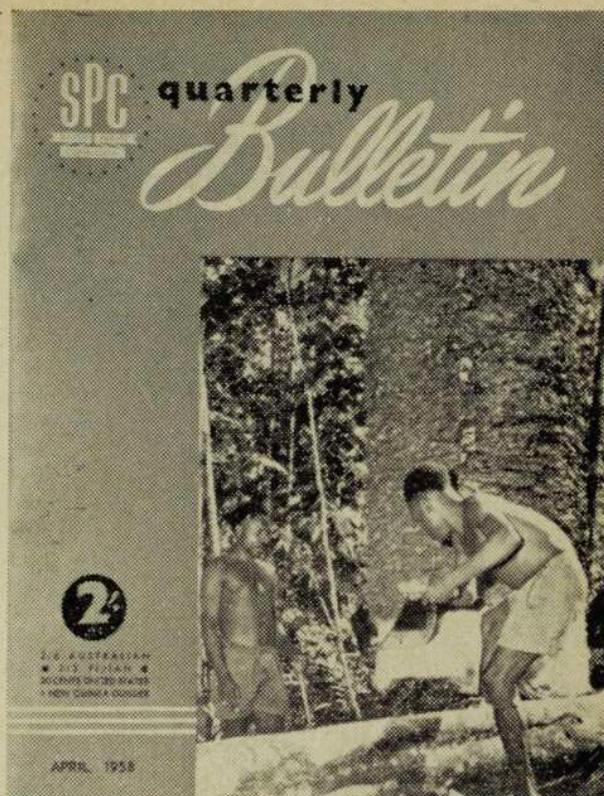
P.I.M. 983

Magazine for Pacific Island Readers

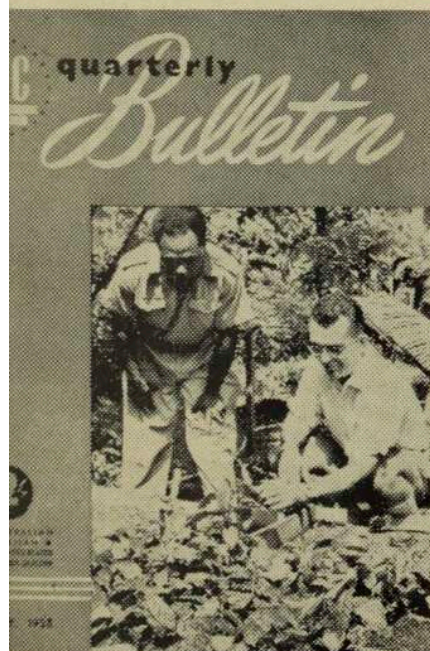
SPC Quarterly Bulletin.

Published by the South Pacific Commission, is a magazine that provides expert practical guidance on a wide range of topics of particular interest to the planter. Advice is given on the growing of crops such as coconuts, coffee, cocoa, bamboo, bananas, castor and soft fibres. Other topics covered in recent issues include the construction of kilns, fish farming, sponge culture, processing of coffee and cocoa beans, weed-killing by chemicals, distilling, transplanting pearl shell and trochus, local uses for coconut timber, and Pacific co-operatives. Articles in the past three issues of special interest to planters include:

1958 ISSUE: Training Papuans as Boat-builders—New Introduction of Edible Pond Fish from Japan—Bamboos for the Pacific Islands (1)—High-yield Copra from Hot-Air Driers—25-Foot Motor Boat for Pacific Waters—Commission to Hold Co-operatives Meeting at Port Moresby—Housefly Control in Fiji and Samoa—Kili Community in



Transition—Freshwater Crayfish in Netherlands New Guinea Mountains—Fishing Industry Develops in Papua and New Guinea—From Digging Stick to Machine-drawn Plough—Safe Food in the Village.



JANUARY 1958 ISSUE: OCTOBER 1957 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.

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.

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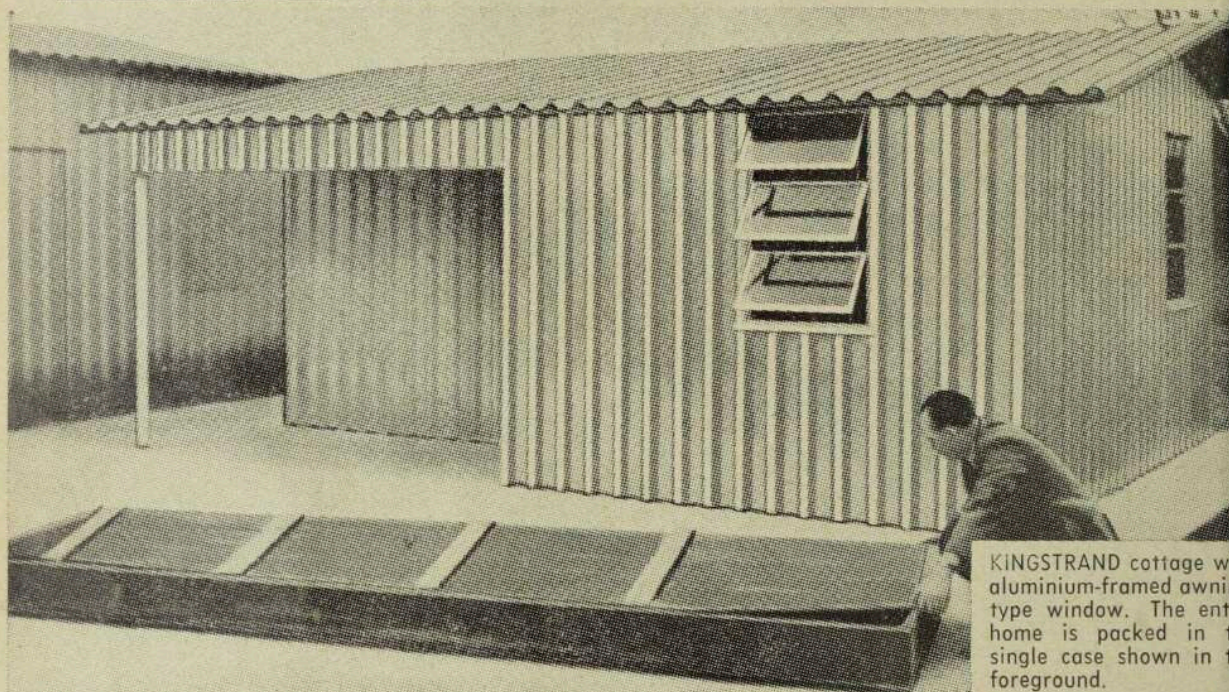
Copies of the SPC Quarterly Bulletin and subscriptions thereto, and copies of SPC Technical Papers, are obtainable from: **PAPUA AND NEW GUINEA**—Beadel's Bookshop, P.O. Box 107, Port Moresby; **FIJI**—Desai Bookshop, Suva; **WESTERN SAMOA**—Wesley Bookshop, Apia; **NEW ZEALAND**—South Pacific Books P.O. Box 8590, Auckland—OR direct post-free by surface mail from:

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PEOPLE

tu Sir Lala Sukuna, and his Lady Liku, left Suva on May in an extended holiday abroad; they sailed from Sydney by the *Indian*, for London, a few days. They were entertained, in *ey*, by various friends. Sir Sukuna has not been in good h for some time, and he ed from the Speakership of the Legislative Council on April 22, hich day he was 70 years old.

Professor Harvey B. Franklin, re- retired from Long Beach College, Southern California, n Auckland in April preparing a visit to the Cook Islands. Professor Franklin is interested in study of Polynesian migrations.



new Chief Justice, Mr. Justice Lowe, he oath of office in Suva on April 16. a New Zealander, who before the war gal secretary in Tonga for a period. the war he has been in Kenya, and Malta, where he became Acting-Governor Colony. For the last four and a half e has been a judge in Tanganyika.

—Fiji PRO.

ther-General of the Order of Sisters of the Sacred Heart, er Agnalla, with her assistant, Clarita, made a flying visit Rome to the missions in New ea in April. Mother Agnalla German, and Sister Clarita an can.

John Cumpston, whose term stralian Consul in New Cale- ended last year, has joined

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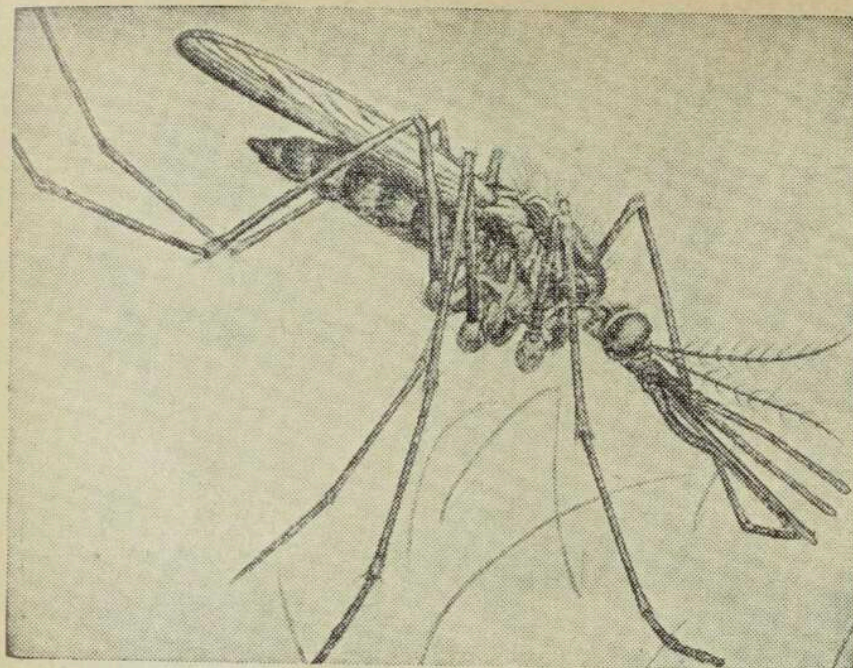
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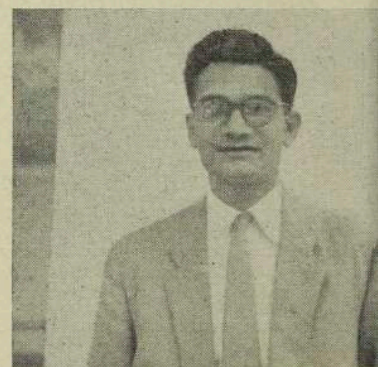
the headquarters staff of the Australian Department of External Affairs, in Canberra. His position is one in which he should be able to give the Department the benefit of his special knowledge of the Islands Territories of the South Pacific—especially the south-Pacific.



Bound from Auckland to Suva in April to visit their son, Captain S. D. Harris, of the Fiji Military Forces, were Mr. and Mrs. V. Harris. Mr. Harris recently retired from the position of supervising technician, and Telegraphs Department, Auckland.

—J. P. Sherrin

Mr. John Wilson, a director and general executive of the Royal Commonwealth Society for the Blind, was campaigning in New Zealand for assistance for the blind in the Islands in April. Mr. Wilson himself blind since he was 13, and one per cent. of the population of Fiji is blind or sufficiently afflicted in vision to require financial aid and special training.



Mr. R. B. Gautam, of the Audit Department, Suva, returned to Suva on the "Tofua" in April after making his first holiday visit to New Zealand.

—J. P. Sherrin

Mr. H. W. Davidson, MBE, has been Finance Secretary to the Government of Fiji since early 1952, has been promoted to the position of Finance Secretary to the Government of North Borneo. He probably will leave Fiji in September to spend leave in Britain before proceeding to his new post.

has acted on occasion in Fiji Colonial Secretary and Governor's Deputy. He and his wife held in considerable esteem in Colony.

* * *
Mrs. E. Danielsen Craig—better known in the Cook Is. simply as Danielsen—who went to Rarotonga with a companion to establish the Bahai religion five years ago has been transferred to Forster for a five-year period. Mrs. Danielsen was very popular with sections of the Rarotonga community. One of the surprises of her modest native-style home at Pungia was an electronic organ which she imported and then had to play by mail-order.



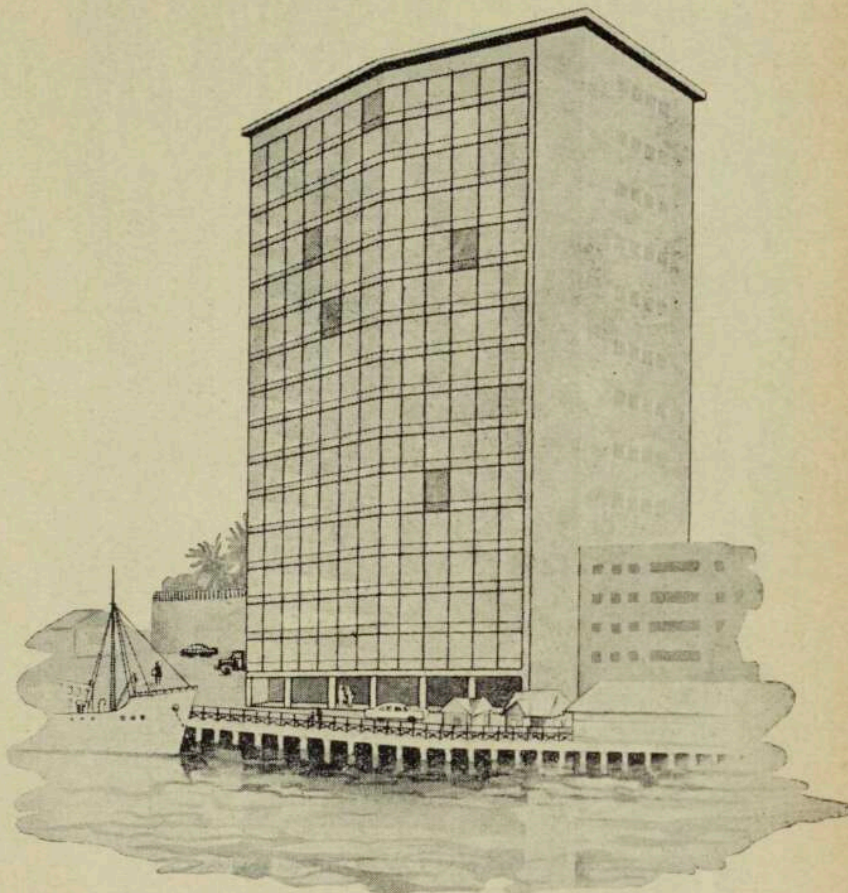
In Holland, Dr. J. van Baal, Governor of the Netherlands New Guinea for the five years ending March 31, called on the Dutch Prime Minister, Dr. W. Drees, at The Hague at the end of April, for a final talk. The new Governor, Dr. P. J. Platfeet, will arrive in Holland about June 15.

J. A. Van Beuge has been appointed special attaché for New Guinea affairs with the Netherlands Embassy in Canberra. His appointment follows the agreement made last year between the Australian and Dutch Governments for closer relations between the territories.

* * *
G. Nevill, Resident Commissioner of the Cook Islands, returned to Rarotonga in April after further discussions in New Guinea with the Department of External Territories.

* * *
J. B. Wright, lately NZ Secretary of Island Territories at Wellington, retired from government service on April 3, after 32 years. Following junior positions in Rarotonga, Apia, and Niue, Mr.

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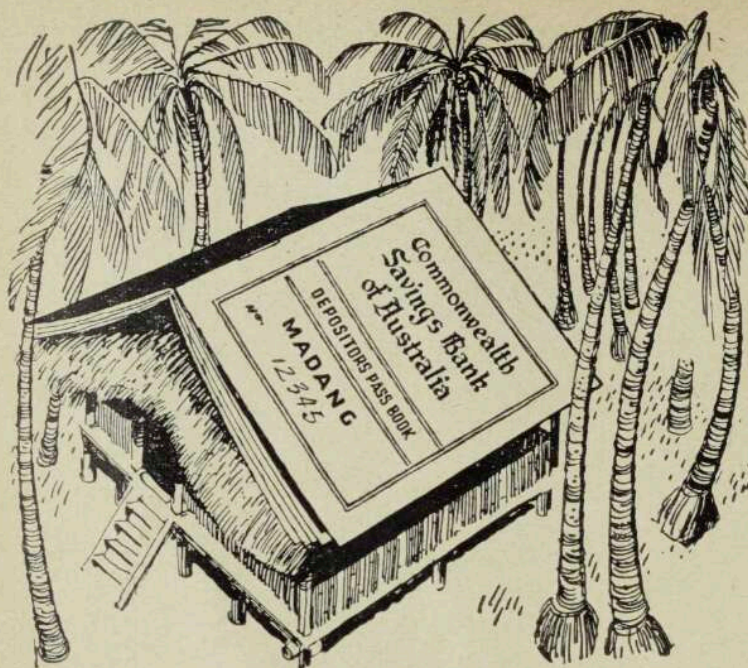
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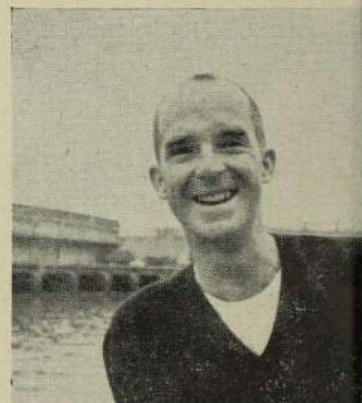
Wright became treasurer, Islands, in 1940, and transferred a similar post at Apia in 1945. On the retirement of Mr. B. G. Patrick, in 1952, Mr. Wright was appointed to the position which now vacates.

A successor had not been named to the end of April, but Mr. J. McEwen, formerly Resident Commissioner, Niue, and lately assistant secretary, has been appointed acting-secretary. His appointment would be generally popular in the Islands where he has shown himself to be keenly interested in the people and has a good mastery of the Cook Islands and Niue dialects.



Mr. George Vailena, a well-known resident of Tongatapu, returned to Nukualofa in April after several months in Auckland. —J. P. Shi

Mr. Pat Costello, well-known Fiji merchant and company director, who died last year, left an estate valued for probate at £80,000. After making provision for his widow, Mrs. Mary Catherine Costello, he left his property to his daughter (Mrs. Margaret Bray, Wellington, NZ) and her children.



Mr. R. C. Niederholzer, graduate of the University of California, travelled to Rarotonga in April to carry out a research project on youth education there, particularly the part to which the youth of the island are participating in community affairs. The social development at Rarotonga are at an interesting stage, the island is not too accessible—the local archives are in English and the local people speak it, thus greatly facilitating research. —J. P. Shi



Miss C. Jervis, supervising teacher of Infant School in the Fiji Department of Education, returned to Suva in the "Tofua" in April after vacation at home in New Zealand.
—J. P. Shortall.

The seventh Silver Acorn ever presented to an Australian was presented to Mr. W. C. Groves in Port Moresby on April 20. Mr. Groves is Territory's Director of Education and is P-NG's Chief Scout Commissioner — and the Silver Acorn is Scouting's second highest award. Giving it is the prerogative of the World Chief Scout, Lord Baden-Powell. Mr. Groves has performed the difficult job of building the Scout movement in P-NG with 1000 members—all in the post-war period. That is why he has been awarded the Silver Acorn.



Mr. F. A. Allen, CSR mill manager at Lautoka, and Mrs. Allen were also April travellers returning to Fiji after leave in New Zealand.
—J. P. Shortall.

The tradition of West Australians in the Australian Territory posts continues with the appointment of Mr. Preston White to the Administratorship of Nauru (announced April PIM). He was formerly a DC in P-NG. Mr. Preston follows Mr. R. S. Leydin who was West Australian Brigadier General Norman as Administrator of Milne Bay Island. Yet another West Australian is Brigadier D. M. Cleland, Administrator of Papua-New Guinea—and so of course, is Aus-



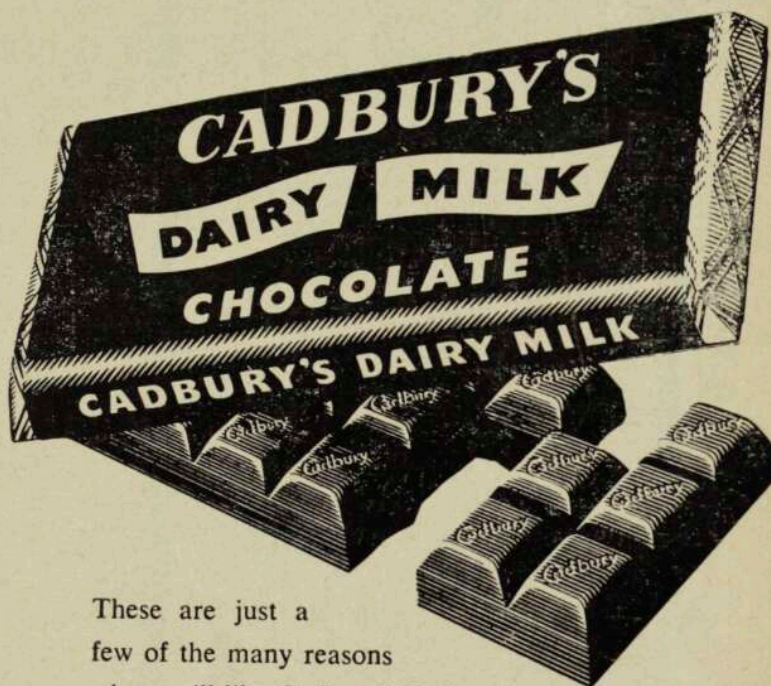
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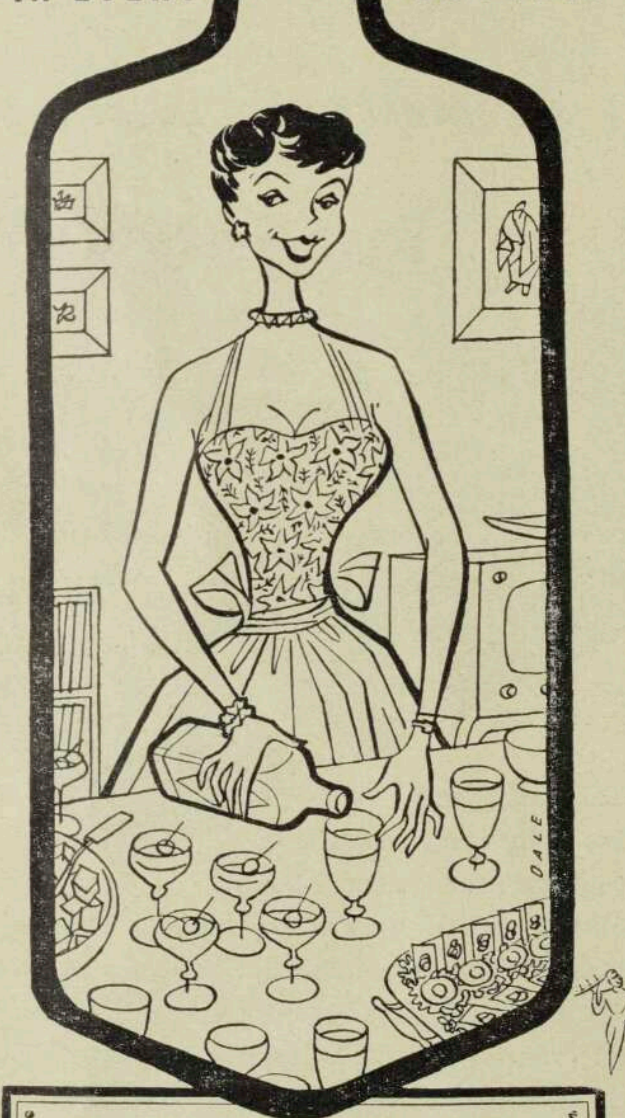


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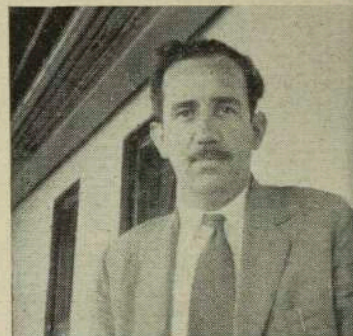
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DON'T SAY GIN... SAY
GILBEY'S
THE INTERNATIONAL
FAVOURITE

tralian Minister of Territories
luck.

Mr. Preston White will take
his new job in June. He was
leave in Perth in May.



Mr. F. Barlow returned to Port Moresby on the "Malaita". Mr. Barlow had just completed six months leave, and spent most of the UK.

A Seventh Day Adventist minister, Pastor, Kila Glama, left Port Moresby by air on April 17 to begin an air journey to the United States—the first of his race to travel to America. He will attend an international conference of world leaders of the church at Cleveland, Ohio, then lecture in 18 States, Canada. Pastor Glama has recently been in charge of SDA mission work in the Western District of Papua.



Navua-bound in the "Tofua" in April, Mrs. L. Genge and grand-daughter CH, who had gone south for hospital treatment at Auckland and had undergone a successful operation.

—J. P. S.

In Melbourne Vic., in May, popular New Caledonian, M. Brock, Qantas agent in Noumea, Reason for his Victorian visit to pick up and take home his new son (the third) and Brock, who is a Melbourne girl.



A Polynesian Association get-together in April were Mrs. Evelyn Foster, of Suva, and Miss Rita Fare, of Suva, with Mr. Brial, of Uea, Wallis Island.
—Tele-Photos.

Stuart Inder, co-editor of the *Pacific Islands Monthly*, leaves Suva this month, where he will act as relief editor, for two months, of *The Fiji Times*. Mr. Tom Craig, formerly of the staff of *Daily Telegraph*, Sydney, who has been editor of *The Fiji Times* since 1956, is leaving Suva in May to take up a newspaper position in Honolulu.



Chief of Police of American Samoa, High Chief Letuli, was at Laie, Oahu, Hawaii, in a party of distinguished visitors. See page 117.

—Jeanne Booth Johnson.

Well-known Dutch author, J. P. van Eechoud, formerly a District Commissioner, Netherlands New Guinea, returned to Hollandia for a state visit recently after an absence of eight years. Mr. van Eechoud wrote, among other books, *Green Territory*, *With Cleaver and Compass*, and *God's Bushman*, which all have New Guinea backgrounds.
(Over)

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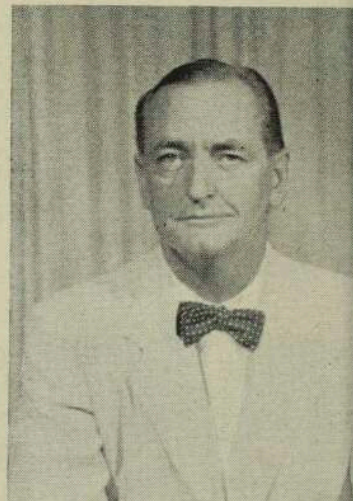
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Cocktails for friends at the home of Mr. and Mrs. R. Muller of New Guinea, followed the taking of Australian citizenship, on April 24, by Mrs. Muller, a former New Guinean. The ceremony of naturalisation was conducted by the Magistrate, Sir Colman O'Loghlin. Australians—and all Britishers—that matter—usually fail to appreciate the significance of naturalisation in the lives of the Australians. It is no light matter to renounce the land of one's birth and swear allegiance to another country.



One of the best-known faces in the Pacific is that of Bob Howlett, of the Fiji Visitors Bureau, is off to Singapore where he has a new publicity job. For details, see page 10.

Mr. D. S. Carver, previously accountant for the British Solomon Islands Trading Corporation, has resigned to become secretary/manager of the BSIP Copra Board, a position that has been vacant for some time. He will take up his duties on July 1.

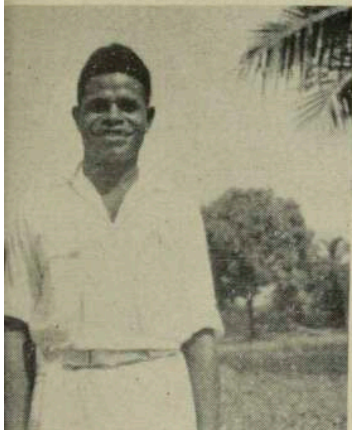
* * *

Lord Carrington, High Commissioner for the UK in Australia, spent 10 days in Papua-New Guinea, from May 7—and created two firsts in so doing: He is the first UK High Commissioner to visit the Territory, and he is the first VIP to go north in the Visiting Season. We can expect many more, as winter draws on.

* * *

The European population of New Guinea, is roughly 1,800 adults and more than 600 children—very much is not a bad effort for a small territory—and now they are coming in pairs. Well-known chemist, Mr. Worrall, was walking on air recently when his wife presented him with twin girls. (At the European Hospital, on May 3). The Worralls already have two sons. Twins were also born to :

ector and Mrs. W. B. Hooper, only one child, a girl, survived. Hoopers now have four children.



Guinea native in the news in April 1957, 20-year-old Alois Rovi, of Bubia agricultural experimental station, near Lae, a 5/- assistant entomologist, who won £5,000 Australian lottery—his first ticket. Story on page 15. —P. Robertson.

Australia to study Australian administrative court procedure as part of the NSW Department of Justice is James McConnachie, the police chief. He will be returning in June.

* * *

Harry Storer, of Vavau, Tonga, has been visiting Fiji for medical treatment.

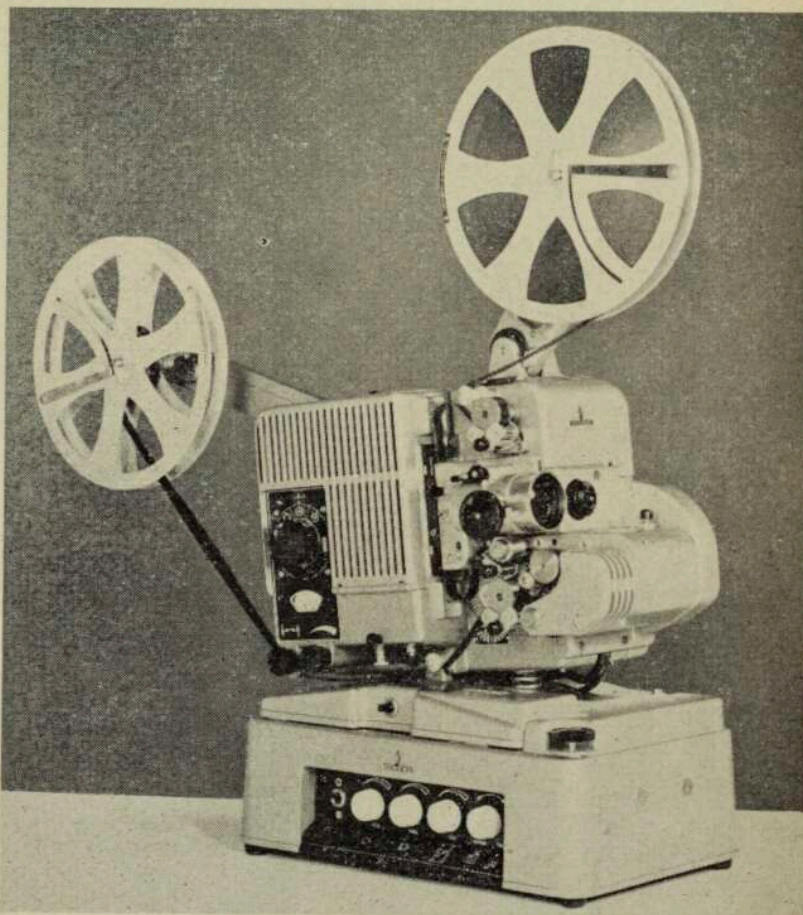


Caledonian native in the news in April 1957, 28-year-old former pastor, David Diake, on the east coast of New Caledonia, is busily preparing an exhibition of his paintings, some of which have already attracted interest. Story on page 19.

—F. Dunn.

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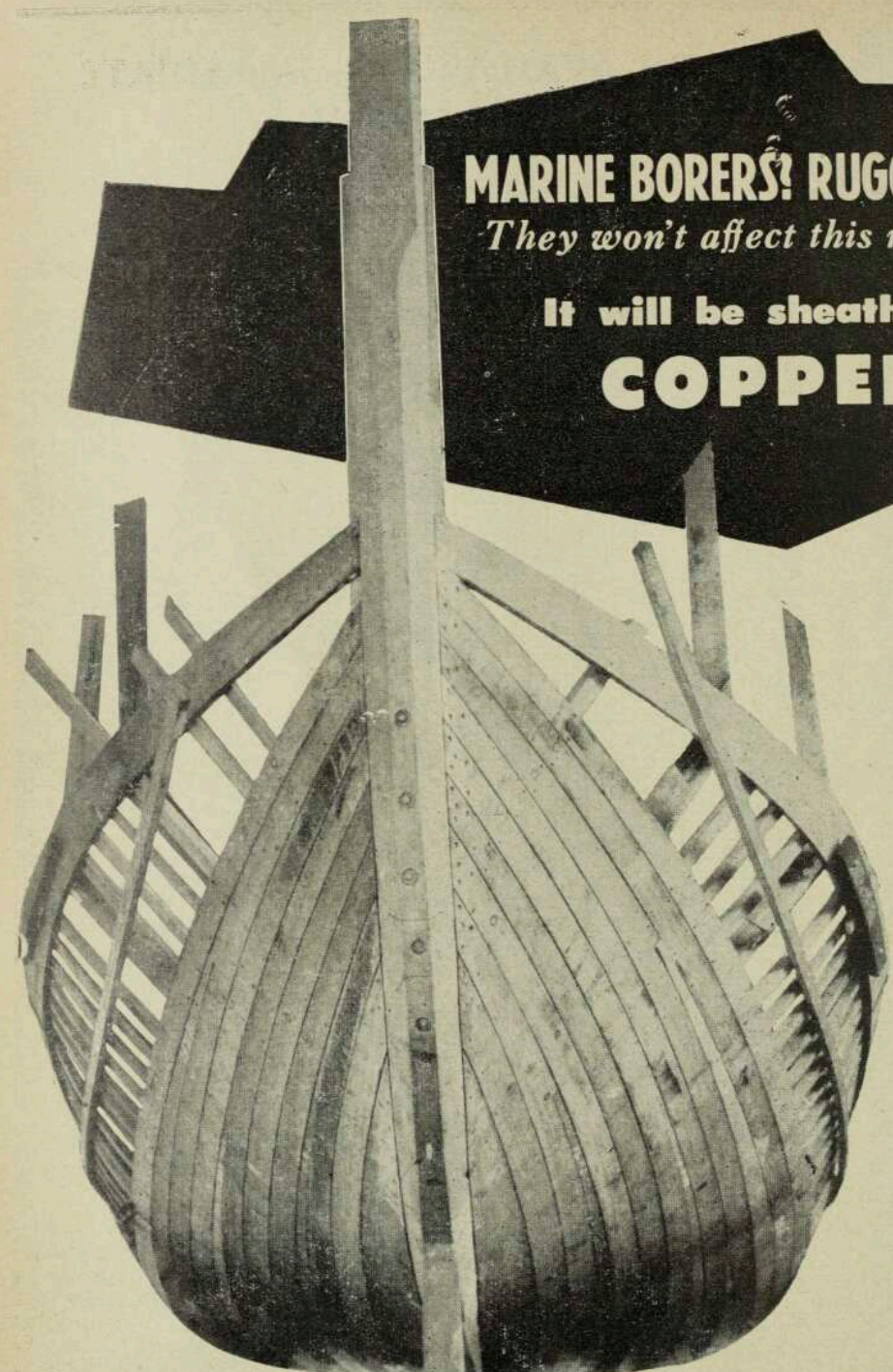


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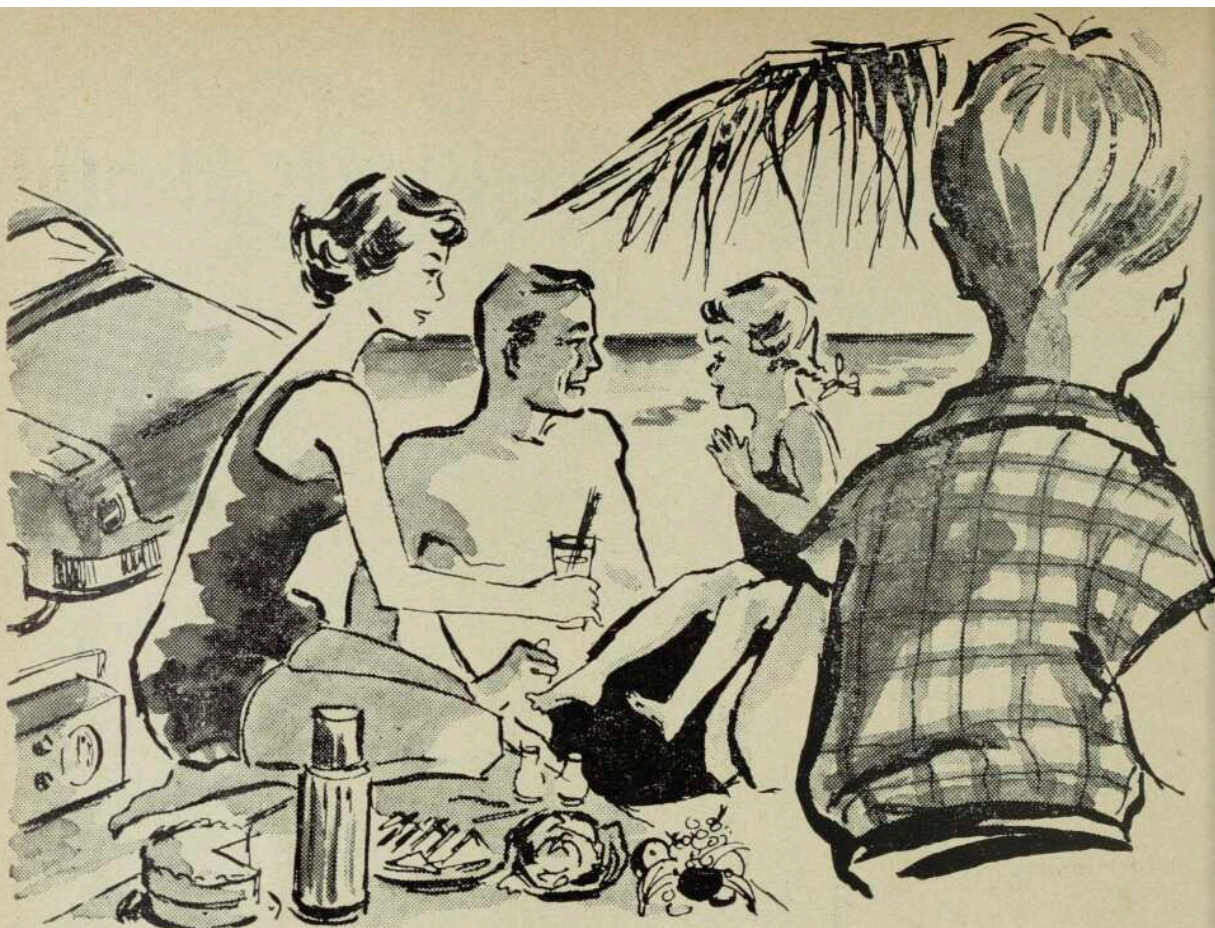
MAY, 1958

Contents:

PEOPLE: Personal Para- graphs of Islands' Interest	1	Gordon Thomas Reviews Missionary's War Story ..	43
Startling Papuan Gas Pos- sibilities	13	Mr. E. J. Frame, of NG, Dies	46
Tahiti Assembly Stoned Dur- ing Tax Protest .. .	14	Fiji Talanoa: A New Column	49
Fiji Drover Aircraft Grounded Again .. .	14	New Volume of Australian War History Out Soon ..	55
New Guinea Native Wins the Lottery	15	A Critic's View of Mr. Powles, of W. Samoa ..	56
NZ, Australia Argue Over New Aircraft	15	Is Fiji's Population Reach- ing Explosion Point? ..	59
Mr. Powles Returned to Top W. Samoa Post .. .	16	J. P. Shortall Reviews US Shell Market	61
NG Cocoa Prospects Re- viewed	16	John Ward, of Tulagi, Re- tires	65
Solomons' Phosphate Find ..	16	Judy Tudor Takes a Close Look at Cairns	65
Copra Situation Surveyed ..	17	NG Man Picks an Argument With an American Author	69
Cocoa Planted in the Waran- goi at Last	17	Encouragement for Cooks' Banana Growers	75
New Caledonia Discovers "Brilliant" Painter .. .	19	MAGAZINE SECTION: Tropicalities, 77; Cross- quiz, Profile, 78; Like a Pig Under the Gate, 79; Ocean Island of 50 Years Ago, 80; Papeete of Yes- terday, 81; Germans Aided Gold Seekers, 82; Fantas- tic Royal House of Abe- mama, 83; Do You Re- member? 83; Book Re- views, 84; Fashions in Churches	91
COMMENTARY: The Pub- lisher and the Editors Look at Pacific and World Affairs	21	PACIFIC SHIPPING AND CRUISING YACHTS ..	97
EDITORS' MAILBAG ..	23	PACIFIC REPORT: The Month's Round-up of News and Pictures (Index p. 13)	113
Territories' Talk-Talk ..	24	OBITUARY: Mr. F. C. Exon, Ian Malcolm, Charles Hay- ward Hughes, Mrs. Sarah Ann Mackenzie, Mr. E. J. Frame	147
Mystery NG Earthworks to be Probed	27	SPORTS REVIEW ..	148
Palm Oil Experiments in the Pacific	29	Shipping Time-Tables ..	151
Britain Discusses Pacific Federation Problems ..	31	Airways Time-Tables ..	155
New BP (South Sea) Bal- ance Sheet	31	Commerce and Produce ..	160
More Details of La Perouse Relics	33		
American Coffee Exporters Worried	35		
Progress With NG Industry: Brickworks and Tobacco ..	37		
It's "Now or Never" for NG Anglicans	41		

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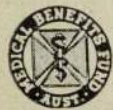
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Large Volume of Papuan Gas

ARTLING POSSIBILITIES IN OIL AND ALUMINIUM INDUSTRIES

By a Staff Writer

It would be unwise, at this stage, to assume that the joint enterprise of the oil companies in Papua is finished.

OSE who have been pessimistically assuming that Papua has been dealt a severe economic blow should make a study of the facts on operations issued recently over the past three years by the Australian Petroleum Co. Ltd. They will discover that, while there is now a possibility that before oil will cease next year, there is more than a possibility that the flow of gas, tapped by the bores in 1956 and 1957 will be used for commercial purposes, to the great profit of the Territory.

The Facts

APC reports always have been presented in carefully chosen words, and no conclusions were drawn therefrom. These are the facts—the reader could draw his own conclusions. There have been references in the last few months to a notable flow of gas from Barikewa bore, and an official reference to a gas emission from the bore at Kuru No. 1. It has to go back to the beginning of 1956 to discover the significance of these gas flows. It was in January, 1956, that gas was tapped in Kuru No. 1, and there were references to it in subsequent reports.

It is not generally realised that gas flowed out of Kuru No. 1 at the phenomenal rate of 30 million cubic feet per day; that it took APC six months (until the middle of 1956) to shut off that colossal flow and that any flow of gas from the bore exceeding three million cubic feet per day is regarded as having commercial value. Obviously, that gas reservoir at Kuru No. 1 is now under control and ready for exploitation.

Impressive Reservoir

As late 1957 before another massive gas reservoir was tapped at Barikewa, about 50 miles from Kuru No. 1. (These are two of a number of bores put down by APC in the jungle, across the top of the Territory of Papua).

Those who have studied the APC reports have said to PIM: "There does not seem to be the slightest doubt that gas is there in huge quantities, capable of commercial exploitation—if use can be found

for it".

At first glance, there is no use for this gas.

Actually, it is possible that it may be of great value, as a means of refining to aluminium the great masses of oxide ore discovered in 1957 at Weipa, near the base of York Peninsula, in Northern Queensland.

The British Aluminium Company, and other connected interests, propose to work the Weipa bauxite deposits. The original plan (see p. 20 of PIM of June, 1957) was to mine and partially treat the deposits at Weipa, and probably also the deposits at Arnhem Land (in Northern Territory) and then ship

FIVE-YEAR PLAN FOR NETHERLANDS' NG



Netherlands New Guinea had every reason to be proud of its advances in health administration in the last 10 years, said Acting Governor, Mr. J. C. Baarspul, in April. Particularly it had done well in its fight against leprosy, tuberculosis and infant mortality, and it had a new five-year plan for speeding up this and other work. (See pages 127, 135). Above, a NNG doctor makes a village check.

PACIFIC REPORT

Turn to these inside pages for more highlights of the month's news:

Samoa, Cooks Still on Air Route, 113; Beer Drought in Fiji, Fiji's Troublesome Wet Season, 113; Hope for Leprosy Control in P-NG, 115; Samoan High Chiefs Honoured in Hawaii, 117; Noumea Meat Crisis Over, Islander Faces Murder Charge, Two Women Die in Moresby Fire, Birth Control in Tonga, 119.

NZ Minister's First Visit to Territories, 120; Scrap Metal Set Back, 120; Papuan Apinaipi in Undersea Oil Search, 121; W. Samoan Theft Charges, Latest on W. Samoa's Finances, 123; RAI Again in Business, Fiji Receives Jamaican Oranges, 125.

Increased Dutch, Aust. Co-operation, 127; P-NG Challenges "Europeans Not Wanted" Charge, 127; New Use for Ocean Deeps, 129; Honiara Gets Local Government, 131; TAI Plane Mishap, Another Christmas Is. Bomb, 133; NNG's Development Plan, 135.

Russian Ship "Witjaz" in Moresby, 136; NG Cocoa Delegates Learn Something, 137; Native Teeth Not So Perfect, 139; Health Seminar Begins in Moresby, Triplets Born in the Air, 141.

Agreement Announced on NC Viets, 142; Staples' Family Win the First Round in US Citizenship Battle, BSIP Gets Better Air Services, 143; Big NC Education Grant, 144.

the resulting alumina across Torres Strait for refinement in Papua.

(Continued on page 145)

WORK CEASES IN PAPEETE

Tahiti Assembly Stoned: New Tax Hurriedly Repealed

Tahiti did not take kindly to the new Leftist Government introduced by the recent election victory of the RDPT Party (Democratique des Populations Tahitiennes) led by Jean Baptist Celan-Jerusalemly and Pouvanaa a Oopa (see April PIM, p. 21).

AS a result of the new Government's activities (introducing new measures of home rule, talking rather irresponsibly about creating a new independent Republic of Tahiti, and bringing in income taxation), the community practically rose in rebellion.

There were two days of demonstrations—some newspapers called them riots—in the last week of April (29th and 30th).

DROVERS GROUNDED AGAIN

Qantas Finally Takes Over Fiji Airways

Grounding of Fiji Airways' Drover planes shortly after the airline was taken over by Qantas Airways disrupted services in Fiji for a few days in early May. Inspection had shown that a modification of the "centre engine attachment point" was necessary.

THE grounding probably indicates that Qantas is still wary of this particular type of plane which the company itself used in New Guinea for a few years until replaced by the current Beavers. The 3-engined Drovers were made for the Australian Flying-Doctor service, but some of the planes were taken to New Guinea by Qantas for use on routes where DC3's were unsuitable.

In the Territory there were two serious accidents involving Drovers—in one the plane went down into the sea off Lae and all on board perished, and in the other, the plane was forced down in the sea between Wewak and Manus and one pilot was seriously injured. The trouble was attributed to a propeller weakness.

When the Drovers were replaced by Fiji Airways late in 1954, the propellers were modified. This affected their rate of climb but it mattered little in Fiji where planes seldom have to fly above 3,000 ft.

Last February all the Drovers

(Continued on page 147)

For years, there has been increasingly sharp division between the RDPT Party, which seems to have become more and more Red and anti-European, and the more moderate elements, which represent the official, commercial and trading classes. Until this year, the latter always provided the administrative body set up to advise and assist the Governor. The appearance of Pouvanaa a Oopa and Celan-Jerusalemly as heads of the government gave Tahiti quite a shock.

These "Ministers" were far too rough and hasty in introducing the hated income tax, and in talking of an independent republic. The trading classes became seriously alarmed. Premier and Government increased the general uneasiness by arrogantly insisting that taxation be imposed at once.

There are 30 members now in the new Assembly—17 in RDPT, and 13 in opposition. The latter joined with citizens generally in forming an enlarged and resistant Democratic Union. Alfred Poroi, well-known Mayor of Papeete supports it; Rudolph Bambridge, well-known lawyer, is President; members include Princess Pomare and Marcel Tixier, Mayor of Uturoa.

The new tax stirred them; the proposal to form a republic and secede from France brought strong action.

All Ceased Work

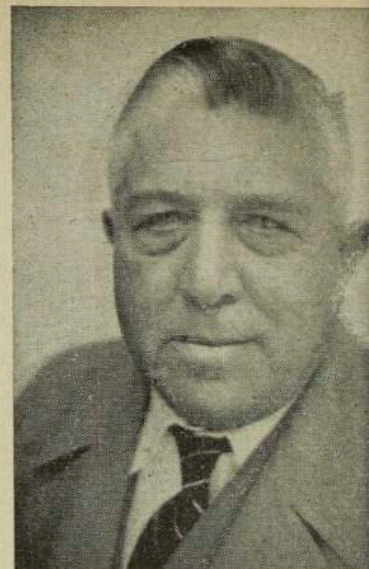
Merchants, traders and industrialists, as a protest, closed up their establishments—everyone in Papeete ceased work.

The Assembly was sitting. Without apparent direction, hundreds of idle workers began to gather in front of the Assembly building, and demands for the withdrawal of the new tax were loudly voiced.

Gendarmes tried to control the crowd, which swelled into thousands, as sightseers came from all directions.

No one seems to know exactly how it started—but presently a section of the crowd began to bombard the building with stones. The crash of broken glass (about 60 windows were broken) seemed to spread the excitement.

In the beginning, it was a good-natured crowd, booing and jeering; but as the police tried to gain order, the stone-throwing got out of hand.



Pouvanaa a Oopa

The Assembly members (normally number 30) and officers were crowded inside, as the stones rained all around them.

Finally, the police brought out a fire brigade. The brigade hoses the crowd, which scattered. The police brought out the scared legislators and escorted them to the residence of the Governor, Dr. Henri H. where they were given sanctuary.

The next demonstration was made by a crowd estimated at 1,000 which marched to the residence of the Governor. Representatives of the Assembly interviewed the Governor and demanded (a) the repeal of the new tax laws and (b) assurance that the RDPT-dominated government would not be allowed to sever the centuries-old connection between France and French Polynesia (or French Oceania).

Air of Grimness

The full Territorial Assembly met the following day. The merchants and traders' strike was still on, and there was an air of grimness about the crowds which waited in Papeete's streets.

The Assembly did not waste time. The new tax law was repealed.

According to later newspaper reports (which on May 5 were trickling through from Tahiti) the crowd after the foregoing event sang the "Marseillaise" and dispersed; the shops were opened for business; and all was calm again.

Nothing like this had happened in Tahiti for over one hundred years—not since the 1840's, when Admiral du Petit Thouars and his warships arrived to remove Queen Pomare from her throne and formally establish French sovereignty.

n Five Bob to
Thousand

'S A LOTTERY LLIONAIRE

From Pat Robertson, in Lae

A New Guinea native became millionaire in April. He hasn't what you and I would call a son—but he's got £5,000 of it, when you are in the habit of content with a pay packet of a week, £5,000 is near enough to a million.

A new "millionaire" is 20-year-old Alois Rovi, of the Bubia agriculture experimental station, 10 miles out of Lae. He won £5,000 in a Queensland lottery. It was the first time he had ever won a lottery ticket.

Rovi is a product of the Catholic Mission School at Wewak, and of Dregerhafen Education Centre, where he spent five years before getting a job as assistant entomologist at Bubia recently.

His salary there is 25/- a month, plus rations. In another three months he expects to sit for an examination which will bring his salary to £5 a month.

Rovi speaks very good English, is happy in his job of collecting insects and identifying them. He is, in fact, a very good example of the fruits of education in this territory, and a wonderful advertisement for the Administration. The description of him in an Australian newspaper as a "bearded jungle boy".

Rovi is not bewildered, nor does he appear to be greatly impressed by his win. He plans the future for himself.

His Future

First thing, (he says) "I want to put the money in the bank."

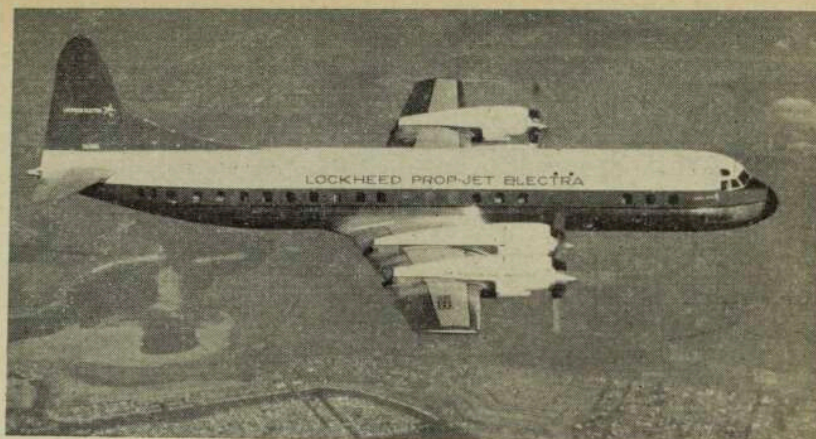
Second, I want to finish my degree in entomology so I can get the Administration, because they educated me and gave me a degree. By learning about insects I will be able to look after crops better.

Third, I want the Administration to send and advise me when I have had training, and give me some idea of how to invest the money."

Rovi also has some kind words for the officer in charge of the mental station, Mr. John Smith, who he says has helped him a lot with his studies.

In all, the story of millionaire Rovi is one that the Administration could well paste in its scrap

(See page 9 for photo)



Cruising at 400 mph (450 mph top) the new Electra is almost vibrationless.

NZ, AUSTRALIA IN BATTLE OF JETS

There were some rankled feelings in airlines on both sides of the Tasman in April, and a letter to the editor of the *New Zealand Herald* on April 28 seemed to give some of the reasons.

"It is virtually certain", said the letter, from a New Plymouth reader, "that Tasman Empire Airways is to have Lockheed Electras—an inexplicable and amazing about-face from the considered opinion of the airline's directors."

"Months have been spent in investigation of the various aircraft types on offer. Indeed representatives have been sent to England and the USA for this purpose. The field was narrowed down to the Convair 880, Boeing 720, and the Comet, among others. All these types, be it noted, are pure-jets."

"After this expenditure of time and money, the choice was announced—De Havilland Comets. Then and only then, did Australia bring full pressure on New Zealand to buy Electras, to tie in with Qantas plans, disregarding the requirements and interests of TEAL. "Surely, if the Comets are to be abandoned in favour of Electras, then we can only assume that TEAL is to be subservient to, and dictated to by Qantas."

Electras for Qantas

New Zealand had not, by early May, made an announcement that TEAL (owned by Aust. and NZ) would switch to Electras to tie in with Qantas plans, nor, in fact, had Qantas yet announced that it would replace its main line fleet (of 16 aircraft) with Electras.

But Qantas certainly will buy the Electras, and in fact will have some of them in the air by next year, and it's double or quits that TEAL will follow suit, despite some runway problems the Electras will create.

And despite too, the opposition

of the British Government which has already protested to New Zealand about the rejection of the Comet in preference to "an inferior American aircraft". Some members of the NZ Cabinet support the British stand because they feel this is a time they should be "buying British"—an attitude which Australia regards, in this case, as not being hard-headed.

Australia wants TEAL to have the Electras, and will offer some financial assistance to get them into the air, because it believes that the Electra is better and that it is in fact the Comet which is now outmoded and inferior.

It believes, too, it will be cheaper in the long run for both airlines. Spares will be more readily, and more cheaply available, and TEAL would not find itself in the position of having to have a costly extra aircraft as a standby. The key to the situation is that TEAL really has the traffic only for less than two aircraft.

It is still possible that the NZ Cabinet will reject the new draft agreement, but in that case NZ knows that Australia might take a closer look at its TEAL commitments, and NZ would find it hard-going on its own. There should be an Australian announcement very soon.

Meanwhile, whatever the outcome of the TEAL deal, P-NG people stand to benefit by Qantas' certain use of the new 450 mph, 66-98 passenger Electras on a new trunk service that will pass through Port Moresby on its way to Manila and Hongkong, probably next year.

Time for the Sydney-Port Moresby service, at present done by Skymasters, would be almost halved.

W. SAMOAN APPOINTMENT

MR. POWLES BACK FOR FOURTH TERM

A lengthy debate followed the announcement to the Western Samoa Legislative Assembly of a fourth 3-year term for the New Zealand High Commissioner, Mr. G. R. Powles.

THE Leader of Government Business, the Hon. E. F. Paul, announced the re-appointment. It had been made public in New Zealand by the Prime Minister of New Zealand, Mr. Walter Nash.

The announcement stated that Mr. Powles had been responsible for much of the considerable constitutional and material progress made by Western Samoa in recent years, that he had most ably advised the New Zealand Government and guided the Territorial Administration and had been one of the principal architects of plans for Samoa's current constitutional development.

The announcement by the Prime Minister also stated that Mr. Powles had earned the full confidence of the New Zealand Government and the Samoan people, and that he was sure the Western Samoan Ministers and Legislators would welcome the re-appointment of an experienced friend on whose judgement they could rely and of whose sympathy they were assured.

Mr. Paul moved a formal motion of congratulation to Mr. G. R. Powles. He said that Mr. Powles had served Samoa well during the past nine years. He had to make difficult decisions which not always met with the approval of some people, but the Samoan people were most happy to have Mr. Powles' help and guidance in the next important three years.

The motion submitted to the House brought about a lengthy debate on the circumstances surrounding the re-appointment of Mr. Powles.

A Samoan member, Hon. Tofaeono, criticised the fact that the re-appointment had been made by the New Zealand Government without previous consultation of the Samoan leaders.

In reply it was pointed out that the appointment was made by the Governor-General of New Zealand on the recommendation of the New Zealand Government and that the appointment was a prerogative of the New Zealand Government. The Samoan leaders and the Legislative Assembly had no jurisdiction in the matter. After 1960, however, Western Samoa would have an opportunity to have a voice in the appointment and the policies of the representative of New Zealand.

When the Attorney-General moved that no further debate should take place on the motion, the House voted 22 votes to 22 on his motion "that the question be now put", and the Speaker ruled that in consequence the debate could be carried on.

Samoan and European members criticised the fact that in recent

years the High Commissioner in many instances ignored resolutions of the Legislature. In some of some creditable political, social and economic progress made by the Territory during his term of office. Policy mistakes during the time resulted in the worst crisis in Government finance that Western Samoa had ever experienced.

The motion of congratulation finally passed, with about 12 yeas and 12 nays.

(See article page 56, this issue)

It's All Just a Matter of Taste

New Guinea Cocoa Is "Not" Inferior Say Manufacturers

By a Staff Reporter

New Guinea cocoa bean planters can look forward to a growing market in Australia but must look elsewhere to sell the bulk of their crop in future years.

FOLLOWING the conclusion of the first conference of the cocoa industry in New Guinea (see p. 137) I contacted manufacturers' delegates who had returned to Australia, to get their impressions of the conference.

All were pleased with the outcome and offered some interesting observations on the Territory's infant industry.

But when I set out to "get the facts" I found I had wandered into a private world where predictions, estimates, and opinions on the Territory's cocoa beans were many and varied.

All stressed the fact that New Guinea beans were "not inferior, but different".

On his return to Hobart, Tasmania, Mr. J. P. D. Lloyd (chief man of Cadbury's and leader of the manufacturers' delegation) quoted as saying that the NG beans were expected to reach 10,000 tons annually, within 10 years.

Other members of the delegation had not seen this statement, but told me 10 years should read "five or six years".

Equal to Australia's Requirements

To add to the confusion, Mr. W. Cooper was reported in the Press as saying, at the annual meeting of Hoadley's Chocolates, that the Territory should be able to give Australia all her requirements, 192,000 bags, within 10 years.

I was later informed that Mr. Cooper had been misquoted as a "junior reporter".

What Mr. Cooper had said was that within a few years New Guinea production would probably fulfil requirements of Australian manufacturers—which puts an entirely different complexion on it.

According to Mr. A. G. Hoadley, the NG beans, because of their "distinct" flavour, will enjoy a share of the Australian market for the foreseeable future.

Australian manufacturers are, however, wholeheartedly behind a scheme to improve the industry.

(Continued on page 145)

(See also, "Delegates Learn a Lot" in this issue)

Phosphate in the Solomons?

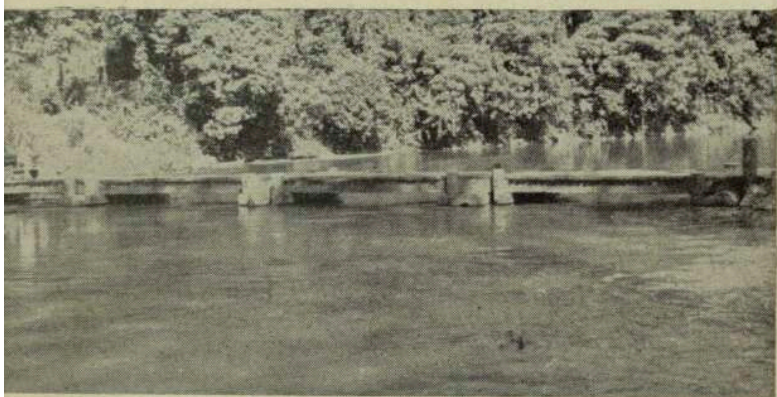
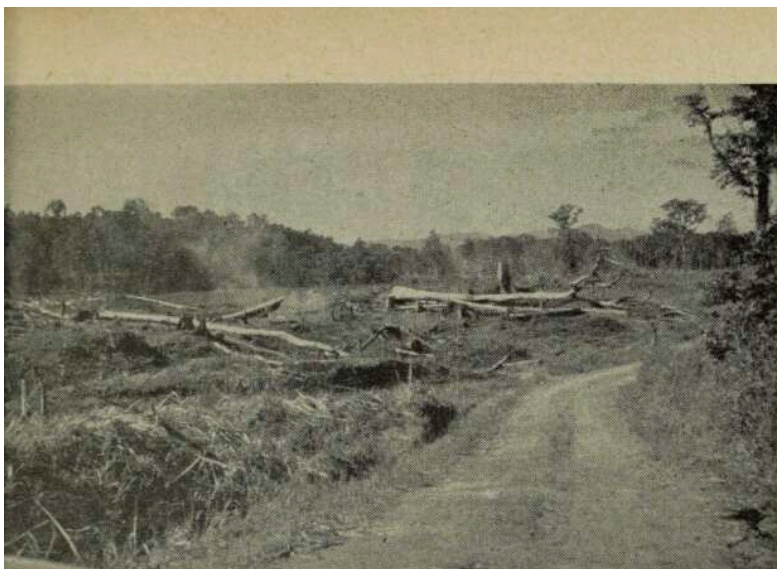
The arrival in Honiara, BSIP on April 20 of the 300 ton Burns Philp motor-vessel "Kokoda" has renewed interest in the Protectorate's phosphate potential.

Under charter to the Australian Bureau of Mineral Resources Department, the "Kokoda", captained by C. R. Bignell, is virtually a floating laboratory with modern and up-to-date geological equipment.

Purpose of the visit will be to test the deposits known to exist on Bellona Island, an outer island to the south of the main Solomon Group. Its natives are of Polynesian descent.

There are four geologists on board "Kokoda" and testing will be carried out on the spot.

If results of the survey should show that the phosphate is of sufficient quality and quantity to be commercially exploited it would give a decided boost to the Protectorate's economy.



Cocoa goes in the Warangoi at last. (See story). Photo shows, top, of the blocks in process of clearing operations. And, lower, the bridge built by a sawmilling company.

COPRA: BUYER-RESISTANCE TO RISE

April was characterised by restricted copra supplies—because of political trouble in Indonesia and drought in the Philippines—but continued buyer-resistance to the rise in price.

ERAGE price for the month was £Stg69/12/6 c.i.f London.

Buyer-resistance was more notable at beginning and end of month—buyers holding off as far as possible in the hope of a price. Consumers at the end of April announced that prices were approaching the uneconomic level that unless sellers saw a way they would discontinue use of coconut oil in margarine, they had done in the United States where only ground nuts, soya and cottonseed oils are used for this purpose.

However, the general oils position itself having an effect on the market. Coconut oil was selling at a good volume but there was

little business in ground nuts and palm oil reported.

The Indonesian situation remained obscure. The end of the rebellion in Sumatra may result in higher exports of copra and oil. (The fighting has been on so insignificant a scale that it of itself was unlikely to disrupt the industry).

Most Europeans have now been withdrawn from these plantations, and it is thought that this might affect production.

Supplies of copra from the Philippines are not likely to come freely before July because of a long dry spell.—Based on material released by the P-NG Copra Marketing Board.

Cocoa on the Warangoi

But About 10 Years Late

After about 10 years of agitation, the New Guinea Administration opened its heart towards the end of last year and granted five cocoa blocks along the Warangoi Valley, about 30 miles out of Rabaul.

Two of the blocks went to Europeans, two to Chinese and one to natives. Top photograph shows part of one of the Chinese-owned blocks, as it was in early March. Timber has been felled, and is being cleared and in the meantime cocoa seedlings are already being planted in the semi cleared ground.

Farther along the valley, the block granted to J. L. Chipper & Co., is expected to be fully planted-up within a matter of months.

If the Administration could have been persuaded to get into action quicker, cocoa would be bearing in part of this area now—instead of being no farther advanced than seedling stage.

This rich valley had no native population and was virtually *terra incognita* until J. L. Chipper and Co. started sawmilling there just after the war. As they cut out the timber they wanted to plant cocoa—but were refused an agricultural lease.

Shortly afterward, the RSSAILA, still hoping for a Soldier Settlement scheme for New Guinea, added its plea—but to no avail. The RSL has never been able to get anywhere with a Settlement Scheme but the company has achieved what it set out to do, after 10 years' delay.

Company Road

The other four lease holders have probably not been so inconvenienced by the delay—if it had not been for the timber company they would not have had an access road. As we understand it, the entire road network in this area, and part of the road between here and Kokopo, was put in by the company and cost the Administration nothing.

The road work includes the bridge (shown), the third in line—the other two were swept away in floods. This one is estimated to have cost the company £5000 and looks as though it might stick. It has already survived a couple of big floods.

In March, at the end of the New Britain wet season, road and bridge were in excellent condition.

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Brilliant" New Caledonian
Artist Discovered

NATIVE ARTIST WITH A FUTURE'

New Caledonia is interested in a native artist whom experts predict could have a brilliant future.

He is young David Diake, from New Caledonia's east coast, who, without advantages of art education is producing oils that have attracted considerable attention. Some of his work has been exhibited in the Government Tourist Office, and he is at present preparing work for a bigger exhibition to be held there in July. Diake comes from the east coast of the centre of Canala.

Gendron, Professor of Art at College La Perouse, Noumea, is himself a talented artist, and that with proper tuition young Diake should have a wonderful future.

Local art collectors appear to like the same thing, because Diake has had no trouble selling his work.

Average price is about 1,000 francs (about £A7) with the maximum so far of 1,800 francs (£A12). In the accompanying photographs, there is nothing much wrong with his draughtsmanship or perspective.

Diake doesn't go in for big splashes of colour, however, and for some people his use of colour is perhaps a little too restrained.

Former Pastor

Diake, although only 28 now, has for some years been a native pastor. He has also been married, to a girl from Lifou Island, but the couple parted company some time ago.

Diake was educated at the Protestant Mission School at Doneva, the centre of Protestantism in New Caledonia.

Our correspondent Fred Dunn visited Diake from Noumea in late 1953. "It would seem that Diake's art has been developed without outside assistance. He is able to support himself almost entirely by his painting, doing odd jobs now and then to help out.

Diake is at present in the country, preparing and preparing for his exhibition."

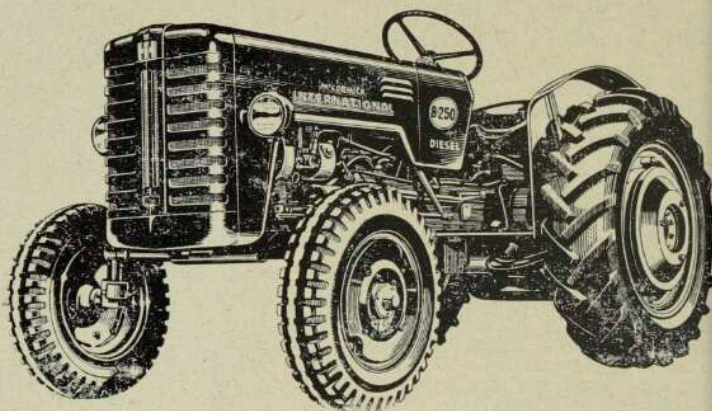
PAINTINGS: These three reproductions (photographed by Fred Dunn) are typical of Diake's work. Top shows a scene that will be recognised by many visitors to New Caledonia—a seascape seen through an unusual rock formation on the east coast. Centre is a native garden (1 ft. 6 in. by 1 ft. 6 in.) and bottom a New Caledonian village scene (2 ft. 6 in.). See also page 9.



"— does all kinds of jobs faster and easier than you ever imagined"

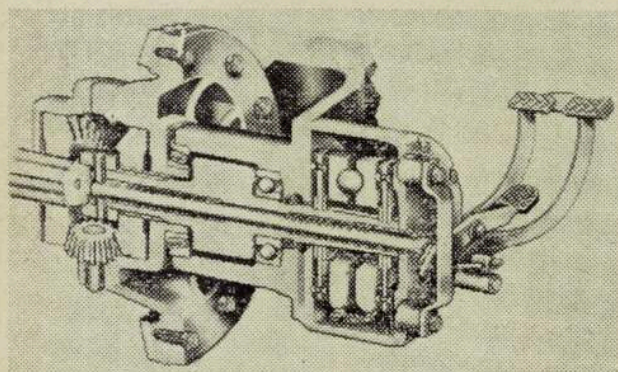
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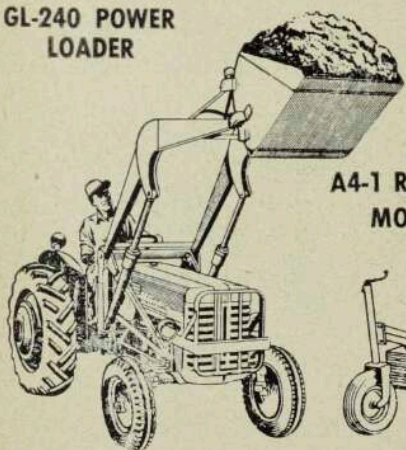
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The "diff lock" illustrated at the left really makes a difference. By locking the differential with a convenient foot pedal when necessary and making the rear axles one you eliminate wheel slip and increase traction. Other features include a 30 h.p. engine, disc brakes and 3 pt. linkage designed for both No. 1 and 2 category linkages.

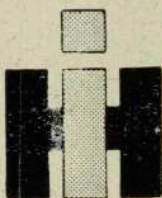
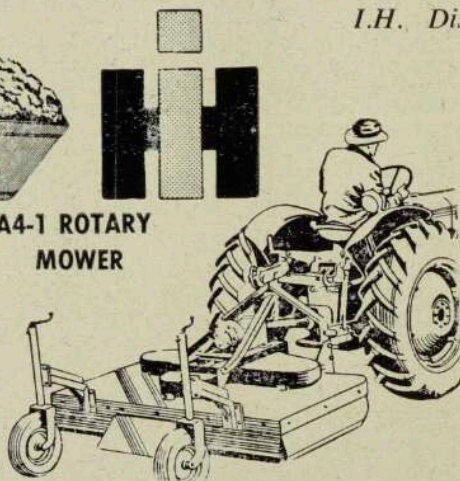


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COMMENTARY

Sharp New Turn In Indonesian Situation

COMING being a comic-opera war, with even near neighbours smiling tolerantly as Indonesian lists and rebels made ugly faces and shot off guns harmlessly at each other in Sumatra, affairs in Indonesia suddenly took a more serious turn at the end of April.

Now, unless much diplomatic skill is exercised, some of the Pacific countries could become embroiled. Members, appearing unexpectedly somewhere in the northeast, obviously manned by skilled men, began attacking and seriously damaging any ships using Indonesian Government ports; and, in consequence, shipping was being hurriedly withdrawn.

This campaign began just as the rebellion in Sumatra was fading to a very inglorious conclusion, Soekarno triumphant. Its purpose is clear. Indonesia's economy is tottering, the result of corruption and mismanagement, plus the strain of the Sumatran "war". Paralysis of shipping could give it the *coup de grace*.

The Communists have been getting ready to take over in Djakarta. Soekarno has been helped very much by the Soviet countries in his fight against the Sumatran rebels. West, therefore, might be expected to applaud this new development in the rebellion against Soekarno.

But it is no time for cheering. Bombers, and other help for the rebels—now active in the Moluccas, Celebes archipelagos, just north of Australian New Guinea—have been supplied from Formosa, by the Nationalist (anti-Communist) Government. The bombing attacks are carried out by European (probably American) mercenaries, paid for the rebels, but almost entirely being paid by Anti-Red forces.

The bombing attacks have had no success, and Soekarno's Government collapses, what will be the result? The best we can hope for is the emergence from the present economic confusion of a stable Moslem administration. The worst would be the seizure of power by the Reds, in association with Red China and Moscow.

Papua, America, and the West, prepared to intervene in Indonesia to seek some kind of stable government, they would be well advised to use their strongest in-

fluence to halt the bombing of the ports and shipping.

Early in May, Soekarno was howling to Moscow that these are Western bombers from Nationalist China, operated by American airmen. If Moscow accepts that statement, the Communist nations will provide fighter planes for the protection of the Indonesian ports.

That will be simply one step nearer to the establishment of a Communist State, right across our northwestern frontier.

As NT Seethes, 'Mother' Hasluck Knows Best

THERE are 20,000 Europeans domiciled in Australia's Northern Territory. They believe that they should have some voice in the government. Evidently, the Minister and Department of Territories thought so, too, because they authorised an election, and six qualified men were appointed members of the Council, by popular vote.

The latter made recommendations. Other qualified people, after inquiry, recommended that those recommendations be treated with respect.

The elected members and their representations were treated so lightly by Minister and Department heads alike that, the six men, as a protest, resigned in a body. They published strong criticism of Minister Hasluck, his aloofness and his intolerance. (Someone has said that he models himself upon Mr. Menzies, whom he hopes some day to follow!)

The Parliamentary member for NT, Mr. Nelson, vote-less but belligerent, took up the cause of the NT Councillors (resigned), and is threatening to retire and force a by-election on the issue.

Minister Hasluck and Territories Secretary Lambert, in brief appearances in print, have played down the NT incident, denied that there is any kind of trouble in the Administration, and argued that the Department knows what it is doing. Mr. Hasluck suggested that the six would perhaps be a little less irritable when the hot weather passed!

Papua and New Guinea folk have followed these events with some interest. P-NG, living under a similar administrative set-up, and similarly compelled by circumstances completely outside their control to accept Messrs. Hasluck

and Lambert as the directors of their lives and fortunes, probably would like to send leather medals to the six rebels in NT.

There are almost as many Europeans domiciled in P-NG as there are in NT, and there is far more economic and social development in the Island Territory. Yet the P-NG residents have only three elected members in their Legco; and their Council, like that in NT, is completely dominated by officials who must carry out Canberra's wishes.

There are conditions in NT, as in P-NG, which make government by a democratically-elected body both undesirable and impracticable.

But equally undesirable is the flat-footed, bureaucratic dictatorship of Canberra, as applied to NT and P-NG. Its undesirableness becomes manifest when, at the head of the dictatorship, is a clever, sincere but intellectually-arrogant man like Mr. Hasluck. He is quite sure that he has forgotten more about the science of tropical administration than the average Territories' resident has ever learned—and he probably is right, most of the time. That, probably, is why he and his Departmental heads have such a reputation for consistently over-riding the Administrators.

But that does not alter the fact—daily becoming more prominent and insistent—that all men and women over 21 consider themselves entitled to a voice in their own government. Ignore them, and they become troublesome—and embarrassing.

If Minister Hasluck were as wise as he is clever, he would have used his P-NG Administrator (and, presumably, the latter's opposite number in Darwin) as a constant channel of communication between dissatisfied sections in the Territories, and Canberra. Far too often, we see delegations of residents of P-NG or NT going directly to Canberra to discuss, with the official czars there, matters which should, as a matter of course, be settled in the Administrators' offices.

The machinery is there, but it is not used for the purposes for which it was planned.

The NT rebellion should remind Mr. Hasluck that, while he may ignore his Administrators and some of the residents some of the time, he cannot ignore all Administrators and residents all of the time.

The HCL on South Sea Islands

AN announcement in the *Fiji Times* in mid-April that the winner of the Win-an-Island contest and his friend could do with some work to cover out-of-

pocket expenses, just about ties up the biggest piece of ballyhoo that was ever launched in the sacred name of publicity.

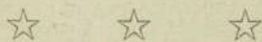
Kent Shelby (who won the island by supplying the last line of a limerick) and his friend Douglas Howard, were then living in a Suva boarding house (at the expense of the Fiji Visitors' Bureau) awaiting the sailing of *Orsova* on May 5, which would take them back to California and reality, two months before they had planned to go.

They arrived in Fiji from the US at end of February to claim their island—a pint sized piece of mud, mangroves and sand off Lautoka, uninhabited except by visiting Fijian and Indian fishermen.

A native hut had been built, and furnished by local firms—but just for a fortnight. At the end of that time, a launch arrived and actually took away everything—from the primus stove to the camp beds, leaving the two men to fend for themselves. They insist that it was not this that got them down—although it seems to us to have been unnecessarily inhospitable—but that no money went with the prize and they found the cost of living, even in the simplest way, more than "we had ever imagined".

The biggest mystery throughout this piece is why Fiji allowed itself to be associated with this nonsense. If it were in hope of a publicity boost, the Colony is likely to get more than it bargained for. It is human nature to turn sour with disillusionment, and if the US newspapers don't play up this South Seas idyll that misfired, it will be a miracle.

And now that the temporary occupiers of "Ava Ava" have gone home, can we hope perhaps that the islet will revert to its pre-Hollywood native name of Yawalu?



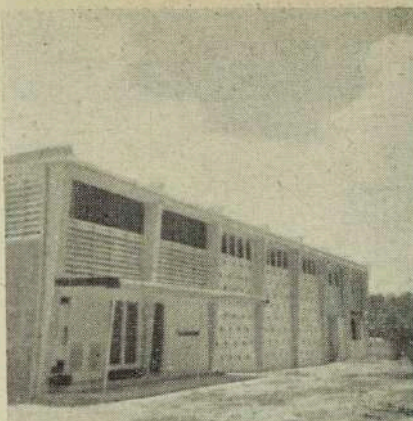
BABIES: Problem for Fiji's Five Communities

FROM the outside, looking in, the British Crown Colony of Fiji appears quiet and placid. It has been quiet and placid for 80 years.

If the lack of signs to the contrary is any indication, the British Colonial Office imagines that it will remain so always.

Seemingly, Whitehall never learns.

It has been shown, many times, in many places, that failure of the governing agency to appreciate population trends will lead inevitably to political disturbance and humiliating loss. Some of the disasters that have overtaken the British Colonial Office since World



THE PASSING ERA: The day of the "temporary" Islands' building—the shack of tarred paper, the fibro-sided box, the galvanised iron shanty, the ex-Army recreation hut—is finally passing. Nobody is sorry about it; for far too long have ugly, "temporary" buildings been blots on Islands' beauty spots. This issue of "PIM" publishes photographs of some of the attractive, modern buildings that are going up in the place of the old horrors (see pages 119, 139), and here is another one—a new, two-storey post office building now on the site of the former ramshackle post office at Honiara BSIP.

War I could have been avoided if the bureaucrats had read the signs right, and reacted accordingly. But they went their own way, blind and stubborn; and the end result is not beautiful in our sight.

In 28 years, Fiji's Indian population has come from 20,000 behind the Fijian population, to equality with it in 1944, and a lead of 30,000 today. Nearly half Fiji's population now is Indian. This journal, and some leading men of the South Pacific, have directed attention, again and again, to this dangerous situation. Little has been done.

The Fijians, a proud and virile people, own the lands of Fiji; and the Fijians are increasing at more than normal rate. (See population figures, on page 59). The Fijians will not give up their land rights to meet Indian needs. The introduction of the Indians was none of their doing.

The population has doubled, in a little more than 20 years, to 360,000. It will double again, to 750,000, within 25 years.

So far, the Indians have been quiet, peaceful, and reasonably co-operative. Indian leaders—like Fijian and European leaders—are quite capable of seeing the developing problem, and applying to it the rules of simple logic.

An increasing proportion—certainly a majority—of the Indians now are Fiji-born and Fiji-educated. They had no say in the immigration policy which brought their forebears in to grow the sugar-cane and work the mills. Fiji now is their established home.

Inevitably, they or their children are going to demand equality with Fijians and Europeans, in all matters connected with Fiji.

Some Governors—especially Ronald Garvey—have sought almost desperately for a solution. Their thoughts have taken shape in measures for making Fiji land available for Indian use; in a concerted attempt to change Fiji from village communal life to a system of individualism, in the next generation. The planning is so vague, and impractical; but there are mere palliatives.

There are five communities in Fiji—Fijians, Indians, Europeans, Chinese, and Europeans (part European, and part Polynesian, Melanesian). So far, these communities have permitted the British Colonial Office to regulate their lives, and shape the future of Fiji. Will they be content with that system, much longer? The answer, look around the former British Empire!

It is improper and most unjust that this ugly and developing problem of Fiji's future should be left indefinitely on the knees of short-term, inexperienced Governors.

Fiji was lucky in getting Ronald Garvey, in 1952. He was wise, experienced and exceedingly tactful in handling the sensible leaders of the five Fiji communities, and so we have had peace, the law of averages, his success—due in a few months—could be a stiff-necked and unimaginative bureaucrat; and that kind of Governor will cause grave trouble in Fiji.

It is time to do away with the old system.

It clearly would be impractical and unjust, to introduce the idea of "democracy" that is based on manhood suffrage and a common roll. (It works badly enough in countries of one race—it would be sheer disaster in Fiji).

Fiji needs something between the present system and common democracy—something that gives an adequate voice to every section of the people, which guards the fundamental rights of the indigenous race, and which places upon the shoulders of the five communities, whose future in Fiji, the responsibility for finding an administrative system that gives some reasonable guarantee of peace and justice.

The situation calls—with urgency now—for some sort of Convention in Fiji to consider the problem of a new Constitution, and to make recommendations. The move, such a Convention should come from the British Colonial Office. There is not a sign of it.

It would be very embarrassing if the Whitehall wallahs remain passive for so long that the leaders of the Fiji communities begin to yell. That could lead to a situation already demonstrated, in too many British Colonies.

lection of Books

N. Guinea

correspondent in New Guinea
ts to know why Evan R. Gill,
Cheltenham Avenue, Liverpool,
and, should have for sale an
nsive library of books on New
Guinea. Why his interest in New
Guinea?
The answer is supplied in this
graph from Stamp Collecting
January 17, 1958:

Sometimes it is an interest in
stamps of a particular country
which leads a collector to take a
extended interest in its
affairs. Sometimes it is the
way round.

The latter was the experience of

that a hardy old skipper like Tom
Procter sent a boy down from the
wheel to call me on deck at about
3 a.m. The remarkable feature was
not so much the brilliance, which is
common enough in those waters,
but the fact that for as far as
could be seen all round the ship
huge patches of phosphorescence
were flashing on and off in unison
like synchronised city neon signs—
just a steady, rhythmic, on—off.

After perhaps half an hour we
steamed out of the area, which
could still be seen flashing as we
left it far astern. There was some-
thing about it reminiscent of the
way in which a big school of
dolphins will all jump clear of the
water, or change course, in perfect
formation.

The Editors' Mailbag

Evan R. Gill, of Liverpool, the
known specialist in the stamps
of Papua and New Guinea. His
father and great-uncle were
missionaries in the South Seas, and
together, the Rev. S. R. M. Gill,
44 years as a missionary in
Papua.

His family link set Evan Gill
on the road to understanding New
Guinea and Papua better than any-
one who has not actually been
there, and resulted in a library of
titles (non-philatelic) concerned
with the dual territory. Containing
unique volumes (several in
native language) the Gill
library includes books not found
in the famous Mitchell Library in
London or even the official library
of the Federal capital of Canberra.

Gill has now prepared a
catalogue of his library in
a neat foolscap, and has thus
published the most com-
prehensive bibliography of New Guinea
and Papua extant. This most
valuable and expertly arranged
list is available from him at 11
Cheltenham Avenue, Liverpool, 17,
England.

Weird Sea Display

Shortall writes from Auck-
land. Mr. Jack Gaskell's report
in *PIM*, page 127) of a weird
display of sea phosphorescence off
New Guinea in the Solomons brings
back an experience in 1937, off
New Guinea coast.

It was a still calm night with
a light breeze. Carpenter & Co.'s recently-
acquired *Coombar*, Captain Tom
Procter, in command, steaming up
the Strait between Manam
Island and the mainland, some-
what off Bogia.

The writer was then kus-kus (or
koo-koo or kuss-kuss in
English?) on the vessel.
At this display was really
impressive is evident from the fact

At about the same time, bound
out for the so called Western
Islands, *Coombar* passed through
hundreds of square miles of pumice
from the big Rabaul eruption of
some months earlier. At times, in
calm conditions, it was like sailing
across a desert of grey sand, and
the old ship's hull was polished
bare with the abrasive pumice.

Some Blank Verse From the "Yankee"

The brigantine *Yankee* is nearly
back at her home in United States
—she completes her seventh world
voyage on May 4, 1958. Commander
Irving M. Johnson, and his wife,
Mrs. Electa Johnson, for many
years, have been taking groups of
American students (usually about
20, two-thirds being youths and the
remainder girls) on world cruises,
during which they were instructed
in navigation, geography and
similar arts in a very practical way.

This (the seventh) is her last
voyage. The Johnsons now will
retire.

The *Yankee* is well known in the
South Pacific. Last year, she came
from Polynesia into Fijian waters;
spent some time in New Hebrides
and Solomons; visited the Rai coast
of New Guinea; and sailed
leisurely westwards via the Indian
Ocean, East and South Africa, and
the Atlantic.

The publisher of *PIM* met this
amiable company in Suva last May;
spent a pleasant hour on the
Yankee; and, subsequently describ-
ing the brigantine, he said he was
sure that a fine steel mesh
separated the quarters of the male
and female students on this
interesting ship. Whereupon the
following was delivered by mail at
the office of *Pacific Islands
Monthly*:

Dear Mr. Robson,

We always say
That your magazine is quite OK.
With almost everything we agree.
There's nothing much worse than bureaucracy.
We, too, would like our planter friend
To pocket a larger dividend.
To Americans you're usually kind
And criticism deserved we really don't mind.
You've always said nice things about "Yankee"
And for that we sincerely thank ye.
But in the issue of last July
There is one bit that can't get by.
You say that our ship has an iron mesh curtain
Around the girls' cabins to make certain
That no young, uncontrollable male
Among us attacks the fair and frail;
That our lady doctor acts as police
And guards our girls from such as these.
When we read that we looked to see
What there was that could possibly be
Construed as a barrier of steel,
And we asked the girls if they ever feel
That Doctor Alice is their protection
Against the dangers of moral defection.
The "Yankee" has no iron bars
To protect our maidens from our tars,
And the "Yankee" doctor doesn't fear
That the worst will happen if she's not near.
The iron mesh of which you write
Requires more than keen eyesight.
It's invisible iron we look to find,
When we pick our crew, in heart and mind.
And no matter how far the "Yankee" may
Roam,
We live aboard as we live at home.
Come and visit us again
And get to know us better then.

—ELECTA JOHNSON.

More About the Mt. Yule Cross

Bishop Sorin, of the Catholic
Mission, Yule Island, Papua, has
supplied us with some more in-
formation about the cross seen by
air travellers "west of Mt. Yule".
(The Editors' Mailbag, March and
April, *PIMs*.)

He writes:

"It is the work of the Rev. Father
Paul Taphanel, a French secular
priest who worked for the Catholic
Mission of Yule Island from 1947
to 1954. His main station was at
Kamulai in the Kunimaipa Valley
and he had to cross regularly the
gap at the foot of Mount Yule to
visit the tribes of the Tapala
Valley and of the Karuama, situa-
ted between Mt. Yule and the
Mekeo plains.

"On several occasions, with a few
of the natives who accompanied
him, he climbed to the top of Mt.
Yule. He erected a wooden cross
on the occasion of his first visit
but it was hardly visible to the
naked eye from the foot of the
mountain. He then decided to place
a few sheets of aluminium roofing
against the side of the mountain
in the shape of a huge cross.

"This is likely the cross referred
to by the young man of Brisbane
who accompanied the Duke of
Edinburgh!"

"I regret having no photograph
available and that I am not able
to be precise in the date at which
the cross was erected."

Father Taphanel has now re-
turned to France where he is parish
priest of Plon.

TERRITORIES TALK-TALK

By Tolala

When the Queen Mother was in Canberra, Old TNGite, J. C. ("Clarrie") Archer and now Administrator of N.T., was invested with the insignia of the OBE by G-G Slim.

I LIKE the way the Darwin paper ("The Northern Territory News") describes this honour:

"The Territory's quiet Administrator received his OBE at a special ceremony at Government House.

"Today, apart from admitting he had received the investiture and that the OBE was for 'services rendered in the Territories dating back to 1923,' Mr. Archer had no comment."

TNGites will recall that "Clarrie" was always a "quiet", silent Servant of the Public from the days he was OC Commonwealth Audit in Rabaul.

The Japs collected him as an officer of the NGVR, in which he served with credit at the landing on that memorable day in January '42; after a period as a POW in Japan he returned to P-NG and was Chairman of the Copra Production Board.

For some years he was No. 2 to Lambert in the Territories Department. But that should not be held against him. In fact in the present "crisis" up in the NT his knowledge of Departmental know-how could be put to good use and, with his natural phlegm, could be responsible for pouring oil on the troubled waters.

Not So Tough?

Not a little has been written in the Moresby press of late months, touching on the matter of school subsidies and the climatic effect upon adolescents in the tropics. It has even been suggested that with the withdrawal of government subsidies the present residents (with children) will return South in order to provide their children with suitable education.

If this be so the Administration appears to be faced with a two-headed problem born of an endeavour to suit all classes after "expert" opinion has been offered.

It is apparent that there will be no colour discrimination in the Administration's educational policy; also that the sending of natives to Australia has not been a success and, ergo: secondary education must be carried on in the Territories.

The pre-war residents were never

faced with such problems. Somehow they managed to send their off-spring to Australian schools without subsidies, where now their counterparts who are now on four-figure salaries as compared with the three-figure salaries of pre-war find it difficult.

In pre-war years, I believe, their secret lay in the fact that they were prepared to curtail local expenses and abandon the race to "keep up with the Joneses".

This, I do recall—that many of the Territory kiddies sent South for schooling proved their astonishing brilliance. Maybe the sacrifice being made by their parents had something to do with this and urged them to put that little something extra into their work.

Surely, if it can be done on three-

figured salaries, it can be done the present four? Or could people care less?

Christian Unity —Again

The London Missionary Society's honorary Minister in Port Moresby—Rev. D. E. Ure, has taken my task (April, *PIM*, p. 79) for erroneous and misleading statement.

He refers to my remarks in February "Talk-Talk" on "Christian Unity". I am very glad he has done so for, I must admit, explanation of the workings of LMS and its "Fundamental Principles" have given me a deeper insight into the Society's activities and composition than hitherto held.

My only regret is that the influence of the LMS does not include the various mushroom missions which have grown up (to a lesser degree, certainly) throughout the Territory. But perhaps this may happen if and when onslaught from a non-Christian mission enters the field.

I should like to point out, however, to Mr. Ure, that my remarks were based on an apparent hand-out to the *SMH* which featured the appointment of Paul Parkin as minister of



The job of taking native census appears to be a never-ending one in Papua-New Guinea as any patrol officer will tell you. Nobody yet knows the full population figure. This patrol officer, among the Chimbus in the Highlands, at least makes himself comfortable.

—Freddy Drilling

ted Church at Port Moresby" as
ing "to mark an important
ward step in co-operation be-
the Churches [Presbyterian,
hodist and Congregational] in
e Springs, Darwin and other
s of Northern Australia".
he United Church Board (Rev.
d McKay) is quoted as saying:
e venture was an indication of
pirit of united endeavour in
angelising the North. It provided
earhead for the growing unity
een the churches in spreading
stian doctrine further afield".
ter reading that build-up it was
natural that I assumed it was
w "forward step" towards unity
ngst the denominations. No
tion was made of the LMS.
I am sorry if my assumption proved
rect; but I am more than glad
ow that it does not mean more
petition amongst the ranks of
missionaries.

ward the oecumenical move-
t!
for Mr. Ure's dig at my hiding
nd a pseudonym, I can c
ter mild surprise that my
y-veiled anonymity has not
penetrated by the reverend
leman long ere this.
e PIM has made no secret of
dentity from time to time, nor
e identity of "Tolala" unknown
majority of the Bepores—of
h Mr. Ure may be numbered
hough the Behinds probably
n't care less.

sum up: Had the "In The
ches" article in the SMH of
58, had the slightest reference
e appointment of Rev. Parkin
made in conjunction with
LMS at Port Moresby there
d have been little comment
by me, and a greatest service
d have been given to the LMS
the public relations officer.
ying the "hand-out" to the
been more specific in his
rks.

Old Stone

e old mill stone of the Marquis
ay's expedition, which stands
abaul and has oft been men-
d in PIM columns, is the
ct of interest to members of
Historical Society of New
in and they have organised a
in an endeavour to obtain a
e plaque, which was made to
e the original one lost during
ar.

quiries show that the late and
-forgotten W. L. MacGowan,
e PWD, arranged for the re-
nent back in 1951 and an
was placed by the Territories
tment with a Sydney firm in
'52, executed and delivered to
epartment's store in Pymont.
then on its whereabouts re-
a mystery.

e is almost inclined to the
that somewhere in some
pigeon-hole reposes this

object of the Historical Society's
search.

Society's Secretary S. S. Smith
queried the District Commissioner
at Rabaul; but he knew naught
of it, but "has no objection to the
Society replacing the bronze plaque
at its own expense". But this up-
and-coming Society—a bit short of
chips at the moment—wants to
locate the plate which was delivered
back in '52. And this seems reason-
able enough.

Anyone with any clues could drop
Secretary Smith a line.

A Sea-Going Savvy Box

Met up with a pre-war old-time
mariner last month in the person
of Captain Ludwig Klugkist, master
of the triple screw NDL freighter
Rothenstein, which lobbed in
Sydney from West Africa (in-
cidentally with a load of cocoa
beans). The skipper was chief
officer on the old *Bremerhaven* and
Friderun, well-known to B4 plan-
ters who, free from trade agree-
ments, were able to ship their
produce to Europe, via Hongkong,
and thus make a few extra quid
when the copra price was down to
about a tanner a ton.

Rothenstein is a 7,900 ton
freighter, with all mod. cons. and
carries some 20 cadets. Wind-
jammer cadets have gone out of
fashion now since the sinking of
Pamir. While in Sydney the
skipper appeared on TV, together
with that ever-popular kiddies'
Captain Fortune, in an interview
at the Seamen's Mission.

His uncle was the master of the
NDL steamer *Coblenz* by which I
went to German NG in 1911, and
was known as Captain "Savvy
Box", a Pidgin translation of the
name Klugkist (klug—wise; kist—
box) a name which Ludwig has
inherited from those old days.
(Parenthetically let me remark on
the name of another German whom
I knew in the early days, a Herr
Meerkatz. He was known as Masta
"Pussy belong Saltwater.")

He asked after many of the old
B4s, from whose plantations he had
collected copra in the old days.
Few of them still remained. Most
of them lost in the war. Interest-
ing photos he showed me included
one of a plane landed for the
Marist Mission at Kieta, showing
Bishop Wade replete in flying kit
for a flight which unfortunately
proved a bit of a dud.

A genial cove is Capt. Savvy Box
but, unlike most German skippers,
he is small of stature and drinks
lolly-water.

The Rubber Stamps

The "bloodless revolution" in the
NT for constitutional reform, which
got off to a good start the middle
of last month, leaves sceptic

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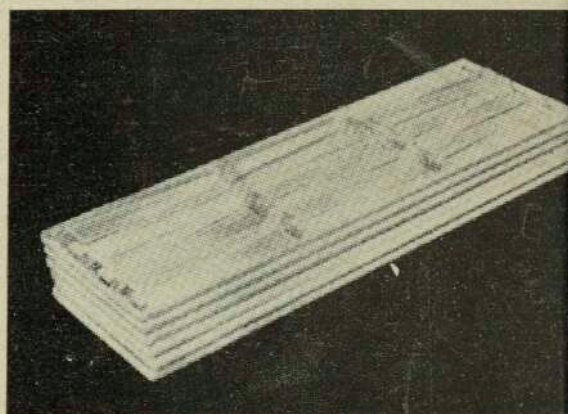
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beans cold; knowing as they the form of Minister Hasluck, well as that of his henchmen the Department at Canberra.

For many years now the P-NG has registered its whingeing the futility of the powers of unofficial representatives in the Official Party naturally resents the Opposition, or people's representatives.

But, after all, how much different Territorian Legco to the Council, or any State House in Australia? The Party in the box-votes en bloc, at the instigation of the Party Whip, and the position—always in the minority—only has the satisfaction of airing its views. If the debates are embarrassing to the government then the gag is applied.

It is all very fine to hear about Legco members resigning; but their successors be any better?

It's alright for MHR Nelson to create a by-election; but what is that going to do anyone? The whole method of voting changed? The solution could be summed up in two words: Secret ballot.

Where is the Party Leader's game to put it to the test? Lose party power in order that people's representatives may be according to their consciences?

Don't let us be too optimistic about what benefits may arise out of the present NT Legco revolt.

It is an indication of disapproval of present bureaucratic methods, but it's going to take something bigger to make the boys in the box-seat change their minds.

A Counter Irritant

Mr. Kerr's utterances at the Summer School, which could easily have been construed as "Out the Europeans from P-NG", have apparently touched a tender spot even in Administration circles, and in the issue of the local Moresby paper of 23/4/58, there are several pro-European statements from Government officials and even from Administrator Cleland himself who is reported to have deplored "irresponsible statements that the Europeans were not wanted".

"Europeans are here," he said, "they are wanted and they will remain as a bulwark in the development of the Territory." He then quoted Minister Hasluck's remarks which, he claimed, received little publicity, but encouraged European settlement as only by that means, with investment, technical skill and managerial ability, could be attained the rapid results so essential to solve economic problems.

The Administrator also commented on the "dramatic increase to private enterprise" of land grants totalling 369 sq. miles for rural industry during the last six years.

Kinds words are more than coronets, and no doubt the Europeans will get a certain satisfaction from this promised change in the official attitude. Time will prove the sincerity of such official pronouncements.

Why UNO?

According to a New York press cable, Australian representative Kevin Kelly recently told the UN Committee on information from



P-NG is getting more civilised than it once was, but there are some services that seem as far off as ever—such as postal deliveries, and grocery deliveries. But this chap in Lae seems happy enough as he brings the market goods home for the Missis.

non-governing territories that Papua, considering its terrain and isolation, had made very "considerable progress". And the whole area would be brought under UN administration control by next year.

Why this submission to UN of a report on the Australian Territory of Papua? It's not a Trust Territory.

A report had also been made, for the first time, for the Cocos Island territory, he said.

Why not also provide the UN with reports on the ACT, NT and Norfolk Island? They are all non-governing territories.

Dental Survey

I see where Dentist J. F. Williams, of NZ, is making a dental survey of natives of the younger age groups throughout the Territory and reckons their teeth so far are not so perfect as is the general belief, due primarily to the change of food from their own to that of Europeans.

Another of the whiteman's burdens the rising generation must bear.

Reminds me of a well-known medico's remarks some years ago that the reasons for such good teeth amongst natives were: chewing betel-nut and not eating hot food. And he could have something there, too.

Mystery Earthworks to be Investigated

The Administration of P-NG, hopes to begin an investigation soon into the origin of a set of mysterious earthworks in the Western Highlands, which, local legends say, were built by earlier race of people.

A series of big mounds was discovered on a property about four miles east of Mount Hagen when it is being cleared for the plantations of coffee.

They are 70 feet long, 30 feet wide, and rise three feet above ground.

Though no detailed examination yet been made of the mounds, stone axes and 30 cooking pots, all of antique design, have been found in the vicinity.

Local natives have been unable to throw any light on their origin. The Administration took action to reserve the mounds when they were discovered last year and the Acting Director of Native Affairs, J. K. McCarthy said in April

that it was hoped proper investigation into their origin would begin soon.

"Opinion has been expressed, but not proved, that they may be burial mounds," he said.

Mr. McCarthy said in various parts of New Guinea stone mortars and pestles used by an unidentified former race, probably for grinding grain, had been found.

The mortars were oblong stones with a hollow in the centre, and the pestles were from four to nine inches long.

"These things are treated with great reverence by the natives who can only say they belonged to an unknown former race," Mr. McCarthy said.

He said another unexplained mystery was the discovery in 1935 on Kiriwina Island of a cave containing fragments of pottery and human skulls and bones.

No one yet has been able to identify their origin.

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28

MAY, 1958 — PACIFIC ISLANDS MONTHLY

er than Copra?

PALM COULD BE TABLE FOR FIJI

believing that the oil palm of Africa has some advantages over the coconut palm—it is easily planted, it gives a crop in a little less than half the time, it is an early crop for "small" cultivators and the oil commands a ready market—Messrs. W. R. Carpenter & Co. Ltd. have spent a considerable sum in recent years in an attempt to introduce the tree to the Pacific Islands, especially to New Guinea.

The directors of the company are particularly interested in experiments which they are carrying out in Fiji. They believe that, as a result of the peculiar community conditions in Fiji, the oil palm could provide a new industry there which would be valuable both to small planters, and as a means of increasing Fiji's exports. Between 16,000 and 17,000 seedlings have been distributed in Fiji, as a result of a series of tests. The Department of Agriculture is interested in the co-operative.

The directors believe that the farmers of Fiji could make a good living by cultivating the oil palm on blocks of from five to ten acres. They calculate that a successful grower should get two tons of nuts to the acre. The trees begin bearing four years after planting. Experiments to date have indicated that the Fiji climate generally, and the soils of Fiji in many places, are suitable.

The directors, however, admit that, as with most other agricultural crops in Fiji, everything hinges on the availability of land. The market here, there is a growing number of people (Indians, especially) eager to produce the product, the conditions in Fiji appear suitable—but the present Governmental policies are not enough land available, in suitable blocks, to permit the establishment of the industry on a worthwhile scale?

Crux: Land Availability

Carpenter directors also are carrying out data concerning the possibilities of extended cocoa production in Fiji. But, as with the oil palm, land availability is the main factor—and difficulty.

It is true that the population of Fiji is increasing very fast," said Carpenter spokesman. "But that does not necessarily mean political or social trouble.

Fiji has abundant natural resources, sufficient to keep, busy and fed, far more people of all races than are now in sight. But

they must be provided with a means of livelihood.

"A busy man is usually a contented man, and rarely a social danger.

"There is room for plenty more industries in Fiji, if land is made available for use. That is the crux of the situation in Fiji—land availability."

The fruit of the oil palm produces two kinds of oil—palm oil, which is extracted from the outer fleshy part (the pericarp) in the country of production, and palm kernel oil which is extracted from the kernels, generally in the importing countries.

Palm oil, which has become one of the world's principal vegetable oils, is widely used in the manufacture of soap products and in the tin-plate industry. It is also used, but to a lesser extent, in the manufacture of margarine and other edible fats.

The oil obtained from the kernels has properties which are quite distinct from those of the oil obtained from the outer pulp; it is similar in most respects to coconut oil, and is used for the same purposes, mainly for margarine and soap making.

The oil content of the kernels ranges from about 45 to 55 per cent., and that of the pericarp is even more variable.

Where Oil Palm is Grown

The oil palm is indigenous to tropical Africa, where wild oil palms cover a large, but unknown, acreage.

Except in the Belgian Congo, where extensive plantations are operated by European companies,

African production is still largely in the hands of native small-holders.

Attention has been given to the improvement of methods of production in the African colonies, both by the introduction of higher yielding palms and by better cultural and processing methods.

The greatest progress has been made on estates in the Belgian Congo. Since the war pioneer oil mills have been installed at various centres in Nigeria, and the Nigeria Oil Palm Marketing Board, established in 1949, has encouraged the production of higher-grade oil and provided funds for research and development. Progress has been made in Sierra Leone, and it was reported in the early 'Fifties that oil palm factories are coming into operation on the coast of French West Africa.

After the 1914-18 war the production of oil palm products spread to south-east Asia, and large estates planted with high oil-yielding varieties were established both in Indonesia and Malaya. Although highly successful, the output of oil and kernels from these areas is still appreciably less than that of the African colonies. A fairly large proportion of African production, however, is consumed locally, while in Asiatic countries most of the oil is produced for export.

In the early 'Fifties, the amount of this palm oil produced per annum was approximately:

	Tons
British W. Africa	370,000
Belgian Congo	169,000
Indonesia	113,000
Malaya	59,000
French W. Africa	48,000

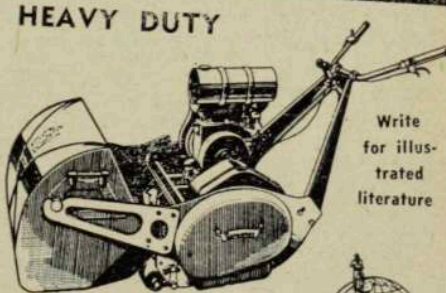
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AGE



INIONS FROM LONDON
D CANBERRA

Difficulties of South Pacific Federation

From a London Correspondent

HAD the privilege of hearing, at the annual conference of the Commonwealth Council of the Conservative Party (held here in week of April) some discussion that idea that some sort of Federation of the South Pacific Islands Territories may be possible. The discussion, in the main, was kindly.

The Council has an Australasian Group; and the Group recently had been giving the idea serious consideration.

Representatives of the Group said that the present system—remote control from London, Canberra, Wellington, Washington, Paris, and The Hague—could hardly be in the interests of the Islanders; whereas some sort of Federation would bring them closer together, improve their status.

It was pointed out, however, that constitutional difficulties in the way of a Federation—especially the difficulties of entering into any Federation with the French—were "of a frightening nature".

There were other complications—the existence of United Nations trusteeships in the large Territories of New Guinea and Western Samoa.

The report pointed out that machinery for at least the examination of a Federation plan existed already in the South Pacific Commission—now an advisory body supported by the six nations with territories in the South Pacific.

The Group also emphasises the danger of overcrowded Asia, as seen in the South Pacific. Under present conditions, the 12 million people in Australia and NZ, and three millions in the Islands, could easily be swamped by a northwards surge of the 1,000 millions in south-east Asia.

Indifference

The Group made a clear-cut and calm statement; but the Conference generally gave the impression that it was too deeply concerned with affairs in Cyprus, Malta, Africa, etc., to be bothered with consideration of the peaceful South Pacific.

The meeting scarcely listened to a carefully prepared address by Sir N. C. Coad, on the South Pacific situation; but when a Chinese gentleman present insisted on voicing a bitter complaint about the unfair exclusion of Chinese in Australia and New Zealand, he got a lot of attention.

Frankly, I think the British here in Britain give far too much atten-

tion to the demands of Africans and Asians, and not nearly enough to the conditions in the British Dominions. There has been some rather sharp comments about it lately in the more sober newspapers, and in the Parliament.

The complaint of Sir Eric Harrison (Australian High Commissioner) that the "Commonwealth was completely fed up with the lack of British Commonwealth publicity in Britain" was given sympathetic treatment in the responsible newspapers.

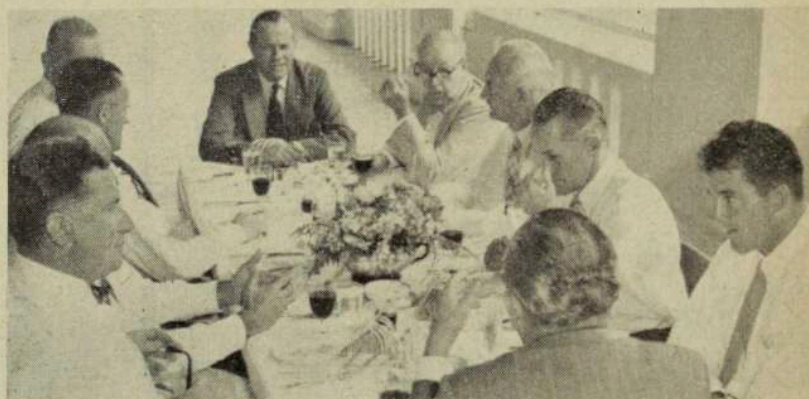
"I feel that a political Federation, somehow including Australia and New Zealand, would be difficult to achieve in the South Pacific area," writes an experienced official in an Australian Department. "But I am more hopeful concerning a common market, or free trade area, or the like. I can see a strong community of interest between the

Melanesian countries, and some sort of Union should not be too difficult to organise."

Fiji Governor's Comment

Interest in the idea of developing closer relations between the South Pacific Territories was expressed by the Governor of Fiji, Sir Ronald Garvey, when he spoke briefly on April 28 to a party of political observers from American Samoa, who had come to study administration methods in a British Crown Colony.

Sir Ronald emphasised the value of such visits, and said he looked forward to the day when a measure of Pan-Pacific Federation would come about. He expressed the hope that this subject would receive wider attention and consideration—and he said that he, personally, favoured closer relations on an inter-governmental basis.



For the first time in the history of Messrs. Burns Philp (South Sea) Co., Ltd., a conference of all the company's managers was held (in Suva) on April 24, to discuss matters of policy and company interest. Here, members of the conference are sitting down to lunch. From left to right, they are: Mr. J. Stewart, manager at Ba; Mr. L. R. Pearson (obscured), assistant manager at Suva; Mr. R. Simpson, shipping manager, Suva; Mr. A. E. Waddingham (obscured), manager at Lautoka; Mr. H. Maurice Scott, chairman of directors; Mr. R. C. Kerkham, director and secretary of the company; Mr. E. O. Sundin, manager at Levuka; Mr. L. J. Smales, manager at Labasa; Mr. M. Olssen, manager at Taveuni; Mr. M. H. Helsén (back to camera), director and manager at Suva. —Caine's Studio.

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INCLUDING an issue in 1957 of 250,000 £1 shares, the Co's subscribed capital now is £1,000,000; and 10 per cent. called for £87,500—this will be £100,000 in future. The Co's profit last year was £142,362. After adding £50,000 to reserves, the Co. carried forward over £80,000 in P/L Account.

The Co's reserves (apart from P/L Account) now total over £1,150,000; so the capital provided by the shareholders as at January 31 was no less than £2,338,141.

The Sydney stock market values the shares at around 45/- Australian (all the balance-sheet figures

are in Fiji currency) which gives the share buyer a return of around 4½ per cent.

The outstanding feature of this balance-sheet is the amount of liquid or near-liquid capital available. The Co. has over £1 million invested in shares of other companies and government bonds, £315,000 in a subsidiary, and £245,000 in actual cash.

While a beautiful picture for investors, this actually is not a good thing, from the public point of view. Much more of this capital should be working on enterprises, in countries like Fiji, Samoa and Tonga.

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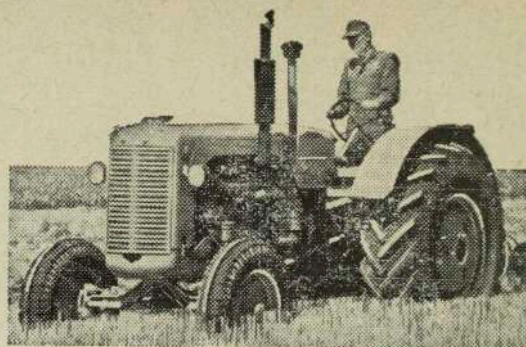
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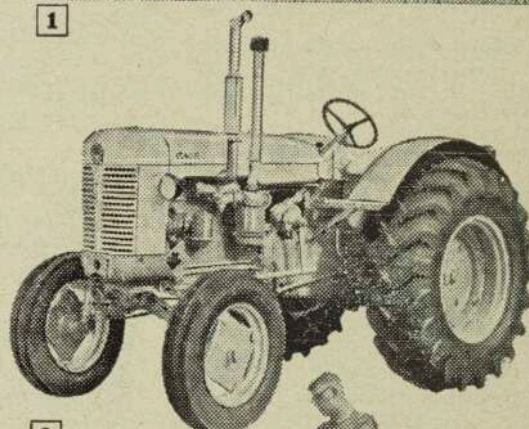
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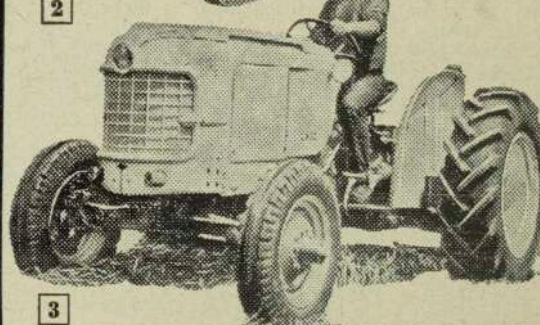
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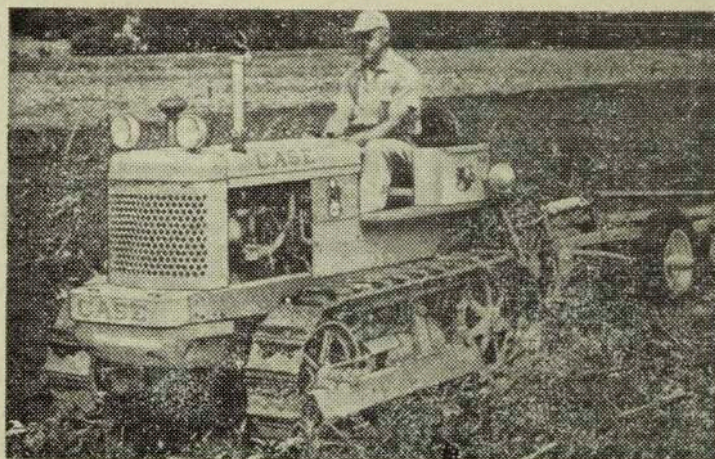
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Be a Cannon There, Too

MARKINGS ON LEAD BALLAST MAY HELP TO CONFIRM LA PEROUSE RELICS

"PIM" in April reported details of the recovery by a French expedition of relics believed to be from the wreck of La Perouse's vessel "Astrolabe", presumed sunk off Vanikoro about 1788. The expedition was led by the French Resident Commissioner of the New Hebrides, Monsieur P. Anthonioz, who, in Paris last year studied the original charts of Captain d'Urville.

The following report, giving some additional information on the historic search, is from Mr. L. W. Filewood, of Vanikoro, who was present part of the time.



The markings on the ballast.

The French party was provided with aqua lungs, underwater cameras, air compressors, and the other equipment necessary to carry out a comprehensive search of the areas in which it might reasonably be assumed the wreck had taken place.

The party arrived at Vanikoro in the early hours of the morning of the 17th, in the Condominium. Don Quijote under the captaincy of Jack Barley. Within a short time it was under way to the Wreck Passage which previous expeditions had established with reasonable certainty as the site of the wreck, based on the finding of parts of a vessel consistent with the period during which La Perouse was lost.

First evidence was found at the spot tried, and operations were continued down the reef towards the east and a further attempt was made, this time with success.

However, as diving was being carried out from a small dinghy, a fresh north-west breeze blowing, causing a strong swell and the incoming tide was very high, the party returned to Peou about six hours work, to make arrangements for better diving facilities and further tools and equipment.

As usual, the Kauri Timber Company provided every possible assistance by way of local knowledge of the spots, currents, tides, winds, and also provided a large platform barge from which to operate.

Distinctive Marks

This was a gesture which very clearly demonstrated its value to the party as a base from which to use the air, and also upon which to place the various pieces of evidence recovered.

The first item of real interest was a large lead ingot, weighing about one cwt, which was stamped with a very distinctive design and which should be trace-

The design is not unlike the lines of a cross seen when taking a shot at the sun or moon for navigation

purposes and the capital letter "A" which appears under each stamp could conceivably stand for *Astrolabe* (La Perouse's ship) or Admiralty or even Grade A.

Whatever the meaning, the markings should be identifiable and samples were taken away to Port Vila for this purpose. There are dozens of these ingots in the vicinity.

Petrified Gunpowder

Old timber, pieces of iron, copper spikes, buttons, what appeared to be more or less petrified gunpowder were then uncovered, followed by the big discovery, four large anchors.

Two were lashed together in what could have been a stowage position, with the flukes of one to the haft of the other and vice versa and the other two were in single formation.

With the aid of 44 gallon drums, one of these was raised, after first blasting away the encrusting coral growth with gelignite, and towed to Peou, where it was stowed aboard the *Don Quijote* for transportation to Port Vila. (See photograph, *PIM*, April).

A further discovery was that of a pin of some type, possibly a hat pin, of what appeared to be gold, as the seas had not corroded it in any way.

Most of the discoveries were made under coral growth up to six feet thick in about nine to 12 feet of water, on the main reef which would indicate that the vessel, whichever it may be, struck very hard, possibly in a strong north-west or westerly wind, and was driven right up on to the reef. The position of the anchors in relation to the other wreckage indicates that the bow was pointing roughly east south east.

Cannon, Perhaps

Under another large coral growth, humplike in appearance, there could be a cannon, but time was insufficient to investigate this. It was left, possibly for a future party, should the items taken for identification prove to be authentic, or at

least consistent with the period of the wreck.

To add to the excitement of the find, at least for the villagers who had followed the progress of the search for "this fella man b'long France dead long time too much", a big four engined bomber came from Noumea on the morning of 18th, at the request of M. Anthonioz, in order to photograph the reefs in the vicinity of the search to pin point it for future reference.

As the big plane swept in over the village, their minds must have gone back to the golden days of the Melican Joes with their Catalinas, supply ships, ice cream and days of plenty.

"Too Early Yet"

It is of course, much too early to claim the discoveries as authentic evidence of the wreck of the *Astrolabe* and many more tides and storms will rage over the reefs named after her before it will be conclusively proved whether the reefs of Vanikoro claimed the life of the great Frenchman.

But the expert opinions of the divers and the knowledge of the old records held by M. Anthonioz at least give the finds some probability of authenticity.

The writer can vouch for the age of items uncovered and for the thickness of the coral growth which covered them.

To completely uncover the wreck, it will need a well equipped expedition and very careful blasting away of the coral overgrowth to avoid damage to what could be pertinent evidence. Should the items taken away prove to be authentic, we can no doubt expect a further visit, to which we all look forward with the greatest of pleasure.

The writer accompanied the party for part of the time during the search and the excitement with which each new find was greeted and the manner in which it was discussed later during leisure moments, seemed to leave very little doubt, at least in their minds, as to the genuineness of the evidence.



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Got Coffee Producers Worried

By a Special Writer

Last year the American-zone exporters—the countries of Americas and the Carribbean ched an agreement whereby would be a voluntary limitation of exports to stabilise producer at a reasonable level.

ter the system export quotas been fixed for each country rly and have resulted in the holding of from 10 per cent. per cent. of the crop.

plan is now (April) in its month of operation and has ed in a carryover of about lion bags (each 132 lbs nett), out half of the total produc- expected in the current coffee in this region.

March the producing countries working out a sales promotion o deal with this huge surplus. ording to London trade sources merican zone surplus is being vated to some extent by cons holding back in the hope African producers, who handle 20 per cent. of world produc- will sell at rates substantially the agreed American zone

London it is felt that the promotion plan will not have effect unless producers are red to accept lower prices. note that Brazil and Colombia ready showing signs of panic mounting carryover, and that sales can be boosted in some these countries are liable to away from the organisation ut prices.

agreement on limitation of s has however, been signed he quarter ending June 30.

e Tuna Boats e Coming

From a NZ Correspondent

Auckland early May, Captain Kumagai of the 996-ton re-generated maid-of-all-work ai Maru told a PIM rounds- that a Japanese tuna fleet d by the mother-ship Kaiko a vessel of about 2000 tons would be operating this win- the Fiji-Samoa-Tonga area he usual three month period. estimated that the fleet would in the area before the end ay.

tain Kumagai had no in-

formation on other fleets scheduled to tuna-fish south of the Line, but he said that there were usually at least two such fleets in these waters at this period. They would each number 20 to 30 fishing vessels.

Captain Kumagai has never served in a fishing vessel but Sagami Maru, under his command, acted as mother-ship for the Pago Pago-based Japanese tuna fleet last year for a period, though this only meant lying at the fishery wharf at Pago Pago and taking aboard such fish as was not suitable for canning.

Normally life in his small ship means long months at sea and

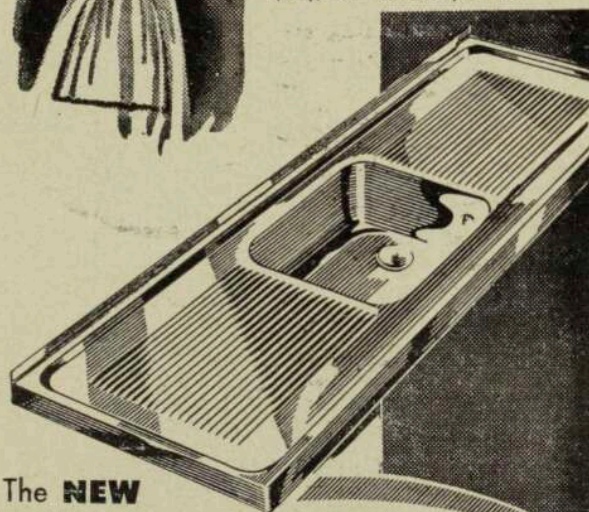
short days in port. Last voyage was three months between ports—south to the Antarctic with supplies for the whaling ships, a cargo of frozen whale-meat in cartons taken aboard at sea from the factory ship, then straight back home. After that, back to Auckland to load a cargo of frozen beef for San Francisco.

From there a load of tallow for Japan, and then—if they were lucky—another assignment to Pago Pago where his company, Nippon Cold Storage Co., a leading Japanese frozen food concern with many branches throughout Japan, purchase the unwanted fish.

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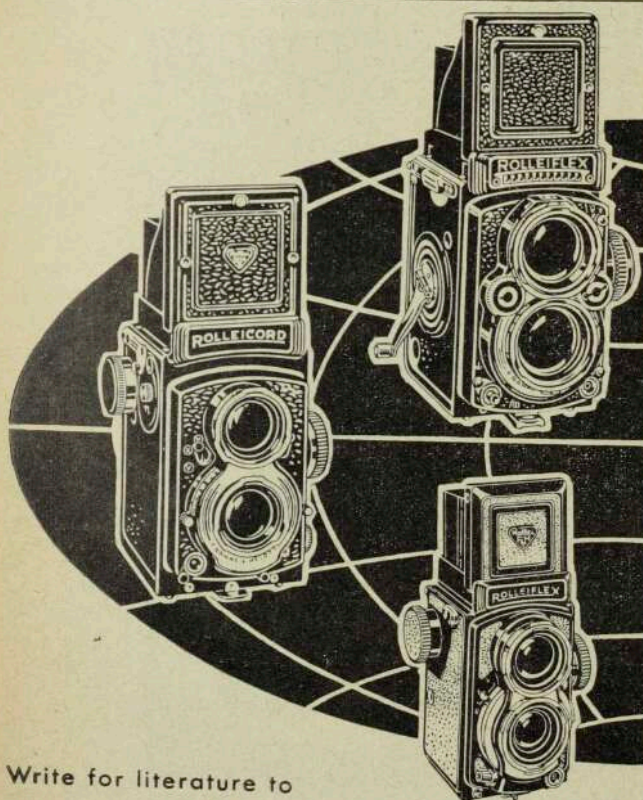
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MAY, 1958 — PACIFIC ISLANDS MONTHLY

o Stories About Territorians' Enterprise

NEW GUINEA STARTS A BRICKWORKS—

From Pat Robertson, in Lae

A gentleman with solid ideas; a belief in the Territory's future, and sufficient money to bring his plans to fruition, is Mr. Charles Hyland, of Lae, New Guinea.

MR. HYLAND has obtained a 50-year lease of an area of land on the Butibum River, about miles from Lae, and has started brickworks which will turn out hard cement face bricks; tiles; s; pre-cast septic tanks; tubs; se traps; moulded cement and crete products, and anything manufactured from cement.

The 47-acres of land was acced by the Administration from natives some years ago for a xworks, but somehow or other ing was ever done.

ready Mr. Hyland has trained ves to make and lay bricks, and "school" has turned out 18,000 s. Work has begun on building factory and native bricklayers e started on their quarters with bricks they made in the school. e ultimate project will cost t £25,000, and is purely a pri- enterprise.

r. Hyland, who has had con- rable experience in training onnel—he trained CRTS stu- s in the industry for some time ys that natives at the school e shown remarkable interest and nness, and feels they will become petent tradesmen in a short . Training is also available to

any contractor who wants his staff trained.

Mr. Hyland came to the Territory as a senior draftsman and construction supervisor for Bulolo Gold Dredging at Bulolo, and was later a supervisor with Administration Works Department.

Use of brick and tile in the Territory should be a tremendous asset.



Brickworks' employee "Jackie" builds native quarters from bricks he helped make.



photographs show two natives working e preliminary twisting machine, one of rocesses in producing the black stick o which is still part of the native-labour and a tobacco nursery at Madang improved seed is being propagated. ducing stick tobacco has some of the ts of making a Christmas pudding. The

leaf is all imported from America; it is put in a steamer to soften it up, then spread out on the floor and sprayed with a mixture of rum, molasses, glycerine and other ingredients. Then twisted into a rope, cut in lengths, pressed into a mould, cooked in a slow oven for seven hours, and finally packed in a 25 lb caddy.

—AND A TOBACCO INDUSTRY

From D. L. Meek, in Madang

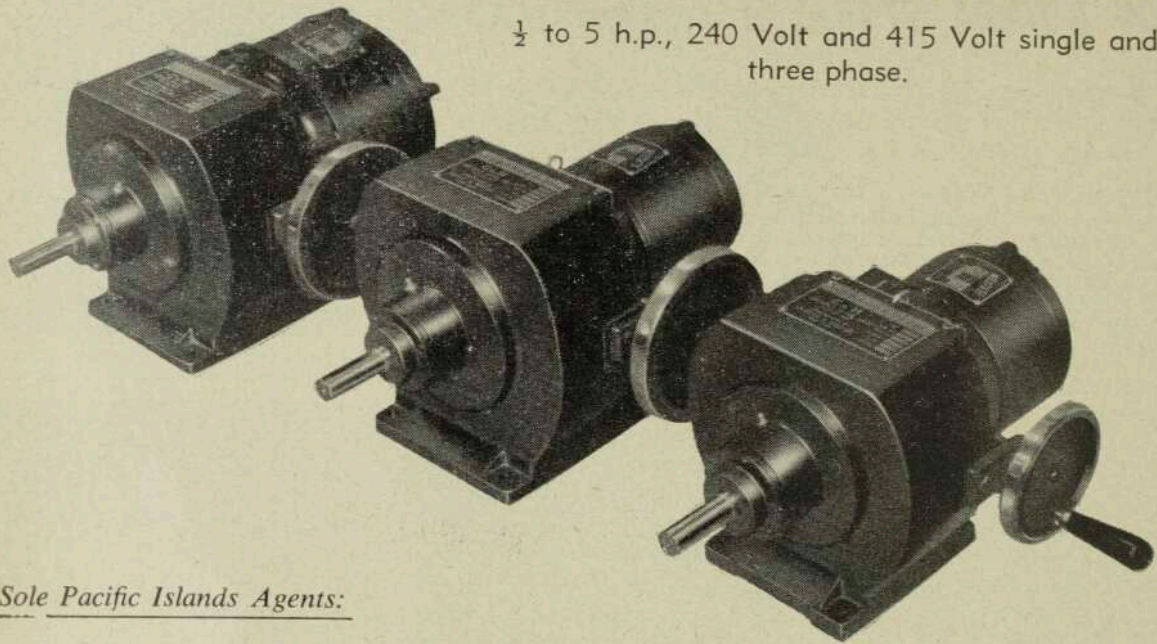
A tobacco industry, which, it is hoped, will materially affect the economy of the Territory, has been started at Madang, New Guinea.

ON more than one occasion the establishment of a factory to manufacture black twist tobacco has been attempted in the Territory, with unfortunate results for the promoters.

However, undeterred by these previous attempts, and after almost two years of intensive study of the economics of the venture, the problems of the supply of suitable leaf, and probable demand for the finished article, Captain Jack Treacy, well-known on both sides of Papua-New Guinea, has proved that he can produce an article

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table for and acceptable to the taste of those concerned.

The local "brus" or tobacco leaf is unsuitable for twist, although suitable for blending in fine-cut tobacco with imported leaf; consequently the company is depending on supplies of imported leaf, until local product can be improved by the importation of approved varieties of seed.

The company has fostered the contribution to approved growers of the very limited quantities of seed that are available, with the object of building up a stock of the improved seed.

More Local Leaf

Eventually, it is hoped that supplies of locally grown leaf will obviate the necessity of the importing of leaf, with consequent savings in costs.

Difficulties arise in the establishment of any new industry, and the tobacco industry has proved no exception. However, the enthusiasm and energy of Jack Treacy, now managing-director of the company, will overcome these snags, and the factory is at present operating at a considerable shift to cope with the demand.

One of the first tasks was the training of native staff to operate the machines, and both Captain Treacy and his assistant, Mr. Brian Smith, had to display patience. But the result is that the machines are now operating at practically 100 per cent efficiency, with native operators.

There are two twist machines working, and three additional machines are on order from England. It is anticipated that arrangements for the purchase of raw materials and factory space will be finalised by the time these machines are installed, to enable the company to produce a further five machines.

The company has chosen as trade mark, an old inhabitant of New Guinea, the Muruk, more commonly known elsewhere as the Cassowary.

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Development Fund For Fijians

• At the end of March, 1958, the Fijian Development Fund (built up by deductions from amounts earned by Fijian growers who supplied copra for the export markets), totalled £614,375.

From August, 1957, to March, 1958, the Cess collections were £115,829, and the withdrawals £126,292—the latter representing funds used in various ways to assist native industries and communities.

The Cess collections from the various provinces of Fiji, between

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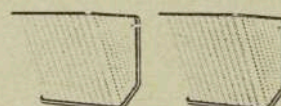
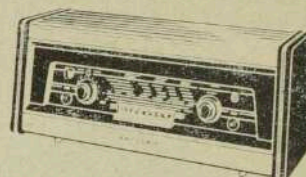
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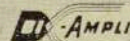
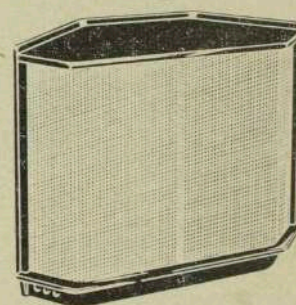
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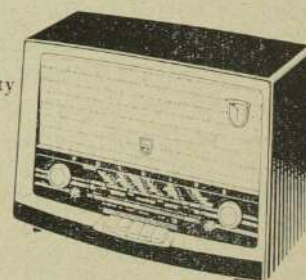


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Societe Franco Oceanienne, Papeete, Tahiti.

ts Rushing In

OW OR NEVER' OR ANGLICANS NEW GUINEA

From a Special Correspondent

The Anglican Queensland Provincial Synod heard some frank words in April from the Anglican Bishop of New Guinea (Rt. Rev. Strong) and his assistant, Bishop David Hand.

The synod was held in Townsville and Bishops Strong and Hand both spoke on what has become, the various missions themselves, the vexing problem of the multiplicity of sects in the Territory. Bishop Strong told the synod there were still great opportunities for the Church in P-NG, but there was also a danger of the opportunities slipping from the grasp of Anglicans because all kinds of sects were rushing in.

He said every time he opened his Bible he read of a new denomination coming in that he had never heard of before.

"We once surrendered this ground and have lost it forever", he said. "Unless we grasp the opportunity now we shall lose it, firstly to these other sects, which have not the grip or the gripping power that we have, or ultimately to paganism". Bishop Hand told the synod that the opportunity in the Highlands already been lost for Anglicans. On his initial trip to the Highlands, he had found the Central Highlands had hardly been touched, but in the last eight or nine years 33 denominations had sent missionaries there. The Church of England was the 34th, which was a catastrophe.

"Full Up"

Areas to which the Anglican Church had been invited between 1945 and 1951 were now full up. The Michael area was one of them, there were now five other missions in that area and none of it could be Anglican now.

"Sects we have never heard of moved in from America", said Bishop Hand. "In one mile, known as the Missionary Mile, there are denominations competing for souls of the native peoples. The Anglican Church is not represented there because we have delayed".

Bishop Hand said that by 1961 there would be no opportunities so it was now or never. After all, if it didn't do anything in the meantime, the Anglican Church might just as well admit defeat and concentrate on Papua.

The work of a missionary, he

added, was hard, and there was no romance about it.

But men were needed badly in New Guinea and he was going to see the Australian Board of Missions to see how many men he could get.

He would hope and pray that the men would be forthcoming—strong men who could share the hard work.

"The first thing I shall do will be to look at the calves of their legs," he said. "They will have to walk long distances over big mountains."

Bishop Hand later went on to Victoria where he spoke at many rallies on the needs of the Anglican Church in New Guinea.

Nuclear Tests From Johnston Island

Johnston Island, the US Navy's 1,000-yard long sand-bank airbase, 720 miles west-south-west of Honolulu, has joined the list of nuclear testing grounds in the Pacific.

According to a Washington announcement of May 4, Johnston will be used for the testing offshore of short-range missiles with nuclear war-heads during the current American test series.

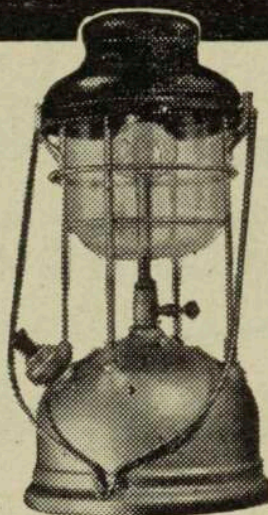
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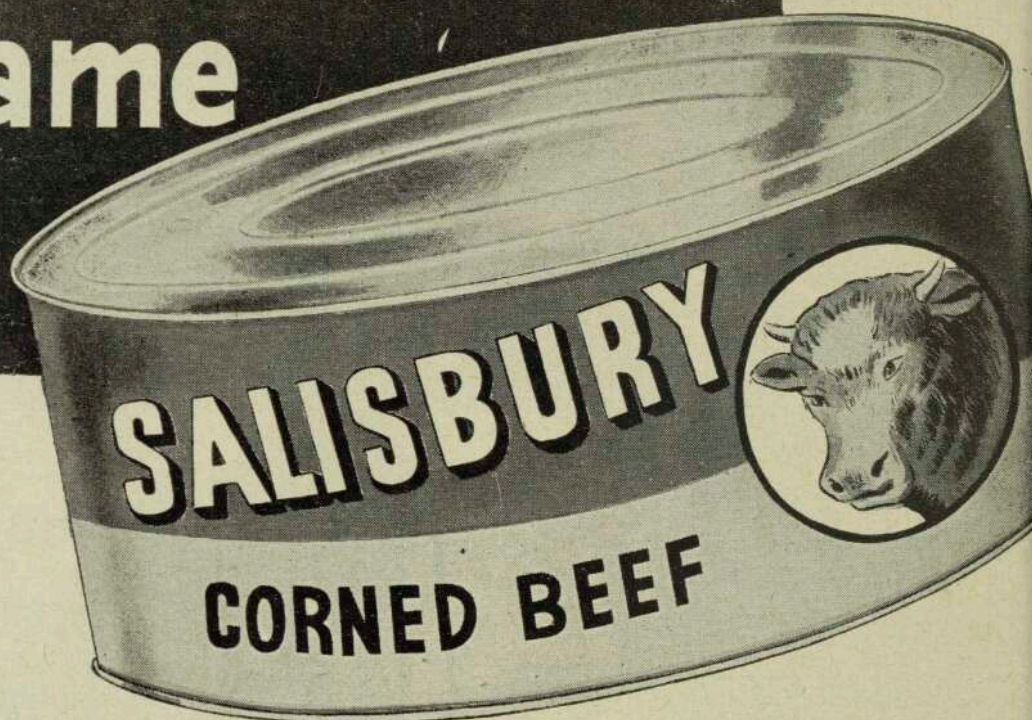
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Behind Bars in Rabaul

MISSIONARY TELLS OF PRISON DAYS WITH THE JAPS

By Gordon Thomas

In October, 1945, I shared a cabin on the *Marella* with Padre James Benson as we came out of New Britain after the Aussies took over and, as we steamed southwards from Lae to Cairns, he used to discuss his plans for writing a book of his prison experiences.

AND now, more than 12 years later, I have before me Padre Benson's book: "Prisoner's Base and Home Again", a concise and well-told tale of his life during the magic years from 1942 to 1945. It was posthumously published in London in 1957, two years after the padre's death.

In plain simple language he tells of the arrival of the Japs at Gona on July '42; of the flight from the mission station into the bush of the two mission sisters—Miss Parkinson and Miss Hayman, and himself. Fear of the sisters falling into the hands of the Japs prompted his flight.

Then follows a harrowing time in the bush in a vain endeavour to reach the mission station at Siai on the Kumusi River; the meeting with a party of soldiers whom they menaced and of an ultimate attack by a Jap patrol; of the eventual separation in which the Padre and himself alone, lost and near starvation. There are no dramatics—highlighted in the story of those magic days; merely a simple description of events as they occurred until he met up with the Jap army making its way over the Kokoda trail, whence he was sent back to the coast.

He is eventually shipped to Rabaul and branded as a suspected spy owing to the short association he had had with the military patrol party when attacked in the bush. His dealings were, for the most part, with the Military Police and the treatment he received was harsh, although on occasion he met certain officers who showed humanitarian tendencies.

With Jap Criminals

Confined in the Rabaul gaol with Japanese criminals and a couple of Allied Air Force pilots, he describes the daily life of washing out the

cubicles of the prison which, I suspect, was located in the Pacific Hotel in Chinatown.

He mentions meeting up with the Japanese journalist, Seizo Okada of the Osaka *Asahi Shimbun*, and of the pleasant times spent in conversation with Okada who explained to him that his paper was most liberal in its ideals and was only forced to support the militarism policy of the government. Quoting Okada: "Militarism must go. We of the intelligentsia will stand for it no longer. The day of freedom will come. And what a day! I shall be able to speak and write what I feel in my heart".

And, incidentally, I may add that this writer published after the War such books as "Lost Troops", and "What is the Mother Whispering Now?" which proved the truth of his talks with Benson in the boob.

I remember meeting Okada in Rabaul at this time and was favourably impressed with him. He told me of Benson's incarceration in the Kempetai gaol; of his isolation and need for something to read and I gave him some books from our "library" in the Freezer.

The story goes on to tell of his being put aboard a troopship and how an attempt to land him on the New Guinea coast proved futile. The Japs had been repulsed from their Kokoda Trail adventure and he is returned to his prison in Rabaul after having described the bombings of the destroyer in which he travelled.

It is unique this portion: A lonely Britisher on a Jap destroyer being bombed in the Dampier Straits. He writes: "I alone saw both the beginning and the end of the most amazing operations in military history."

"In July, 1942, I had seen the Japanese landing in all their might and power on the beaches around Gona; now a year later, in 1943, I saw them withdrawing. But of all that mighty host . . . only a few remained".

Mass Bombing

Eventually, after repeated requests, he was transferred to the Vunapope Mission at Kokopo, and here he arrived shortly before the all-in raids made by Allied planes on that locale. His description of the mass bombings, with fighter escorts, coming over were true to life—as well I know. The Mission suffered extensive damage and in June '44 all the Mission personnel were removed to the Ramale Valley in the Bitagalip area.

The cosmopolitan nature of the personnel presented a problem to the Japs, and he describes how Bishop Scharmach, by careful tactics, succeeded in averting the separation of the "Axis" and "Allied" members of his people. Writes Benson: "He (the Bishop) reckoned quite rightly—that once

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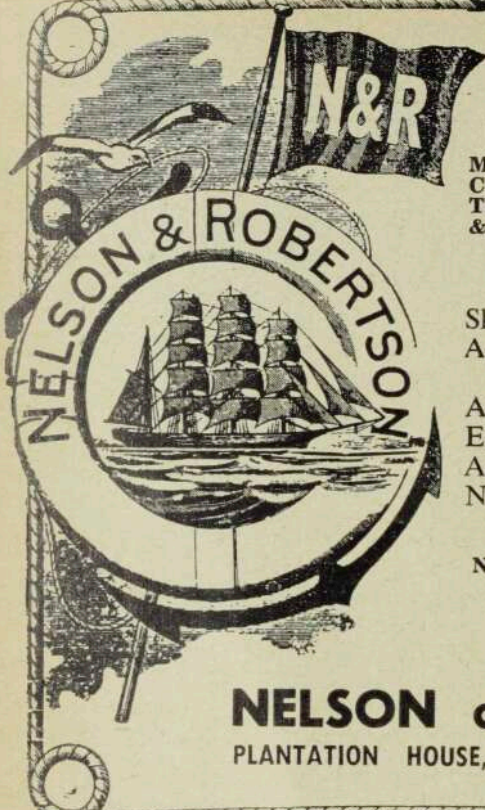
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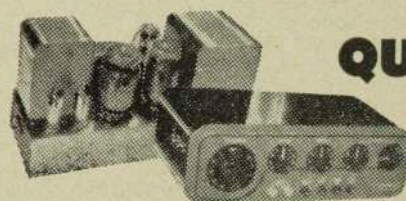
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had got to Ramale the Japanese could not go to the trouble of bringing us all the way back again. His freedom was confirmed by the findings after the Armistice, of Staff officers at Rabaul ordering the execution on August 25th of all enemy civilian prisoners. Having in a separate camp would, I suppose, have facilitated this".

Ramale Camp

The writer gives a delightful description of the life that was led in the Ramale Camp, amid truly ideal surroundings, and the welcome change of conditions as compared to the routine bombings that took place at Vunapope. He writes of the genial atmosphere that prevailed amongst the varied personalities and the outstanding influence exercised by Bishop Harmach.

After the Armistice in August '45 restrictions were naturally relaxed and natives were met who were able to give them many stories of the days. And then, "on a lovely morning early in September the Australians arrived" and he tells of the joys of meeting and the sorrow of hearing the fate of the two sisters from Gona who had been killed. All the Priests, Brothers, Sisters and Lay Teachers from northern Papua, he writes, "I, unhappy that I am, was the sole survivor; the flotsam after the storm."

And so at last to Australia again where the doctors—especially ophthalmologists—took a great interest in me. For it seemed I was going blind. But treatment in Australia restored his sight and for some months went on a lecturing tour through Australia and returned eventually, on August 23, 1946, to his beloved Gona and its people. And the story ends.

Human Document

This is a most human document, written in most simple language, bringing down the terrors and the hardships he had endured.

Without being too pedantic I cannot resist commenting on a chronological inexactitude which slipped under the guard of the shining editor's pen. On several occasions the word "Ku Shoo" is used where it is clear the appropriate Japanese word should be *Tenko* meaning Roll Call. *Kuchu!* was a warning cry used to indicate approaching air-raid.

Kuchuhikoki means an aeroplane.

NO CAUSE FOR ALARM

Underground rumblings reported recently by some residents of unringed Rabaul, New Britain, need not be due to an air raid in an underground water pipe.

P-NG CONTROLLED IN 18 MONTHS

The P-NG Administration has set another target date for the complete control of the savages.

ADMINISTRATION officers in Port Moresby say that patrols will have fully penetrated the territory in 18 months, and the whole of it will then be under Government control.

The Minister for Territories Mr. Hasluck, made a similar prediction several years ago now, and there have been other target dates fixed from time to time.

Of the 183,000 square miles of the Territory, there are now about 25,000 square miles not under full control. There is less than 10 per cent. of the native population of

1,750,000 still outside Administration control.

A Native Affairs' staff of more than 300 is responsible for the work of consolidation.

PRINCE TO ATTEND CONFERENCE

The 1959 Fourth South Pacific Conference to be held at Rabaul, will be attended by a Tongan delegation which will include Prince Tungi, Prince Tu'ipelehake (Minister of Lands and Health), and Mr. M. U. Tupouniua, B.Com. (Government Auditor).

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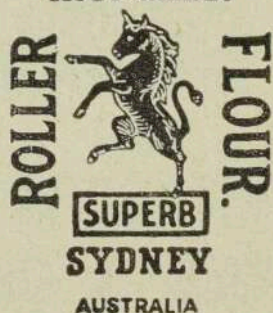
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'EDDIE' FRAME PASSES ON

P. Moresby's Tribute A Popular Citizen

Port Moresby will not be quite the same without the well-known smile of "Eddie" Frame—sometimes grim, sometimes cynical but always friendly.

HE had been an almost constant resident of Port Moresby for 35 years, and had seen it grow from the rough harbour-side village of 1923 into the neat and attractive little capital of Papua and New Guinea.

He was more or less closely connected with, or deeply interested in every step taken in the development of Papua—both as one of the Territory's leading business men and as a private citizen whose personal and family interests were almost wholly in P-N.G.

Friends Everywhere

His friendships extended everywhere—from the evening sessions of the top Government and commercial executives in the P.N.G. Club, to the veteran natives of the early morning market in Koro. Some cursed him, because he was a tough trader; some acclaimed him, because his victories were many; but everyone liked him.

Although he was only 62, Frame's death was not unexpected. He, and his more intimate friends knew he was "for it"—he admitted with his customary wry grin, "he could not keep going indefinitely on "these blasted injections".

The cause was not clear. Since World War II, he had worked hard and in his post as head of the new BP organisation in P.N.G. and when he went to Europe in 1956 he was a tired man. In Britain he picked up a flu bug of a particularly kind, and went into a hospital in Glasgow, because of an attack of pneumonia. The doctors, treating him for pneumonia, discovered he also had leukaemia, the most serious blood disease that now is easily recognisable, but none the less incurable. It can be checked but not removed, by injections.

Thenceforward, Mr. Frame was under constant medical care. He was active, and looked well; but it was a losing fight.

Room Was Ready

He was due in Sydney from Port Moresby on April 22. His usual room was ready at the Royal Automobile Club, where he was always a popular guest. But at the weekend he got a chill; a pneumonia condition developed; and he died in Port Moresby on the 22nd.



late E. J. Frame, as he was as a Major with ANGAU.

he people who assembled from over the Territory, and Australia, to pay their last tribute at funeral in Port Moresby, gave evidence of the esteem in which was held. It was a notable demonstration by the people of

ua. Edward James Frame was born Sydney in 1895; and after a brief time, in his teens, as a stocker's clerk and a newspaper reporter, he went to Samarai in 1915 to keep books for Whitten Brothers. Afterwards he married. In 1917 he transferred to Port Moresby, to the staff of G. A. Lourenco and Co.; two years later became manager of the BNG Trading Co's branch at Samarai; and three years later, in 1927, returned to Port Moresby as BNG manager there—post which he occupied for 14 years, and which of course brought him into close touch with the Burns Organisation.

War Effort

When the Japs invaded New Guinea in 1942, and all women and children were sent from Papua to Australia. Mr. Frame did much in organising that evacuation. For the remainder of the war he was an officer in ANGAU, with rank of Major. After the war, he was briefly Burns Philp at Townsville, and in 1946 he returned to what was his home town, as the active manager of Burns Philp (NG) Limited. He was a prodigious worker and he, as he would have liked, in business.

He was a director of several companies, and served very many committees and public bodies in an advisory executive capacity. His life will not be easily filled.

Mr. and Mrs. Frame (she survived him) had five sons. The two eldest, Robert and John—both well-known in Port Moresby—are now

coffee-planters in the New Guinea Highlands. Edward and David Frame live in Australia. The youngest son, James, is manager of a section of the BP organisation in Papua.

20 Women Scientists Aboard "Witjaz"

There are 20 women among the 65 scientist aboard the Russian survey ship, *Witjaz*, which is currently making yet another Pacific voyage. One, Dr. Larisa Ponomareva, is making her 10th voyage. Women scientists have been included on Soviet scientific expeditions since 1949.

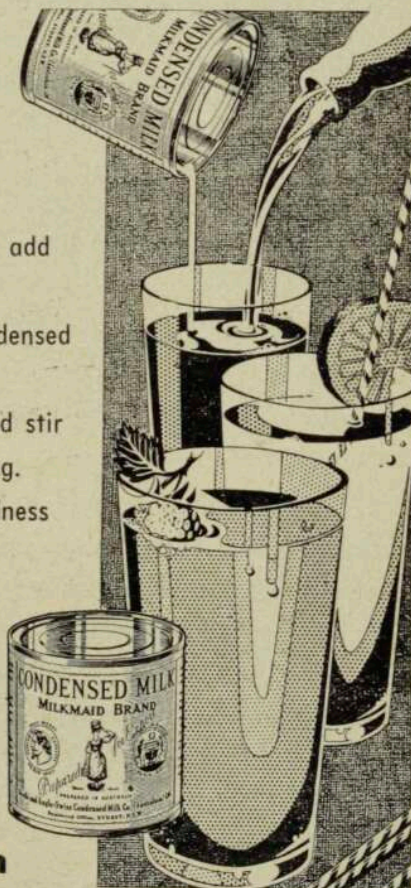
Handy 150 ft Ship for G & E Colony

A cargo and passenger vessel called *Moana Rao*, 150 ft long, now being built at Kowloon, Hongkong, for the Gilbert and Ellice Government, is expected in Tarawa in July.

Captain E. H. Ward (a former master of *John Williams* mission ships) and Engineer J. Florian flew to Hongkong in April to supervise final building; and 21 Gilbertese seamen will be flown there in June or July to man the new ship. She is powered by twin-screw diesels, and equipped with radar.

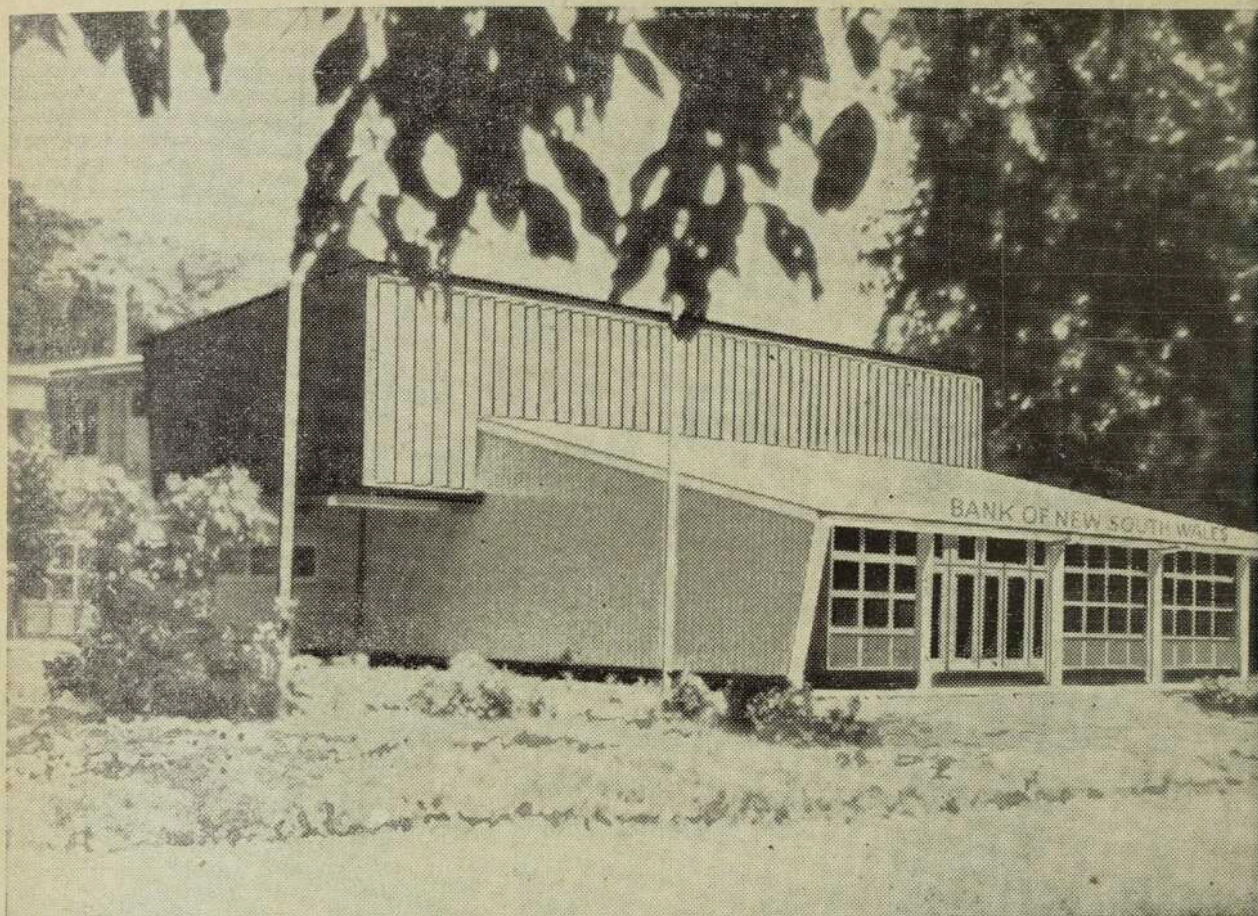
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A Suva Observer Talks About Various Matters of Interest

FIJI TALANOA

Ratu Sir Lala Sukuna's 70th birthday was on April 22. He celebrated it by formally retiring from public office and one of the jobs he gave up was that of Speaker of the Fiji Legislative Council.

He was never very happy in this post. Throughout his life, over and over again he has shown a reluctance amounting to genius, but he has never been particularly interested in routine things like meeting-procedure.

Now that he has retired, the Legislative Council is left without a Speaker. Why if ever needed one is a question. The Governor had always presided in the past and there seems no reason why this could not have continued. As long as there is an official majority in the Council the official members have to vote in accordance with Government policy. When making decisions on that policy have to be made, perhaps as a result of the turn of a debate, it is better for the Governor to be on hand to make decisions.

There is a lot of speculation about Ratu Sir Lala's successor. There are not many elder statesmen in Fiji who have the time or detachment from business or public affairs to be able to take the job. But the solution may be to be to get someone from outside—a retired Governor or Colonial Secretary from somewhere in the Colonial territories, perhaps. A couple of years ago Mauritius appointed a Speaker—Sir Robert Denley, whose last Colonial appointment was High Commissioner for the Western Pacific.

With Many Firsts

There have been a lot of "firsts" for Ratu Sir Lala Sukuna's 70 years. He was the first Fijian to go overseas for secondary education; the first Fijian university graduate; the first (and only) Fijian barrister; the first Fijian to serve in an overseas military campaign, the winner of a foreign decoration for bravery; the first Fijian District Commissioner; the first Fijian to become head of the Fijian Administration; the first (and only) Fijian to sit (twice); the first Speaker of the Legislative Council of Fiji; and the first (and only) Fijian to represent the British Commonwealth at the United Nations (as an adviser at a meeting of the Trusteeship Council).

Views of Suva's newly-opened Victoria Theatre, referred to by "Observer".

Photos: Stinsons.

The Fiji Family Wright

Mrs. M. E. Wright, who died in Suva last month, was the mother of a remarkable group of sons.

She and her husband were true pioneers. Georgius Wright came to Fiji in 1872 as a drill instructor for Cakobau's constabulary. Mrs. Wright was a daughter of Captain Benjamin Hughes, of Watertown, New York, noted among Pacific skippers of last century.

The Wright family spent their early days in what was then the wild hill country of Colo, where Mr. Wright was Governor's Commissioner.

Three sons served in World War I. Edgar was killed in action. George returned to become one of Fiji's best-known police officers. He died in 1942.

Maitland (Maitey) is still going strong. In his day he was one of Fiji's finest athletes. He captained the famed Imperials Rugby team in Suva when it was at the height of its form. In the season he still turns out at Albert Park for the Garrick cricket team each Sunday and teaches the young fellows a thing or two. He still shows sparkling evidence of the stylish batting and bowling of his youth.

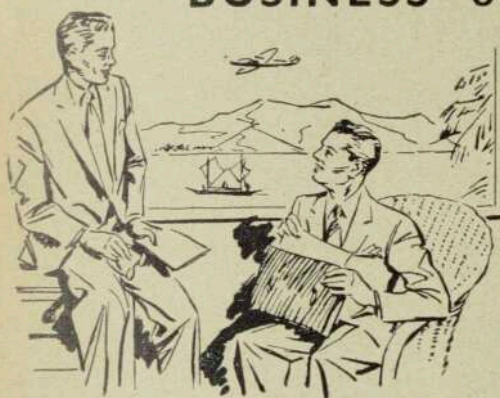
The other two Wright boys, Oscar and Rob, are enthusiasts about anything connected with the sea.

Oscar spent several years with Harold Gatty when Harold was making an intensive study of the fishes of Fiji to decide which would



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the best to market for his South Pacific Marine Products Ltd. Then Oscar's feet, never very ill, became thoroughly itchy and made his way to Majorca, by way of Hongkong, Singapore and rope.

In Majorca, he and his wife, Ma, joined forces with Errol Flynn, of movie fame, and they had a highly successful spearfishing and underwater exploration expedition.

As a youth Rob joined the crew of a cruising yacht which called at Suva. In her he made his way to San Francisco, where he played saxophone in dance bands, worked in restaurants and taught swimming for a while at the Belmont Hotel.

He made his way back across the Pacific as leader of a ship's band, and then he stayed for a time in Australia.

He came back to Fiji in the 1930's and supervised underground work at Vatukoula in the early days of the gold mining industry.

His next job was in charge of the building the breakwater which closes the landing area at Nacala Bay flying-boat base.

While he was in San Francisco one of his jobs was in a photographic studio, and he acquired an interest in photography which has remained with him.

During the war he became photographer for the Public Relations Office in Fiji and PIM readers have many examples since then of work that has brought him world reputation.

But he still loves the sea, and still loves to fish, and for the past year he has been writing a popular weekly column, "Hook, Line and Sink", for the *Fiji Times*.

Mrs. Wright had an unusual hobby. She collected little shoes. Friends sent them to her from all over the world, and a cabinet in the Wright home at Nasese, Suva, is crammed with miniature shoes of all shapes and in materials ranging from wood and leather to porcelain and satin.

Avenue

Spared

There was a lot of fuss a few weeks ago about a suggestion that the avenue—or, rather, two avenues of trees near Natabua, at the approaches to Lautoka, should be cut down.

The avenues are one of the most beautiful spots of the area, but the trees were planted at the turn of the century, when traffic was what it is now. As a result, the road between the trees is narrow.

Now and then somebody proposes that the trees should be cut down.

Then there are roars of protest, the middle of which somebody

makes the obviously sensible suggestion that another row of trees be planted at one side. In this way a double avenue would be created to make a two lane highway.

Everybody agrees that this is a good idea, except the advocates of destruction, or those who think the trees could be turned to commercial advantage.

But nobody plants the extra row, the fuss dies down, and all is quiet until somebody else comes up once more with the bright idea of cutting down the avenue.

Then the mixture as before.

But A Tree

Was Not

There was a tree in Suva that was cut down despite loud public protest.

It was outside the Post Office and its branches spread across the whole street.

It was a magnificently, venerable tree, held in pride by the locals and much admired by visitors.

But bureaucracy, which ruled the affairs of Suva in those days, had its way. A senior police officer decided that the tree was a traffic hazard and down it came.

Very shortly now, when the new Suva Post Office is completed, the present Post Office corner will be rounded off, and there will be a junction from which a new thoroughfare, Scott Street, will run through to the Metropole Hotel.

The old tree would have been in the centre of the junction, a natural dividing point for traffic.

Now an artificial "island" will doubtless be built, and that, my children, will be progress.

Recession

In Levuka

The town of Levuka, which depends for most of its economic life on trade in copra, is feeling the pinch at the moment.

All Fiji copra for export is being turned into coconut oil at Island Industries' mill—and the mill is in Suva.

This means that the most profitable way of selling copra is to take it direct to Suva, and Levuka's trade has accordingly been much reduced.

There are, however, several hopes. Carpenters are thinking seriously of starting a whaling industry in Fiji, and the plan is to base it on Ovalau, within easy distance of Levuka. But at least another season's research will be needed before the go-ahead signal can be given, and, of course, whaling is a seasonal industry.

More immediate prospects are from bananas. In the past year there has been a lot of planting in the Lovoni Valley, Ovalau, and on Koro and other Lomaiviti

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AT THE PLACES QUOTED HEREUNDER.

PORT MORESBY HOTEL PAPUA about April 28.
LAKE HOTEL CECIL about May 15.
MADANG HOTEL MADANG about May 22.
GOROKA HOTEL GOROKA about May 28.



lands. If the amount of fruit for export can be built up efficiently, the Union Company's ships would probably call at Levuka to pick it up.

the BUT in Z Bananas

The Lomaiviti bananas could be supplemented by fruit from vusavu, where Fijians of Cakauvove Province, inspired and led by Ratu Penaia Ganilau, have planted big areas in the Savudrodromo valley.

But—and it is a big but—the New Zealand Government began the war by threatening to cut imports, and although this decision has been partly reversed, for 1958 there is no guarantee for the future.

Levuka is one of the most attractive towns in Fiji. Besides natural beauty it has a tradition of hospitality, and it is full of history. A bit of energetic effort could attract many more tourists. Another standby for the town is that it is still the main educational centre for southern Vanua Levu and the scattered islands of Lomaiviti. Levuka has weathered a lot of storms in the past and it will doubt survive this one, too.

anging Face

Suva

Victoria Arcade, where McDonald's Hotel and Calmben and the shops now once stood, is the latest and perhaps the most handsome addition to Suva's architecture. Although rents are high, all the shops on the ground floor have been taken. There are still some shops along the second floor balconies, where most of the space is reserved for offices.

Along the beach umbrellas beside a garden in the central courtyard make an attractive setting for evening or afternoon tea parties, for after-theatre suppers. New buildings along the full length of Suva's foreshore have transformed the face of the city in the past few years.

A newer generation of architects has made interesting use of materials, both for decoration and to beat the western sun which has hitherto made many Suva shops and offices unbearably hot in the afternoons.

Monuments in the handsome Native Lands Trust Board building, near the Government offices, are fixed. Behind them is a corridor, giving access to the line of offices on each floor.

Near the Native Lands Trust Board building is Broadcasting House, an attractive outside and splendidly equipped inside.

The frontage of the whole city block opposite the Cable and Wireless office has changed. Every shop and office building has been replaced since the war. Just beyond, the

new Club Hotel is steadily taking shape. All bedrooms and the main public rooms throughout the hotel are to be air-conditioned—another step forward.

Next to the Victoria Arcade is a completely re-modelled Bank of New Zealand, taking in what used to be Sid Levy's jeweller's shop.

A building of particularly striking and very pleasing design is tucked away round the corner. It is Nicolas House, headquarters of the Catholic Mission in Fiji. Very effective use has been made of modern materials in this building.

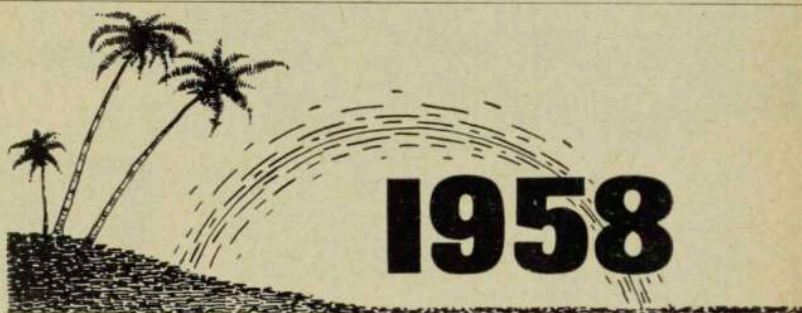
Beyond the Triangle, the five-storey first section of the new Post Office is reaching the finishing stages.

Walter Horne's building has gone, but the gap is to be filled by a giant department store which will take in the present Morris Hedstrom's and Carpenters' stores.

Work has begun on Carpenters' new headquarters, in Rodwell Road, just beyond Burns Philp's main store, which is shortly to be extended to Stewart Street.

Malcolm Brodie's house, scene of so many memorable parties, is no more. The steps, and the hill on which the house stood, have been carved away and the Pacific Biscuit Company's factory has been extended, the new section being arranged to blend architecturally with the old.

Further along Rodwell Road,



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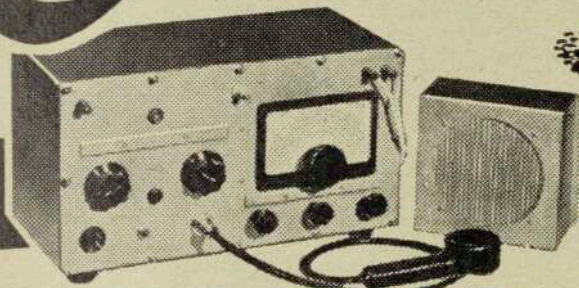
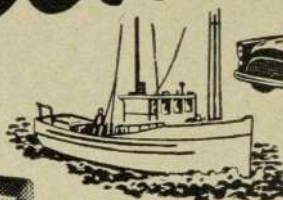
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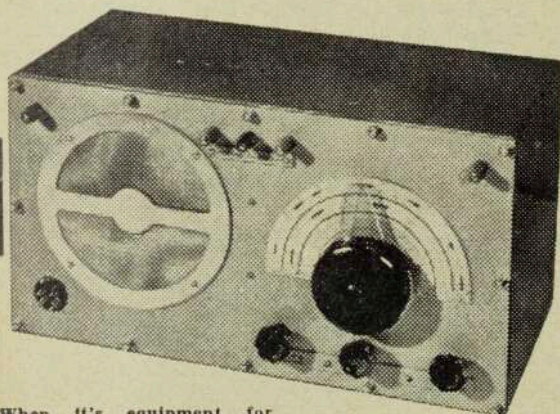


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wards Walu Bay, is the Phoenix theatre, which would hold its own in architecture, decoration and equipment with wide-screen picture theatres in most towns of comparable size abroad.

Perhaps the biggest transformation which old-timers would see in Waia—apart from the splendour which has descended on Naitaka—in Cumming Street.

It is still All Nations, and a lot of the old customs prevail, but the surprisingly insanitary hovels have gone. The street is one of modern concrete shops, with fluorescent lighting and chromium fittings. In the alleyways running towards Bukalou Creek have become little oases.

NEW VOLUME ON THE WAY

War History Will Tell NGVR Story

A new volume of Australian war history, soon to go to the printers, will describe in detail the work of the New Guinea Volunteer Rifles in the war against the Japs.

This is revealed by Mr. Gavin Long, general editor of the Official War History, in a letter to PIM. Mr. Long's letter replies to one from a NG reader, published in PIM of February, p. 29.

Mr. Long says:

In your February number you received a letter from a reader who reproaches war historian Lionel Wigmore for not recording enough about the work of the New Guinea Volunteer Rifles.

It did wonderful service in Boula, Salamaua, Lae and Wau, and, your correspondent wrote, the war history of New Guinea will be complete unless this little-known unit gets its worth also in the history.

My fellow-writers and I who are working on the war history couldn't do more.

The point is that Lionel Wigmore's book necessarily included the part played by the NGVR in New Britain. It was read in that form by an ex-NGVR officer killed at Rabaul who was unable to add to the account.

The next volume, which will go to the printer as soon as the maps are finished, probably in May, will give, in a good deal of detail, the work of the NGVR (and others not mentioned in the Rifles) did when the Jap-

anese came to the mainland of New Guinea in 1942.

This volume will be Dudley McCarthy's "South-West Pacific: First Year". As some of your readers know, Dudley McCarthy worked in New Guinea in the thirties and served there in the war. To freshen up his memories he walked over the Kokoda track and the Wau-Salamaua tracks a few years ago.

His account of the NGVR in New Guinea and Papua until April 1943 is based not only on the documents but on long talks and exchanges of letters with a good many former Rifle-men.

GLACIOLOGIST IN TROPICS

Young American glaciologist, Ernest William Marshall, fresh from taking part in an IGY expedition to the Antarctic, has been visiting the Netherlands New Guinea to take a look at her glaciers—the only tropical territory with them.

His interest lay with the Carstens, Juliana and Wilhelmina mountains, and he chartered an aircraft in a survey flight over the 15,350 ft. Mt. Carstens.

There is a possibility of an American expedition being made to the Netherlands New Guinea snow country, says a correspondent.

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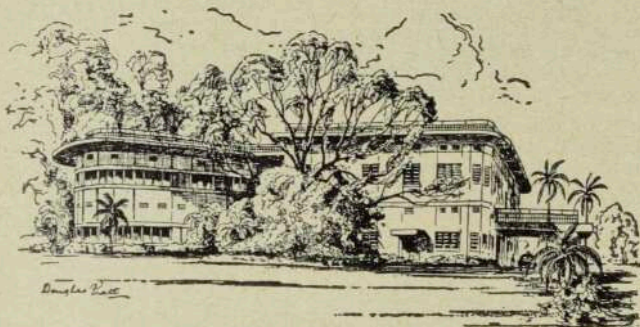
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A Reader Disagrees—

MR. POWLES AND HIS SAMOAN SERVICE

• The article in "PIM", February, page 25, in praise of Mr. G. Powles, for nine years High Commissioner for New Zealand Western Samoa, has been criticised by an Apia reader. In a letter "PIM" editors, he writes:

THE PIM article has caused considerable surprise in Western Samoa where the opinion stated by the writer are in way shared by the public, Samoan and European alike.

The fact is that Samoa or rather the Samoan Government is facing the worst financial crisis it has ever experienced and that this state of affairs is solely due to the unrealistic and blundering policy for which the High Commissioner and the Financial Secretary, Mr. L. M. Cook, were responsible. The financial policy of the past few years amounted practically to a spending spree, without regard to the economic resources of a purely agricultural country subject to the hazards of an agricultural economy—bad crops, bad prices and other troubles. All this in spite of frequent warnings from Samoan leaders and the Legislative Assembly. In addition, the inclusion of the expected grant of £126,000 from the Western Samoan Trust Estates, without any definite promise or guarantee that such a grant was in fact possible, constituted an additional blunder which brought the financial difficulties to a climax and necessitated the stringent retrenchment in Government expenditure and the dismissal of hundreds of Government employees—schoolteachers, nurses, employees of the Public Works Department and others.

"Accumulation"

Past financial policy for which the High Commissioner and the Financial Secretary were responsible resulted in the wholly unwarranted accumulation of a large and excessive amount of stores, mainly building materials, water pipes, lumber, etc. These stores cannot be used in the foreseeable future owing to the abandonment by the Government of practically all economic development work, and are at present deteriorating fast, requiring additional staff to take care of the large compounds.

Further evidence of the inefficiency of the Executive Government is its failure to introduce commercial advertising at the Western Samoan broadcasting station 2AP, as resolved by the previous Legislative Assembly.

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arch/April last year. The Government at that time indicated that revenue from Commercial Advertising would practically pay for the whole cost of the station 2AP and thus relieve the Government of the financial burden of spending some £6,000 to £8,000 on broadcasting.

There are numerous other instances of financial maladministration in the recent past, many cases of dishonesty and straight theft by Government employees and a complete lack of control and supervision by senior officials in nearly all Government departments. In the Annual Report of the Controller and Auditor-General on the Public Accounts of Western Samoa for the financial year ended December 31, 1956, no less than 39 cases of irregularities in connection with public moneys and stores are listed.

The opinions of Mr. Alan Gordon (21, February, *PIM*) and his view that New Zealand should make available large grants and loans of money to keep the social services in Western Samoa going, are not shared by Samoan leaders who believe it preferable for the Territory to remain self-sustaining even when stringent retrenchment must be enforced for years to come.

"Lack of Planning"

The main weakness of the Samoan Government headed by the High Commissioner, Mr. G. R. Powles, has always been the complete lack of planning for economic development and the spreading of requisite expenditure over a number of years so as to remain within the normal revenue of the Territory.

Instead, major and minor projects were rushed through with utmost speed regardless not only of the financial and economic resources available, but also disregarding the capacity of the Public Works Department to cope with the works efficiently and economically. This resulted in enormous losses in road building, construction of Government buildings and Hydro-electric installations.

The whole financial policy of the Government was based on sentiment and appeasement rather than commonsense and realistic consideration of the available resources of Western Samoa and before, inevitably, led to financial disaster and the collapse of existing services.

The Samoan public is in full agreement with *PIM's* praise of the former Administrator Sir Alfred Bull who, when he departed Western Samoa left behind him an orderly Administration and a General Reserve Fund of £500,000. Mr. Powles can possibly be credited with good intentions in running social services in Western

Further Term for Mr. Powles

It was announced on April 30 that Mr. G. R. Powles, CMG, had been re-appointed High Commissioner for New Zealand in Western Samoa for a further three-year term.

The NZ Prime Minister said that Mr. Powles had earned the full confidence of the New Zealand Government and of the people of Western Samoa during the nine years in which he had held this office.

"distinguished" and praise his work in the Territory is unwarranted and not justified by the results of his administration. The Samoan public wishes Mr. Powles well and it would like to see him appointed to a New Zealand diplomatic post abroad. But as far as Western Samoa is concerned, Mr. Powles' administration cannot by any stretch of imagination be called successful and beneficial and the appointment of a new High Commissioner, if possible with some business experience, would be sincerely welcomed.

I am, etc.,

A. M. GURAU.

Apia, W. Samoa.

March 31, 1957.

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Fiji's Population Figures

'Explosion Point'
Approaching?

By a Special Writer

The official estimate of the population of Fiji, as on December 31, 1957, is contained in the table, this page.

BECAUSE Fiji, in many respects, is the most important Territory in the South Pacific, the population trend in that Colony is of interest and significance to the whole of the South Pacific.

The outstanding trend in the population figures today, as it has been for 20 or 30 years, is the phenomenal rate of natural increase among the Asians—and especially the Indians.

The Indian rate of natural increase in Fiji is about 45 per thousand per annum. It rarely, if ever, has fallen below 40. The Fijian rate has ranged between 25 and 35 per thousand. As a result, the Indian population slowly and steadily has overtaken and passed the Fijian population.

In 1938, there were 100,000 Fijians and 90,000 Indians. By 1944, they were equal in numbers. Today, as the table shows, the Indians outnumber the Fijians by 24,000—and the margin grows every year.

It is not as if the Fijians are an ageing race. They are strong and robust, and their present rate of increase—close to 35 per thousand per annum—indicates their general health and virility. The European rate of increase is usually between 25 and 28 per thousand.

The increase in the European population of Fiji, shown in the table, is not normal, and is explained. It probably is due to the movements of service personnel, or to a new system of classification. The natural increase is usually about, or less than 20 per thousand per annum.)

The population of the Colony has doubled in 10 years. The Indian community is virtually landless—

Fiji "Full of Promise"

From a Noumea Correspondent

A report has been published here telling of secret instructions which Khrushchev is supposed to have given certain Communist leaders in Europe. The eleven pages of the "instructions" give an accurate analysis of conditions in the principal capitalist countries, with instructions on how to take advantage of them. They also state that the situation in New Caledonia and Fiji is "full of promise".

under the Constitution, the land belongs irrevocably to the Fijian community.

Biggest Headache

In those three facts lies one of the biggest administrative headaches in the South Pacific.

The factor which, hitherto, has saved the situation is the proportion of the Indian community which derives its livelihood from the sugar industry. To that extent, the Indians are primary producers, and may be regarded as having a subsistence economy. But the proportion of Indians engaged in non-sugar enterprises is becoming less. They still must look to the land for their food; and they have very little land.

To maintain the racial balance, the Government has encouraged the growth of the Fijian community in every way possible; and the increase in the Fijian population in 20 years (from 100,000 to 153,000) is remarkable. But—despite official pressure—the Indian community as a whole has done nothing to reduce its birth-rate; and if the present trend continues, a racial clash at an early date is inevitable. Some commentators call it "the explosion point".

It will be noted that the other Asian community—the Chinese—is also growing rapidly (well over 40 per thousand per annum). There were 2,873 Chinese there in 1946—now there are 4,348.

(See Commentary, page 21)

	Dec. 31 1956	Dec. 31 1957	Increase (Total)	Increase (per cent.)
Fijians	169,403	177,247	7,844	4.6
Indians	148,134	153,356	5,222	3.5
Europeans	6,402	7,998	1,596*	25
Part European	7,810	8,038	228	2.8
Other Islanders	5,320	5,401	81	1.5
Chinamen	4,422	4,586	164	3.8
Others	91	56	Decrease	—
Total Pop'n	345,737	361,038	15,301	4.5

* This is not normal—see text.



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Synthetics Gaining a Hold

AMERICAN SHELL MARKET IS NOT TOO BRIGHT

From J. P. Shortall, in Auckland

The general trade recession and outlook, and the less predictable women's fashions, are the influences that will control the future of the Pacific mother-of-pearl and trochus shell market in America in 1958.

THIS is according to Mr. Paul A. Rie, who has long been associated with this trade as a buyer and broker, working closely with button manufacturers.

Since a review of the Pacific market made by him last year in *PIM*, January, 1957, prices for black-lip MOP from the Eastern Pacific have remained high, though there has been some decline. Trochus has shown a much water fall.

Of MOP, Mr. Rie now says that demand for black edged is dropping and he sees little chance of reversal in the early future.

Women's fashions are notoriously fickle in their allegiance to any particular style or material," he says. "Our industry has enjoyed an unusually long span of favourable demand from the fashion world. If past experience is any guide, we must now accept the idea of an interruption in the favourable style trend.

Demand for white MOP—the Australian variety—is influenced by general business conditions more than by fashion. About two-thirds of the total product is used for men's shirt buttons, in which fashion plays little or no part.

Total production of men's shirts fell 10 per cent. in 1957. If the business recession continues, there will certainly be a further drop in 1958.

Now, on top of the decline in overall production of shirts, our particular MOP button industry has a further ground against the synthetics, which are gaining rapidly as quality improves, and the differential becomes more important to the consumer.

"Factories Close"

I cannot illustrate this situation better than by reporting that the past six months two of the best manufacturers of ocean pearl buttons in America have closed their factories, sold their equipment, and withdrawn completely from the MOP button trade. Nobody has taken their place, such of their machines as were suitable were bought by manufacturers of synthetic buttons."

Discussing MOP price influences

from another angle, Mr. Rie has this to say on the subject of Cook Islands black-lip shell and the "mystifying, if not intentionally misleading information that was fed to foreign buyers by Cook Island exporters" late 1957:

"During the last few months of 1957 there were repeated warnings that the Manihiki lagoon was to be closed in 1958.

"Taking the story at face value, European and American buyers fought for the available supplies, pushing the price to a record high of around £NZ750 per ton, FOB, Rarotonga.

"However, with supplies of this same origin continuing to appear in 1958, buyers' appetites have cooled and the price has dropped about 25 per cent. from the peak of three months ago," Mr. Rie adds.

"Not Mystifying"

The situation may appear mystifying to Mr. Rie and overseas buyers—but it should not. They should know that the Cook Islands exporters are also business men, and that they are fully alive to the fact that if the Manihiki lagoon is closed during 1958—and it most certainly is closed—it would be foolish to sell all the shell in 1957, if the law of supply and demand means anything.

Apart from that, they should be aware of the geographical situation of Manihiki, which lies 650 miles from the export port of Rarotonga, with highly irregular shipping connections between. Shell fished at Manihiki in the latter part of 1957 may lie there for months awaiting a ship—and may not be offered to overseas buyers until perhaps May, 1958, at the earliest.

Buyers should have noticed the same situation in 1957 following the 1956 closure of the lagoon. In any case there is a strong possibility that the present closure may continue through 1959.

Penrhyn v. Manihiki

Mr. Rie rejects a suggestion that Penrhyn shell should be worth as much as Manihiki shell and that opposition to the former has simply come about as a result of reports of prevalence of borer in the Penrhyn lagoon. He says:

"Penrhyn shell will not substitute for Manihiki. Penrhyn is heavy, it has a large worthless knot, which adds weight but detracts from value, it has a more concave shape, which is also a manufacturing disadvantage.

"It's predominant colour is coppery brown, rather than the desirable grey-black of Manihiki. The latter have recently been favoured above the Tuamotu shells because they offer more surface per pound weight in a reasonably satisfactory grey-black tone—and especially because the demand for women's fashion buttons has been mostly for 45 lignes and 30 lignes [one ligne equals one-fortieth inch] diameter, which do not require as thick a shell as the 60 lignes buttons which were in high demand a year ago—and which helped push the price of the Tuamotu MOP to such giddy heights."

The reason for the closure of Manihiki lagoon was given by the Cook Islands Administration as the persistent appearance of shell below the legal size in export cargoes.

Of this Mr. Rie says:

"I have heard no complaint from the trade about Manihiki MOP containing an unusual proportion of small shells. By "small" I mean shells of sound quality and normal shape which weigh less than four oz.

"I think that a shell, say, four inches in diameter, that weighs under four oz is too thin to be commercially acceptable, whereas a four oz shell that is three and a half inches in diameter will be thick enough to make a good button."

Here of course, the attitude of Mr. Rie and the button makers may conflict with that of those interested in shell conservation.

Weight May Be Better

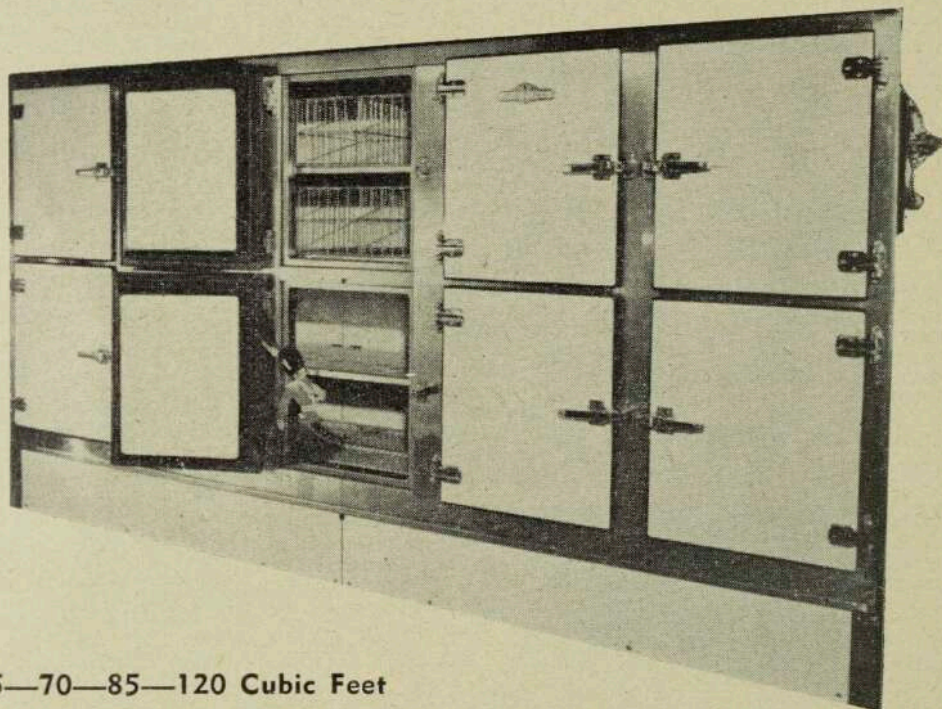
It could well be that the fishing regulations would be more soundly based on a weight rather than a diameter standard of minimums—weight rather than diameter may be a better criterion of age, and the minimum age of reproduction is presumably the important factor from a conservation viewpoint. The fact that button makers have no objection to an under-age shell is beside the point, and does not justify the fishing of such shells.

Mr. Rie agrees with Manihiki shell divers on the subject of exhaustion of beds. The Cook Islands Administration has apparently worked on the assumption that exhaustion is the result simply of overfishing. Mr. Rie says:

"There seems to be very little authentic knowledge of exhaustion by overfishing. I believe that the shell-crop failures in the Tuamotu were caused more by disease and changes in environment than by overfishing. In all areas where shell diving is carried on there is,

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I think, an instinctive rotation of the working areas, as the simple result of the workers following each other along the line of least resistance towards areas where the shell trochus is the richest, readily leaving those areas where picking has become poorer. Thereby such areas are given the needed respite for reproduction and replenishment."

Trochus Position

All of which seems to make a lot of sense.

Turning to trochus, Mr. Rie says some of the same considerations apply, but the position has been masked somewhat by the fact that trochus is generally cheaper than white MOP, and produces a button that sells for a lower price, but is nevertheless a genuine ocean pearl product which carries some prestige value.

He says that furthermore trochus is the specialty of countries where manufacturing costs are still lower than in the US, and this also helps them compete against the synthetics.

"Japan is by far the biggest user of trochus, and Japanese pearl buttons are sold all over the world. They even manage to climb the high tariff barrier of the USA, and large quantities of trochus buttons—the smaller sizes are imported—add to the problems of the American manufacturers.

France and Italy also find it possible to manufacture trochus buttons to good advantage, although in those countries the synthetics are so beginning to take toll, and I suppose they will gain further ground there. The European countries are always slower than the USA to take up new articles."

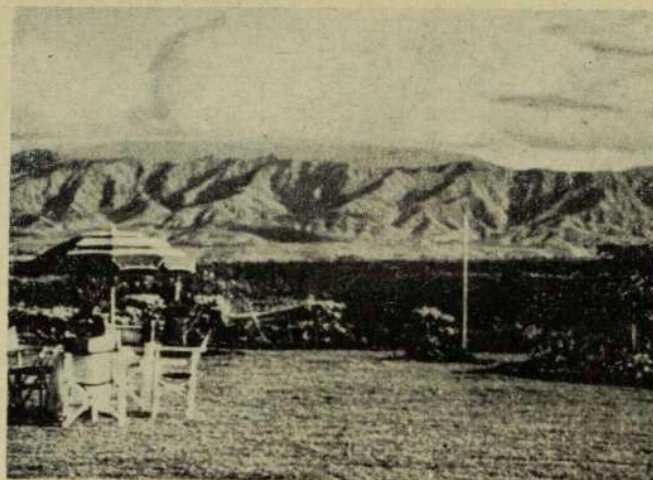
"At all events," says Mr. Rie, the trochus raw material market has enjoyed a very good demand through 1957 and prices are high. This may be caused to some extent by the fact that there has been an over supply of the product.

"Whatever is offered is snapped up very readily by Japanese or French or Italian buyers. The only regions which did not find a ready market until the price came down from 1956 levels were the Queensland and New Guinea shells, which are among the least desirable because of their very thin side walls, which yield only thin buttons.

Fiji Preferred

The Fiji trochus is the preferred one of the South Pacific, coming first in quality and button yield. The desirable Macassar with its heavy side walls and flat thick base.

The Solomon Islands yield a heavy-walled thick-base trochus, but the base is rounded (convex) and the sidewalls flare outwards from point to base, making the resulting buttons concave rather than flat."



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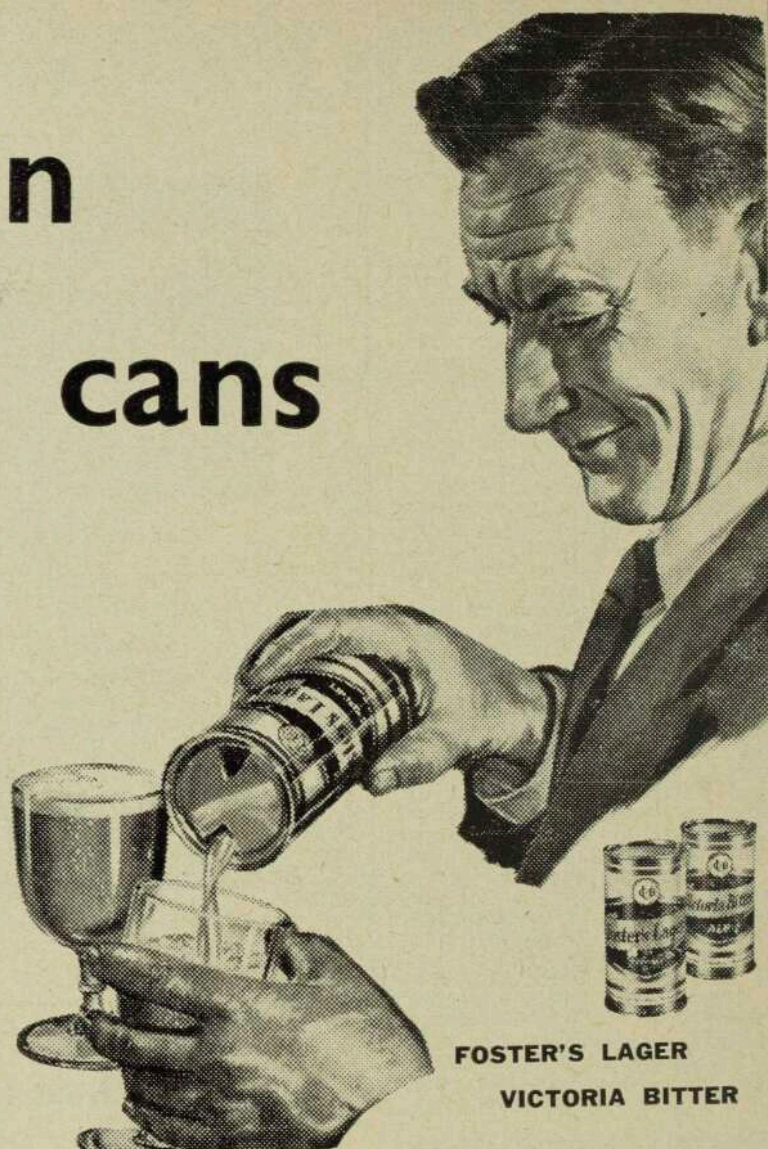
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JOHN WARD, OF "TULAGI"
AND "BULOLO", RETIRES

UT HE'S STILL HAPPY WITH THE SEA

By Alan Fitzgerald

In almost 50 years at sea—36 of them in the Islands—John Ward has survived 50 wartime bombing and torpedo attacks, a sinking, a mid-ocean collision, and an epic raft on a raft, but he still reckons the sea is all right.

To prove it, he's recently retired —to fishing trips on his 20 ft launch. He runs it out of Sydney's Gunnamatta Bay, near where he now lives.

John Ward (who is sometimes "Jack" or just plain "Wardy") was still his retirement the chief engineer of the Burns Philp vessel *Bulolo*. He was with BPs for 36 years, a lot of them spent in the commons on small ships.

He was also for a long time on *Malaita*, but it is his service on the *Tulagi*—the one before the present ship—that brings the memories back for Wardy.

He joined her as chief engineer before World War II started. The little ship went to work for war effort, and ran as far as US, Canada and Mexico.

Then, with Ward still aboard, she set off in a convoy for a raid on Jap held Timor—but got driven back and was bombed at Darwin. This was 1942—but the *Tulagi* survived that raid—and in fact, by October, 1943, 50 other major raids. She ended in March 1944.

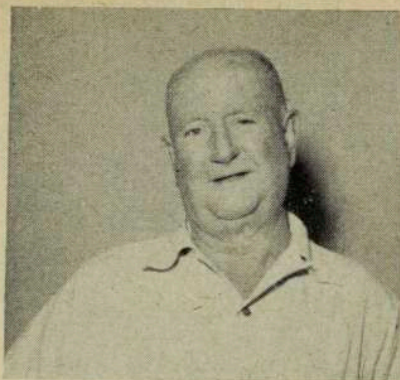
Tulagi, then 1000 miles south of Bombo, was hit by two torpedoes in a midnight attack, and sank in minutes.

Thirty-nine men went down with her—15 others, including Ward, got away. They floated about on several rafts, and despite their precarious situation, most managed to outrun a following typhoon. But months later only seven of the survivors were alive.

At the beginning, on Ward's raft, a man was rationed to three oz of fresh water in the morning, and one oz in the evening. Later, this was reduced to one oz in the morning, and two oz at night.

Drank Salt Water

But Ward also managed to drink six to eight oz of salt water a day, and still retain his sanity. For food, the men originally had a few biscuits, some chocolate and tinned milk tablets, but this didn't last. They caught fish when they could and ate them raw—together with two sea birds and a turtle. For one period the castaways lived without food for 13 days.



Mr. John Ward

Another time they had nothing to eat for 10 days, and were reduced almost to skeletons.

Ward recalls an odd feature of that drift, which lasted for 59 days. "Everyone of us, including a boy of 16, celebrated a birthday".

The raft finally touched an island 250 miles east of Madagascar. Survivors were Ward, the second officer, named Jacobs, the purser, two Malays and two Indians.

Postwar Sequel

There was an odd postwar sequel to Ward's epic raft drift. He was on the *Burnside* in Penang one day when the mate of an American ship came aboard to ask him if he had been the Ward of the *Tulagi*.

The American said a Malay aboard his ship had often told of the raft drift after the *Tulagi* sank, but he didn't believe the Malay and wanted to check his story.

The story was right, said Ward. Said the American, "The Malay was killed this morning when the block and tackle carried away as he was painting the mast".

Ward has an OBE and Lloyd's Silver Medal for bravery at sea, as a memento of that raft trip.

Film May Be Shot In New Caledonia

From a Noumea Correspondent

New Caledonia may be the locale for a film.

Well-known French film producer M. Decharme is at present visiting here to consider production of a film, to be directed by Marc Allegret, a man with several successful films already to his credit.

The film would be set in a New Caledonian mine.

M. Decharme is associated with Australian director and actor "Chips" Rafferty, who has produced some small, but successful, films.

If You Know What's
Good For You . . .

Don't Enter HERE!

(CAIRNS, Seen Dimly By Judy Tudor)

The fact that Australian External Minister Casey had returned from SEATO talks through New Guinea, and took the Saturday Qantas plane South through Cairns was of considerable interest to this weary pilgrim who voyaged along that *via dolorosa* two weeks before.

I SHOULD like to know what was done for the Ministerial comfort for the 1½ hours stop-over at that so-called port-of-entry which in the Southern summer is a miniature hell. Nothing short of a refrigerated trailer towed to the spot would have done much good.

At this time of year Cairns has two varieties of climate—pouring monsoonal rain; or stifling, still heat blaring down from a cloudless sky. When we stopped off there between 3.30 and 5 on the afternoon of March 8 it was the latter.

The terminal is a two-bit sized fibro erection about as big as a 2-car garage containing one toilet for each of the sexes; a small section for air-line business; a 3 ft. verandah along the front; and a middle section as waiting room.

This waiting-room contains half a dozen cane chairs (with the nails sticking out sufficiently to catch in your clothes) to serve the needs of anything up to 30 or 40 travellers; a water cooler that works overtime producing luke-warm water; and two milk-can arrangements full of orange cordial.

No effort is made to shade the place from the glaring sun which beats in from the west and fiercely reflects back from the acres of asphalt.

No electric fan is provided to agitate the still air. Of all the hot places I've been on this earth—Cairo, Khatoum, Nadi, Bangkok, the worst that P-NG can do—I have never felt heat like Cairns produced on that afternoon—or seen less effort made to prevent people having a heat apoplexy.

We're Tough

OK, we're in Australia and we're tough. What is a whistle-stop, anyway?

But this is no whistle-stop; this is where someone in his wisdom

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although there is absolutely no place to perform the function—except to have a Customs inspection. So every bit of luggage on that plane is laboriously hauled off and heaped up out there on the open tarmac, and in due course your name is called by one of the two Customs men, and there on the asphalt you sit down on your knees with him, and some sort of pagan rite, struggle with locks and straps and reveal all. And there in full view of the company, he rifles through your goods, scattering panties and hat-hangers and odd shoes around as he pushes and prods into the reaches of suitcases. He's polite enough—if any search of personal belongings can be called that—and finally he is finished and passes on to the next in line, leaving you to push the mess together somehow, sit on the lid and get the locks pushed home.

Stagger Off

Hot, perspiring, red in the face, you stagger to the edge of the verandah and sit—someone has lashed your cane-chair, nails and all—pant slightly, and curse.

This is Saturday afternoon and these Customs men are working overtime—and they are only working overtime here, no doubt, in order to save higher rates of the plane, if the inspection were to take place in Brisbane later that night.

Incoming travellers are permitted to bring into Australia up to £30 worth of dutiable articles for "gifts". How much then do they ever collect from Cairns from P-NG travellers—in Brisbane, either, for that matter? If the total amount is more than a fraction of the salaries of these Customs inspectors, I shall be amazed.

Why there should be an inspection of travellers from Papua—much when it pleases them, Authority regards as an integral part of the Commonwealth—has always been beyond comprehension, even though I have been reminded weekly of "gold or opium".

How much of either has been discovered in the suitcases of leaving Territorians decanted at Australian ports of entry? Little enough, I bet to be the excuse for the mass comfort and indignity of tarmac inspections at Cairns.

Own a Butter-Knife

But from my observations I can say this: If you want to throw these rows into a tizzy, write "nil" in the space left on the Customs declaration for non-personal effects. One of these guys can believe that a person can spend a whole month in the Territory and not come back without at least one EPNS butter-knife.

And, by the same token, if you are up to no good, see that you come armed with at least half a dozen native mats and baskets—unfumigated if possible so they will suspect a source of foot-and-mouth disease; a couple of pieces of Chinese silk; and 14 souvenir teaspoons. All together they won't tot up to £30—but officialdom will be so busy breathing hard over these, it will overlook entirely that big lump of opium you have in the toe of your sock.

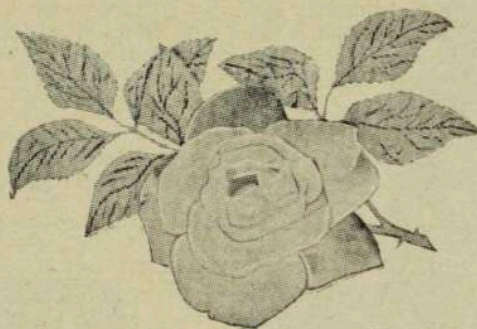
TAILPIECE: And while on the subject of Cairns airport's shortcomings—what about getting rid of all that chain draped between posts. In the 1½ hours we endured there.

three of the smallest tots in the contingent sat and swung on it, and before you could say smuggler, went head-over-turkey down on their heads on the asphalt. All squealed like stuck-pigs but fortunately there seemed to be no permanent injury. But someone could crack a skull. Just think of the damages.

DIDN'T KNOW IT WAS LOADED

A native who found a bullet in long grass which he was cutting in Port Moresby decided to investigate its contents. He placed the bullet on one stone and hit it with another. The bullet went off—and so did the tops of two of the native's fingers and his thumb.

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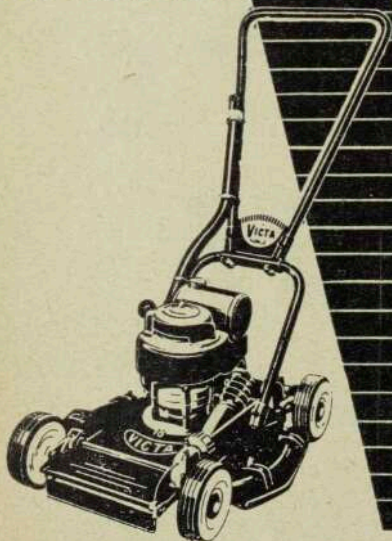
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VAI

An Author Amok Among the Cannibals

N. GUINEA MAN ASKS, "DO THEY THINK WE'RE ILLITERATE?"

• The bookshops in the last year or two have offered a fairly wide selection of travellers' tales on New Guinea. And there is an increasing number of articles and short stories being published about the Territory. This has driven an indignant reader at Minj, in the Western Highlands of New Guinea, into sending us the following letter discussing merits of one book in particular—and the trend in general.

From time to time the reading public is assailed by books, articles and stories about New Guinea and the Islands. Some are good honest editions of the *Saturday Evening Post* type wherein nubile lady anthropologists are rescued from a fate more exciting than death by bronzed and lissome District Commissioners. Some purport to be fact, and are indeed reasonably factual.

However an increasing proportion of the 'It Happened to Me' school of reportage would strain the credulity of a Munchausen or even old ladies who donate to Mission Societies.

The very latest of these astonishing documents has recently come to my possession. It is entitled 'Witness to Witchcraft' and is written by Dr. Harry B. Wright of Philadelphia, U.S.A. 'Adventurer, anthropologist and member of the Explorers Club'.

One chapter only relates to New Guinea, but such are its contents that the reader would suspect that the entire book merits the brutal but apt Anglo Saxon expression commonly used by Australians to describe such literature.

As chapter 15, under the sinister heading 'REVENGE', opens, the inept Doctor Harry finds himself in New Guinea, having been invited by the Government to complete some anthropological work on the aborigines. From then on, events move fast.

The 'Telefomin Incident' blows up, and Doctor Harry, who 'had the luck to be near there when it happened' finds himself in a position to give his readers the inside story. This 'differs in some respects from the official story, for reasons which will become obvious'. The stage is now set for drama with the reader enthralled by the delicate hint that the author is somehow privy to some monstrous secret hitherto concealed by officialdom.

The background to the Telefomin incident now emerges and so does the fact that Dr. Harry's geography is sadly adrift. Surveyors will be dismayed to learn that Telefomin is in the Owen Stanley range, not far from the Kokoda trail, and apparently a bit south of Buna. The

good Doctor is chasing sorcerers in the 'Village of Wabag, near the Sepik area'.

The battle of the Sepik (1942) is supplied as historical background. Here we find that Jim Taylor, J. G. Jones and George Ellis were foully murdered by treacherous constabulary, although Dr. Wright appears to have met Jim Taylor in Goroka in 1954.

This massacre it seems, so profoundly impressed the Telefomin tribes (who have probably not heard about it even today) that jungle guerillas known as 'Bete Men' took to annoying patrol officers by surreptitiously slashing their tendons when on patrol.

These attentions, as the doctor points out, rendered the patrol officer useless for patrol duty. ('Bit' is a form of sorcery practised in the Telefomin area, but has not so far been employed effectively against a European).

The European population at the time of the murders at Telefomin is now paraded. They are two patrol officers, a missionary, a medical attendant and a geologist. Records indicate that the two latter must have been stowaways.

The plot thickens. On a patrol in the Strickland River area, many carriers were drowned, and Dr. Harry hints that somebody might have pushed them in. The tribes become incensed and this incident is cited as causing the ensuing 'rebellion'.

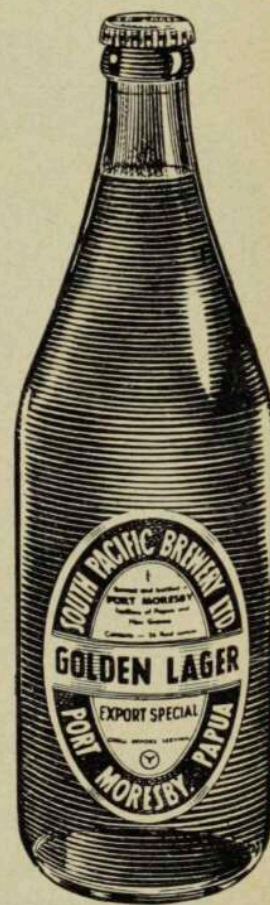
The Forbidden Sport

In actual fact the tribes were incensed all right, but much later. The drownings were taken in good part as an occupational hazard; the incense came when the promised compensation was held up by red tape in Wewak. Even then, this incident appears to have had little bearing on the murders.

The women and girls of the village now begin to needle the tribesmen into resurrecting their forbidden sport of headhunting and collecting the heads of their white enemies.

Dr. Harry's anthropological researches have eventually borne fruit, as it had been hitherto supposed that headhunting was not a

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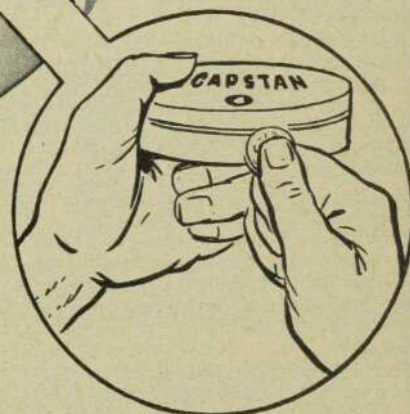
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practices indigenous to the Telefomin area.

The headmen act with savage cunning. They send runners to the constabulary posts at Wewak and Vabag asking for trade goods to be sent in. This is the first of a number of epic overland journeys mentioned, but modestly glossed over in the text.

Anyway, Patrol Officers Szarka and Harris are sent in, ostensibly on a routine census patrol, but Dr. Harry knows better; 'Actually they were assigned to feel out the temper of the natives'.

The patrol is split up, not, it now appears, in order to hasten the weary work of census, but in order to impress the natives, acquaint the officers with the terrain in case of skirmish (nothing could have been further from anyone's mind), and as a precautionary move (armchair strategists note!)

Harris was assaulted in the evening while making camp and killed with 11 arrows and one tomahawk. In fact Harris was struck by a hatchet at dawn, and he lived for a few hours. Dr. Harry has him shooting until his gun is empty, but Harris was in no condition to shoot any more.

All the constables save one have been killed. The survivor flees to Szarka's patrol and finds them all dead.

Censorship has hitherto maintained that only the two patrol officers and two constables died, but Dr. Harry has the good oil. The lone survivor must have been an active sort of chap because he now makes his way overland to the lower base at Daru, to deliver his report.

We are left in no doubt as to the authenticity of this exploit, as Dr. Harry who is sojourning in Vabag 'a few miles away' now makes his way to the scene of the crime with members of the constabulary force, and interviews the survivor.

This in itself is no mean accomplishment. Dr. Harry modestly gives the reader to assume that he followed Black and Taylor's route on the Hagen-Sepik patrol of 1938-9.

"Real White Men"

A punitive (one hopes the United Nations will bridle at this) expedition led by four district officers now covers the field and reports the natives' astonishment at seeing the white men. They had thought it seems, that once they had done the five at Telefomin, they would have exterminated the entire white population of the world.

This seems singularly obtuse of the Telefomins who could hardly have missed seeing glider loads of troops landing there during the war, besides sundry patrol officers and the pilots of the fortnightly craft service.

Evidently the Telefomins who had worked on the coast and local policemen who had undergone periods of training in large Territory centres had been close mouthed about their experiences.

The murderers are eventually brought to justice, but now a legal hitch appears. Under the 'United Nations Mandate' a death sentence cannot be ordered. It seems then that Mr. Justice Gore exceeded his authority when he recorded a death sentence against the accused.

Later on Dr. Harry visits Rabaul, and meets up with 'Sepik Robbie', an old pal. The gripping tale that ensues concerns more murder (this time the victim is 'Massa Green', District Officer Angoram) and

thought transference from Angoram to Rabaul.

Dr. Harry confesses himself 'dumbfounded' over the incident in which, by art or accident, he has contrived to make it appear that he was at least a passive participant.

Readers might well be dumbfounded to learn that this affair took place in 1935, thus involving Dr. Harry not merely in thought transference but in more exciting transferences in space and time itself. In fairness to the Doctor, it must be admitted that on the next page he leaves himself a loophole, although this is in fine print as it were.

Still in a daze apparently, the

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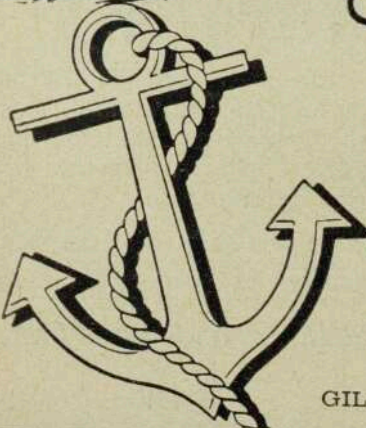
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72

MAY, 1958 — PACIFIC ISLANDS MONTHLY

repressible Doctor revisits Tamunan on the Sepik river, 'near the scene of the Telefomin massacre', but he is soon in more strife. After he leaves the area, bitter fighting breaks out between two villages. Who is the innocent member of this war? Right first me!

Dr. Harry has been fooling around with witchcraft again, and by leaving one village from a down-pour of rain has caused several others to become flooded. Even the doctor however, adopts a vaguely apologetic tone over this one. He says it doesn't seem so ridiculous when you get the facts.

Nevertheless he strikes a note of pathetic authenticity in one sentence. Apparently his friends in the District Office in Wewak told him that his re-arrival in the Sepik area would be most unfortunate.

Do the authors of these travel-ques imagine that the residents of the countries about which they write are illiterate? It is time that such buffoonery was publicly exposed to the ridicule which it richly serves.

Yours, etc.,
P. L. MAXTONE GRAHAM

LEAN UP PLAN UNDER WAY

Women Assist in Health Drive

From W. H. Percival, in Rarotonga

For many years Aitutaki has been the Cook Group's worst problem island, with social degeneration going hand in hand with bad and insufficient housing and serious health problems.

The most serious diseases are tuberculosis and leprosy, and the infant mortality rate is high. Leprosy is on the increase, especially among schoolchildren, but the building of a leprosy isolation and treatment centre is well under way.

The Public Works Department recently completed a new four-classroom school at Aitutaki, which will be used by children suffering from leprosy. Five senior Maori teachers have volunteered to teach these unfortunate children, in spite of the attendant risk of infection and the fact that they will receive no additional pay.

In March, the Au Vaine, a men's organisation, helped in mantling condemned houses and generally tidied up the island's eight villages. There is now a marked

improvement in the appearance of the villages, especially those of Tautu and Vaipae.

The Au Vaine of the Cook Islands was originally formed to control wandering stock, and to ensure that the owners of stray animals were fined. In 1926-27, Dr. E. P. Ellison, Chief Medical Officer at Rarotonga, persuaded the Au Vaine of most of the Group to take up additional public health duties, and child welfare work was thus introduced.

Dr. A. S. Wallace and Mr. R. Thorby arrived at Rarotonga by the April *Maui Pomare*. Dr. Wallace, Public Health MO for Auckland, returned to the Cook Islands to standardize and extend existing health services in the outer islands,

and to assist in developing Aitutaki's leprosy isolation and treatment centre.

He will work under the general direction of Rarotonga's acting CMO, Dr. D. D. McCarthy, and will spend two months in Aitutaki organising a BCG campaign.

Mr. R. Thorby, whose enthusiasm and hard work as Atiu's Resident Agent did a very great deal for that island's progress, will commence his new duties as Aitutaki's RA.

With good leadership, expert medical attention, and the full support of the Islanders and the NZ Government, the long-term plan to defeat Aitutaki's ills should succeed.

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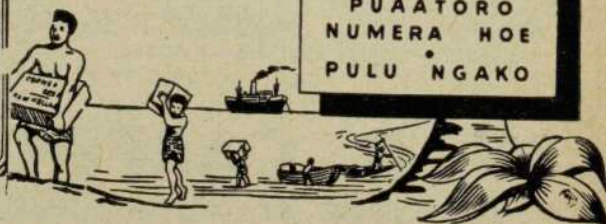
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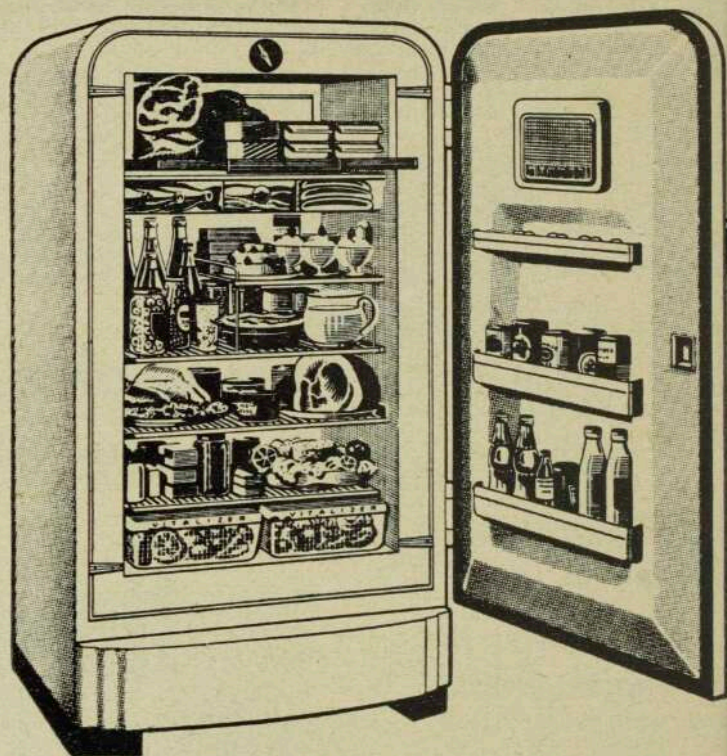
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Still Need Shoots

Encouragement For Cook Islands' Banana Growers

From a Special Correspondent

• Bananas have been an insignificant export from the Cook Islands for a good many years, and especially since the citrus replanting scheme came into being directly after the war.

There has been a slight revival, however, since October, 1954, when Fruit Distributors Ltd., the New Zealand fruit importing and retailing co-operative, offered to purchase and pay for all bananas delivered to Rarotonga wharf, whether there was shipping space available for them or not.

The offer applied only when a vessel was actually loading for New Zealand. The offer has now been further expanded to apply to all bananas delivered to the wharf at any time.

Bananas delivered when no ship loading will be sold locally at a loss, but the scheme is a determined effort to encourage re-establishment of the industry.

Coupled with the present ban on imports of bananas from other than New Zealand's own Island Territories, the new offer, which was made at the urging of the Government, appears to be a move towards reducing New Zealand's dependence on outside bananas on a permanent basis. At present, however, there is nothing to indicate that the New Zealand banana market could not easily absorb all the bananas that Fiji and Tonga could supply, in addition to those from Western Samoa and the Cook Islands.

Bananas Before Citrus

A number of experienced Cook Island fruit exporters have always firmly held that government resources should have been directed building up the banana industry rather than the citrus industry, which calls for much more capital. There is also the important factor of possible hurricane damage. A banana plantation could be re-established and in bearing within less than a year at comparatively low cost. Seriously damaged citrus trees would take possibly five years to come back to bearing.

The production, handling, and shipping of bananas is also considered to be much less costly.

The Cook Islands Department of Agriculture, limited in staff, and deeply involved in the citrus scheme, has shown no great interest in an expanded banana crop which would probably divert labour and resources to the possible detriment of the citrus.

Potential banana growers say that their ambitions are restricted by lack of banana shoots, which would have to be imported from Fiji or Samoa, probably by the government. Until shoots are available, growers say, the latest offer of an assured market will not result in any great increase in plantings.

There is no word of any plan to import further shoots at present.

LURLINE FOR ANOTHER CRUISE

The liner *Lurline* will make another long South Pacific cruise next January, calling at Tahiti, Samoa, Fiji, NZ, Australia, P-NG.

An Open Season For Mynahs

Because mynah birds are becoming too numerous on Rarotonga legislation has been passed in New Zealand and in the Cooks permitting them to be removed from the list of protected birds for the year ending February 28, 1959. The open season applies to Rarotonga Island only and not to other islands.

Under normal circumstances the birds are considered to be more destructive of orchard and garden pests than of produce, but when the mynah population density rises, the balance is disturbed.



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MAGAZINE SECTION

Tropicalities

GILBERTESE: INITIATIVE AND INITIALS

THE Gilbertese, a virile type of Micronesian, finding their own chain of atolls somewhat overcrowded, are spreading slowly and quietly into other archipelagoes.

There now are Gilbertese communities in Phoenix, Ocean, Nauru, and Solomon Islands. The most recent move is into the underpopulated Solomons, where the atoll folk are making the difficult adjustment to new living conditions posed by mountainous islands. It is not generally realised that atoll-dwelling people get the shock of their lives when they first see hills and fresh-water streams.

The first emigration movement of Gilbertese was to the small Phoenix group. The Phoenix atolls were not very attractive, but the English officials who directed the move in the 'Thirties were quite enthusiastic about their Phoenix Islands Settlement Scheme.

That was what they called it at first—but I remember that they quietly changed it to Phoenix Islands Settlement Plan. The reason? The convenient American habit of calling things by their initials had invaded the Pacific; and the proper young men of the British Colonial Office couldn't ignore the implications . . . R.

A RECORD TO BE PLEASED ABOUT

THIRTY years as a Supreme Court judge is a pretty notable record—it's exceptional when service is given to one of the younger Islands territories. In Port Moresby, in April, the legal profession gave a dinner for Mr. Justice Gore to celebrate the 30th anniversary of his elevation to the bench in the Supreme Court of Papua.

Born in Goondiwindi, Queensland, in 1888, Mr. Justice Gore served as associate to Sir Samuel Griffiths, after being admitted to the bar in Brisbane, went to the Territory as the first Crown Law Officer for Papua in 1924.

He was appointed Judge of the Supreme Court in Papua in 1928, Judge of the Supreme Court of Papua-New Guinea in 1945, and he then has been Senior Puisne Judge.

Mr. Justice Gore served in World War I with an artillery unit and he was Deputy Commonwealth Crown Solicitor in South Australia when the Territory Administration was suspended in World War II.

THOSE SNAKES IN THE GRASS

NEW GUINEA'S Long Island, about 80 miles east of Madang, which was snake-free before World War II, is now infested by the reptiles which Japanese soldiers brought in for food.

One of the crates of snakes which the Japanese troops imported was

TWO TROUBLED FELLOWS



"It's all very well for HER to be smiling at the camera, but us fellows have got to keep our wits about us in case she drops us in the drink!" The situation seems a bit grim for Kenneth Kwaiwa, on the left, and Alan Breck McLeod, both of Misima, Papua. Both were born on June 6, 1957. But Hetti Keremesi, of Misima, didn't let go.

smashed and snakes escaped and became the forbears of the present snake population on the island.

An Administration agricultural patrol which recently reported the presence of the snakes said they were not worrying the natives of Long Island.

Quite a few of the many islands around the territory are free of snakes.

OCEANIA'S UPWARD POPULATION TREND

THE United Nations Organisation has just published its latest edition of the Statistical Yearbook, which gives the facts on just about anything anybody wants to know.

Its figures on population trends are interesting. For instance it says world population is now more than 2,737 millions, with Asia (excluding the USSR) the continent with the largest population (more than half the world total), and Oceania (Australia, NZ, the island territories and dependencies in the Pacific and the four trust territories of Nauru, New Guinea, the Pacific Islands and Western Samoa) the least densely populated continent.

From 1950-56 world population increased at an annual rate of 1.6 per cent., which also happened to be the same rate as for Asia. But Oceania got top world score with an annual rate of increase of 2.3 per cent., compared with the world's lowest, 0.8 per cent. for Europe.

Oceania's population is given as 15.1 millions.

SHIRTS LIKE DAD MADE

NEWCASTLE (NSW) Chamber of Commerce, in April, was intrigued by a request from Mr. J. Mason, of Associated Gold Mines, Vatukoula, Fiji, for some "steelworkers' shirts" of the same kind he bought in Newcastle, 23 years ago. Mr. Mason asked the Chamber to get him a quote for a dozen, and the gentlemen promised to "happily oblige". Mr. Mason described a steelworkers' shirt as being of "grey flannel, long sleeves, two pockets", and said he last saw them on display in a Newcastle store in 1935.

MORONS LET LOOSE

THE Islands in the past have never had much problem with vandalism, probably because the types responsible for acts of vandalism aren't usually the pioneering kind.

But the Islands are changing in many ways. Recent reports of vandals tearing up shrubs in some P-NG war cemeteries are now

being matched with similar occurrences in Fiji, where marauders lately have been uprooting and destroying plants in the Suva general cemetery, and scribbling across the visitors' book in the war cemetery. In addition, they recently added a string of fictitious names to the book, all with the address, "Mental Hospital".

THAT EARLY MORNING BOOST

THERE is evidence by implication that the Cook Islands Administration is having trouble with some of its employees in late arrivals on the job in the morning, as seen in a recent official announcement that employees are to be given some assistance in this respect. The assistance takes the form of the sounding of a siren at the Avarua transport pool at 6.30 a.m. on work-days.

There is nothing to suggest that the trouble is in any way associated with the persistent manufacture of "bush beer" as shown in recent court statistics (there were 70 convictions last year), but there is a

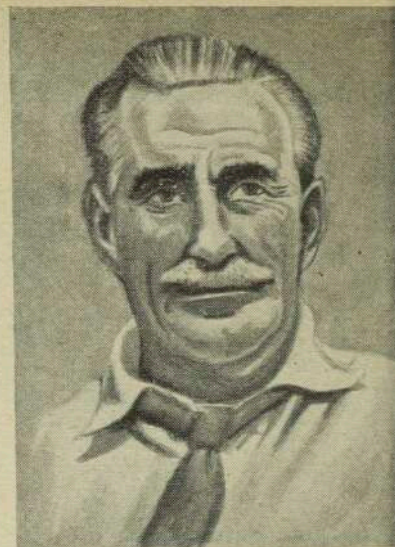
theory circulating in the Cook Islands capital that there could be a possible link. There seems to be scope here for some learned professor from the outside world to carry out another survey.—JPS.

NOT INCLINED TO THE LEFT

A FIRM stand on the left hand rule-of-the-road is at last being taken in Rarotonga, judging by notices recently appearing in the Cook Islands daily news sheet. Until now cyclists—there are about 1,000 of them on the 21-mile-round island—and pedestrians have considered themselves completely free of any left-hand rule restrictions.

NOT MANY FIRES, ANYWAY

A NEW fire engine which recently arrived at Nukualofa, Tonga, from England will have two uses—fighting fires, and carting water for other things such as washing out the new produce market building. Nukualofa has a very restricted public water supply system and a good deal of water carting is needed.



—Sketch by Brett H

The Man They All Know

DR. JOHN GUNTHER, Assistant Administrator of Papua-New Guinea since March, 1955 is the kind of man everyone has an opinion about—and a very definite opinion. They all insist that their view is right but most of the views are so widely divergent that somebody must be wrong somewhere. Take the following points of view as example.

There is no doubt at all—and the traveller can check it without the slightest trouble—that Dr. John Gunther's appointment was the best thing that ever happened to P-NG, for Gunther is as straight as they come.

There is also no doubt that Dr. Gunther will eventually mean ruin to the Territory because you never know where you are with him.

The trouble with him, as anyone will tell you, is that he gives too much support to the Administration viewpoint and is against private enterprise. He also bends so far backwards to help private enterprise, that the public service is neglected.

Now which, if either, is Dr. John Gunther? Perhaps posterity will tell. But whether he does or not, posterity will certainly not ignore him.

Dr. Gunther was born in Sydney in 1907 and was educated at The King's School, a Sydney University, where he got his degree in medicine. After the usual hospital round he went to the Solomons as medical officer for Lever's plantations. In 1938 he was back in Australia as chairman of a Medical Board set up by the Queensland Government to investigate lead poisoning as it affected industry at Mt. Isa.

In 1940 he enlisted in the RAAF, and spent most of his service in New Guinea, particularly at Milne Bay and at Bat Island (New Manus) as CO of No. 1 Tropical Research Unit, which was investigating scrub typhus among other things.

He was made Acting Director of Public Health in P-NG in 1946, and the job was confirmed in 1947. He was Health Director until appointment as Assistant Administrator, without any doubt did a remarkable job building up the Territory's vital health service using initiative and imagination on top of hard work.

Dr. Gunther was married in 1938 but his first wife was killed in an accident in 1939. He remarried in 1943 and has three daughters and one son, John (who is now at The King's School, like the three successive generations before him).

CROSSQUIZ

(Solution on page 87)

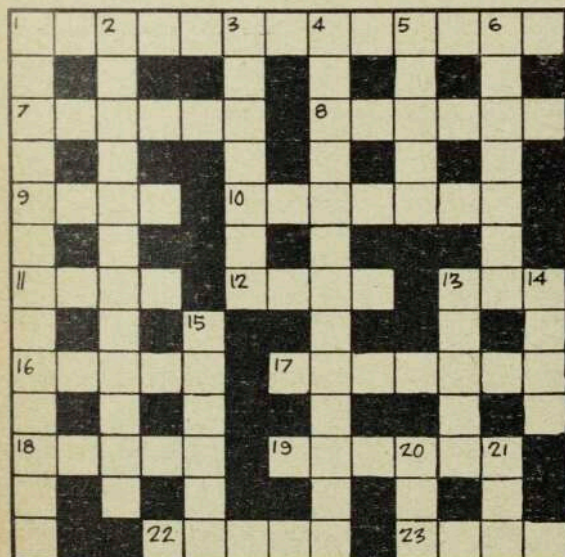
— ACROSS —

- 1.—On what historic battlefield was Richard III slain?
- 7.—Which prophet was thrown to the lions and survived?
- 8.—What are units of heat called?
- 9.—What man eating monster is often present in fairy tales?
- 10.—What caused the "Titanic" catastrophe?
- 11.—What is blasted on to glass to engrave it?
- 12.—Who was the German that parachuted into Scotland during the war?
- 13.—From the skin of what animal is chagreen made?

- 16.—Who was the author of "A Tale of a Tub"?
- 17.—What is the term for the traditional copper tea-urn used in Russia?
- 18.—What Races have always had Royal patronage?
- 19.—Whose death saw the waning of the empire of the Huns?
- 22.—What is a mamba?
- 23.—What is the largest county in England?

— DOWN —

- 1.—Where does the Statue of Liberty stand?
- 2.—Which American city was almost entirely destroyed by earthquake in 1906?
- 3.—Who introduced tobacco to England?
- 4.—What was the name of the book that catapulted A. J. Cronin to fame?
- 5.—What is the Christian name of the actress who played the lead in the first screen version of "Magnificent Obsession"?
- 6.—What city of central France is famous for its porcelain?
- 13.—What term is applied to weddings that take place at Gretna Green?
- 14.—What is the name of the garment worn by Hindu women?
- 15.—Which island is the most southerly point of the State of New York?
- 20.—What plant was sacred to Bacchus?
- 21.—In what is argon present?



The following opinions on the value of the Papuan singing voice are—in their full, unedited, entirety—reprinted from Port Moresby's long defunct "Papuan Times", of February 11, 1914. Because the editors of the "Pacific Islands Monthly", with cunning bred of experience, suspect that these views are still capable of being fanned into fire despite the passage of 40 years, they wish to make it clear that they are publishing the material merely for public information, and that they have no desire, or any intention, of becoming involved in personal controversy with Papuan bands, choirs—or lonely white men. Readers are now on their own. . . .

They Have Wondrous Voices (Like a Pig under the Gate)

THE *Papuan Times* takes the following from the Melbourne *Herald*: "Amid the palms and on the coral strand of Samarai, on the coast of Papua, the singing of the native young men and maidens is simply superb, says Mr. T. Foenander, Clerk of External Affairs Department, in charge of Papuan affairs.

"They harmonise spontaneously in four parts," he states, with enthusiasm. "The resonance and volume of their singing is wonderful. Its richness and fullness light the ear of the music lover, never heard anything like it. If I could bring a concert party to Australia, the musical world here would be in raptures.

"Left to themselves they would sing and dance all night. Never did I hear a discordant note that beautiful island. If a Papuan cannot sing, he will not sing."

Mr. Foenander has a right to press an opinion on the singing of Papuans. For eight years he has been choirmaster of the church of the Sacred Heart, St. Ida. Before that he was tenor soloist at St. Mary's Cathedral, Sydney, being the first amateur selected to fill that position.

"All the natives of Papua are blown baritones," Mr. Foenander informs us. "Tenors are as scarce in Victoria. As one walks along the coral path that skirts Samarai, he stops to listen to the song that native youth has just begun.

"Hardly is there a fairer place on earth for the lover of music than the coral path with the waves washing below, and the palms rustling at one's elbow. Sea and sky are wrapped in the glory of the sunset, and the harmonious refrain forms part of nature's vespers.

Idyllic

"Rounding a rocky corner the stranded listener finds a choir under a palm that tops a knoll above a little cove. Youngsters are washing about in the water and joining their voices to those of their elder brothers and sisters. One may

listen for a false note but he will not hear one."

"The singing pervades life through Papua more than anything else," adds Mr. Foenander. "Even discipline cannot drive music from the native constabulary. After drill in the evening they sing with might and main, and often keep in full volume until 8 o'clock, when lights must be cut."

With respect to the above, this paper was never a choir master, nor has it a tetter to its name, but nevertheless it cannot permit the above statement to pass unchallenged, nor without risking its unprofessional opinion thereon.

The native of Papua has a discordant note in his voice which more resembles a pig under a gate than any other sound we can recollect. He has two notes—the top one, and the one underneath.

His apology for a song when he

dances would drive sleep from anyone who was not suffering from a good quantity of alcohol or from intense physical strain.

Hideous

There is nothing in Papua more maddening to a lonely white man suffering from fever and homesickness than the monotonous, unmusical chant of the Papuan who is making the night hideous with his infernal caterwauling on the station clearing.

The one exception is the song of the Orokaiva, which is interesting in its one warlike note for ten minutes—after that space of time it palls.

The person responsible for such a spate of sentiments as printed above should, we think, be pensioned and compelled to listen for the remainder of his existence to the baritones of Papua in their native lair, singing their loudest all night long—or in any case, until he apologises, has it printed in all the Melbourne papers and pays £50 into the fund for persons who have been driven insane by too much Papuan music.—Editor, *Papuan Times*.

Teaching Grandchildren To Suck Eggs

RABAUL, New Britain.—About 400 native children in the Kandrian district have had to be taught by the Administration how best to eat wild roots and other forest foods. Drought caused a crop failure, and when the natives reverted to foraging for food, the children rejected the unfamiliar diet, and their health suffered.



"Apology for a song when he dances would drive sleep away".

Ocean Island of Fifty Years Ago

WHITE SUITS AND SERVIETTES HIGH TEA AND TRAGEDY

The life of Riley was austerity itself compared to the pampered existence of employees of a phosphate company on Ocean Island.

OR so it seemed to a young mechanic who had kicked around in some out-of-the-way places. It was a far cry from saw mill and mining camp experiences, this thing of white suits for dinner, white table cloths and serviettes, two o'clock tea served on trays taken to the job, and on Sundays lounging in one's own bungalow in a bath towel and safety pin.

There were no white females around. Of course nothing is perfect, as some members of the "clerical staff" found when they had occasion to complain that their white suits were not properly starched by some newly recruited native lady laundry workers.

That was soon remedied however, and the next week white suits, shirts, underwear, socks and handkerchiefs were received starched and ironed to the consistency of tempered spring steel.

But that was all nearly 50 years ago, when there were no planes, no radio, and no refrigeration on the island.

In Exile

When you return to that strange place called Home, you'll find That memory will keep you from contentment and will bind You, heart and soul, to islands that you knew and grew to love . . .

You will remember frangipani trees like candles in the dusk. And sapphire seas

That surged in lacy froth upon the beach, with each wave breaking high as if to reach

The island's heart . . . You will recall a night when all the world seemed silvered by the light

Of tropic stars. And you will ache to see the tasselled beauty of the futu tree;

And herons walking on the reef at noon; and midnight shadows on the calm lagoon . . .

You will remember these with such sweet pain, and will not rest till you return again To islands that you knew, and grew to love—so long ago.

MARJORIE COURT McLAUGHLIN.

Mail and news of the outside world arrived about once in six weeks on steamers from Sydney or Melbourne.

An occasional shipment of live sheep and poultry aboard would serve to vary the monotony of flying fish and bulla-ma-cow on the bill of fare.

Between times the native doings would sometimes provide diversion. Natives were recruited from various islands for two year terms, and by some stretch of imagination classed as "workers" by the company, at two quid a month and found.

Enter, The Runt

One consignment that arrived, mostly single men, happened to include in the assortment a boy who was rather puny by island standards of build, and by coincidence, also from a very small island.

On account of his small physique he was assigned to the light labor division, doing rather menial clean up work despised by the real hemen islanders. He was duly routed to sleeping quarters in the single Gilbert boys' "Long house", one old timer in which was a Tarawa native of massive build and enormous girth, a picture of fat good nature.

This giant enjoyed a joke, best of all on some one else, and dearly loved the applause of an appreciative audience.

In the little fellow was an ideal victim for his wit, and he soon nick-named his stooge something like "The Runt from Runt Island".

Of an evening, and the setting right, the Comic might begin by telling his audience that The Runt had confided how he was exhausted by picking up an unusually heavy pandanus leaf on the walk during his cleaning-up duties that day, and then go on to expatiate on his tiny victim's life on his little home island.

He would relate that the island was so small only three coconut trees grew there. The few inhabitants were too weak to climb the trees for nuts, and would cluster around waiting for a nut to fall.

If a full grown crab reached the fallen nut first he was generally the winner as no one cared to do battle with a really big hungry crab.

At first The Runt tried to laugh

By Fred Craib

Mr. Fred Craib is a Scot who has been living in California for the last 40 years. But about the turn of the century he was wandering the world, and in 1910 he found himself living on Ocean Island, installing elevators for the phosphate bunkers. There were then about 100 Europeans there, and their work contracts, he recalls, carried a clause forbidding use of profane language towards natives. Mr. Craib's nephew, Ralph Craib, who also lives in San Francisco, is well-known in P-NG and N-NG, where he recently spent 12 months on a writing scholarship.

with the others, but he couldn't fight back—he was only the target and the arrows found their mark. It would express his feelings with restraint, if not elegance, to say that he had come to hate the very guts of this big fat comedian.

The Worm Turns

One day The Runt was called on to help with the slaughtering of sheep, and the cleaning-up afterwards (and as subsequently guessed) he had been able to acquire a very sharp butcher knife.

After dark that night, a gal leader boy in the long house was awakened by some commotion. He had the impression of hearing a cry and groan different from the usual snores and sleeping sounds of someone rushing past him indoors and outdoors in the dark.

His awakened senses told him something unusual had happened, and he got up and lit a lantern to illumine a startling scene. After a moment's silence he raised a yelp that brought the sleepers to the scene with sudden groggy-eyed wakefulness. The Tarawa giant had been thoroughly disemboweled, a savage swipe with a sharp knife. Now, the Islanders' sense of humor differs from the white man's, and also many of these boys were removed by only a few generations from the time when a feast of "lovely pig" was an occasion for jollity.

Anyhow, after a moment's survival of the scene the boys burst into uproarious laughter. The big comedian this time had brought the house down with his last big smash hit and The Runt was missing from the audience.

Law Takes Over

It was then that the forces of British law and order took over. The island chief of police was

tough ex-army Australian sergeant, his police boys were recruited from Fiji and wore nice cloth lava-lavas with scalloped bottom hems that were the envy of less fortunate islanders.

They also sported the raised, matted and beautiful Fijian hair-do that gave all the protection from a konk on the head that an inner spring mattress would. No fire-arms, but sometimes batons were issued.

A search of the island was instituted, even to a check up on native catamarans in case the suspect was crazy enough to take to sea. At night the police boys went in pairs, detailed to different parts of the island, and later made their reports. These were always exciting.

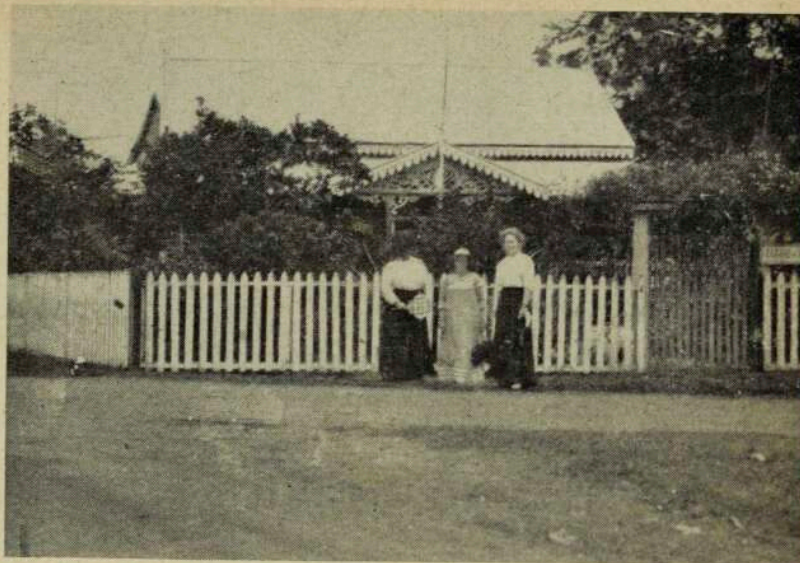
Demon of Strength

The puny Runt by now had evidently been transformed into a very demon of super-human strength and agility. The fierce personal encounters he was supposed to have had with the police boys made hair-raising reports, but always the fleeing devil just escaped.

The search went on for about ten days, till one Sunday two white employees were taking a stroll and happened to look over the abrupt edge of a worked-out section of quarry.

Caught between two coral pinnacles left after the phosphate had been excavated, and topped by tufts of black hair was a skeleton, picked clean by land crabs and insects—just that was left of The Runt.

Not being familiar with the quarry workings on the island he had probably fallen into the trap within fifteen minutes of his crazy rush from the long house in the dark.



THIS WAS PAPEETE OF YESTERDAY

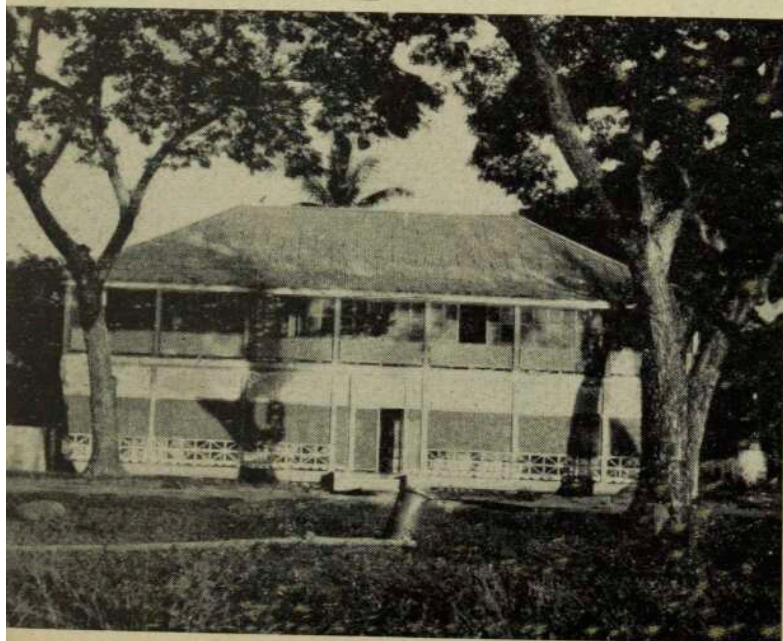
These interesting old photos from the collection of Oscar G. Nordman will bring nostalgic memories to those few who knew Papeete 40 years ago—and to others who have enjoyed their Tahiti from an armchair with the aid of the books of Frederick O'Brien.

Top is the famous Tiare Hotel, long since demolished but once the social centre of Papeete's foreign colony—though they were not looked on as foreigners in those days.

Below, the equally famous Annex or Aina Pare where lived the overflow from the Tiare Hotel. The home of Mr. Emile Martin, a leading Papeete citizen, now stands on this site.

Of this trio, Lovaina, the much-loved hostess of the Tiare establishment is on

the left, and her sister, Flora, on the right. The identity of the gentleman is not known. Lovaina died in the influenza epidemic which followed World War I. Flora's husband, Captain George Dexter, was lost in the schooner "Tahitiennne" in the 1906 hurricane in the Tuamotus. He was master of this and other well-known Tahiti schooners of the past.



"Karkar's" Papers Tell a New Story

Germans Gave Aid to Early Australian Gold Seekers

• When the papers of that well-known German New Guinea pioneer, "Karkar" Smith (Paul Ignatius Schmidt), were examined, after his death a few months ago, his friends found an unfinished letter, dated April, 1955, addressed to Pacific Islands Monthly. The fragment contains some valuable historical material; so it is reproduced below exactly as "Karkar" wrote it. It should be noted that Matt Crowe and "Sharkey" Park are usually credited with the discovery of the Morobe (or Bulolo) goldfield.

IN the Editor's Mailbag of the February, 1955, PIM I saw a letter by Mr. Charles G. Deland: "Do You Remember Matt Crowe"?

In a footnote to this letter you quoted the *Pacific Islands Year Book* as saying that Matt Crowe and Sharkey Bill Park before 1914, were always prowling about the Morobe ranges (which at that time was German territory). You said they were seeking for gold and were always being chased off by the German officials.

I was shooting Birds-of-Paradise in the Morobe District of German New Guinea from February until November, 1913, and I met Crowe, Sharkey Park and Jim Preston in Morobe, at that time.

In 1912, they went on a prospecting expedition up the Markham and Bulolo Rivers with the consent and assistance of the German Government. They were supplied with rations, carriers and even with a few police boys. Instead of being chased by the German officials, they were treated with every consideration by the Germans.

When I met them in Morobe, in 1913, they had taken out a licence to shoot Birds-of-Paradise in the Morobe District, but I never met them in the bush. I heard later that Matt Crowe and Sharkey had parted after a row, and that Crowe went shooting in the Finisterre Mountains, behind the Rai coast, and that later he went back to Papua, across the Papuan border.

"Still Unexplored"

I was shooting mostly from Bayern Bay, up the Nassau River and up the Francisco River, at the back of Salamaua. Salamaua was my headquarters at that time—all the hinterland was still unexplored, and the natives were still in their natural state.

There was a lot of fighting going on between the coastal tribes and raiding parties from the interior (called Kail by the coastal natives), but they never interfered with us. I got on well with all of them.

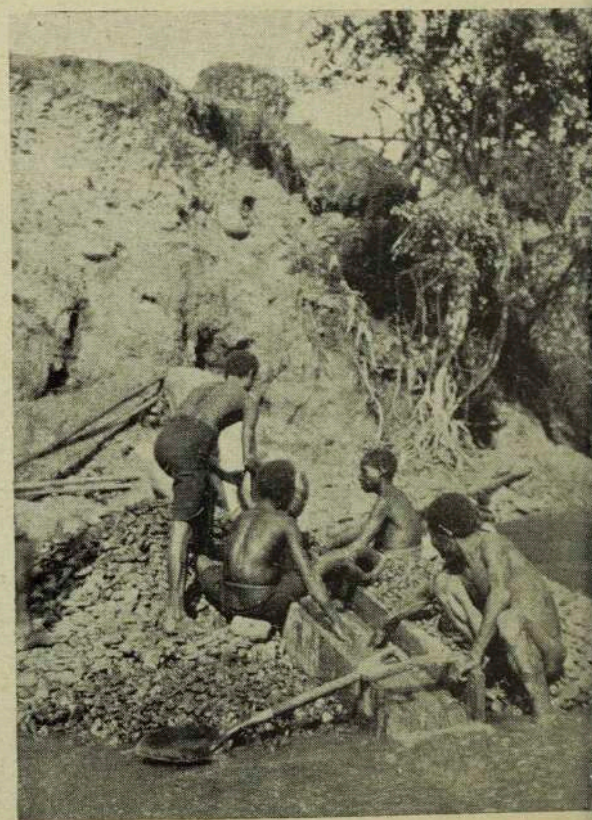
At that time, I crossed over from the headwaters of the Nassau River

to what I know today to be the Bulolo River; but as there were not many suitable Birds-of-Paradise about I turned back towards the coastal region. I had no idea that I had been in rich gold-bearing country.

When I got back to Morobe after the season finished—the Birds-of-Paradise begin to lose their plumage after August of every year—I met Sharkey Park and Jim Preston again in Morobe.

They were waiting for the Nord-Deutscher Lloyd steamer *Manilla*. This was a small steamer which used to run between Singapore and Kavieng, calling at nearly all the smaller places in the New Guinea mainland and Bismarck Archipel-

This prewar photograph shows New Guinea boys working alluvial ground in the Bulolo valley with a sluice box. Before the coming of the big companies all New Guinea gold was worked in this fashion.



ago, bar Buka and Bougainville four or five times a year.

We met every day at the police master's bungalow. There were three German officials at that time in Morobe—the DO or Stationsleiter was Klink, the name of the police master was Krauss, and Hesselbarth was the "small doctor".

"Sharkey" told me at the time that he, Matt Crowe and other Papuan miners had worked some rich pockets along the middle and upper Waria, with good success. This was long before Morobe gold field was opened.

I know that Klink kept in good neighbourhood with the Australian Magistrate at Jouna, across the Papuan border, and that they used to visit each other unofficially.

I enjoyed the five weeks we spent together at Morobe very much.

A few days before *Manilla* was due, Beatrice Grimshaw, the well known novelist, arrived from across the Papuan border; and when the *Manilla* arrived we all went over to Rabaul together.

Great Eruption of 1888

In another unfinished *Manilla*, "Karkar" refers to a statement in PIM of June, 1955, in which there is a note on the "Lake Wisdom Eruption". There was a note in PIM that, towards the end of last cen-

(Continued on page 95)

R. W. Robson Recalls the Fantastic Royal House of Abemama

HOW TRADER MURDOCH'S GRANDSON BECAME KING

One day, late in 1941, I was on a mission schooner, *John Williams*, in the Gilbert Islands. She had mail and supplies for Abemama. The Nor-west was blowing hard, so she could not enter the lagoon. A boat was launched, to land on the eastern (or non-lagoon) or lee side. I went with the boat.

THE boat capsized in a bad surf. I was dragged ashore by the native crew.

I had remembered that Stevenson once lived there. It also was the land of G. M. Murdoch, famous trader, who had been "prime minister" to the King of Kuria and Abemama. I remembered that Murdoch had had a beautiful half-Scottish daughter, Agnes, who was educated in America. I had heard that she was still on Abemama. Hence the call.

Everyone was in a hurry. I had minutes before the boat returned to the ship.

In those 90 minutes, I discovered where Agnes was living; "induced" a reluctant Micronesian to loan me a bicycle; cycled a mile to the lagoon, where lived old Agnes and Captain Jimmy Smith; got a story from each of them; photographed the *dramatis personae*; and got back to the beach to find the cycle-owner turning hand-rings, and the schooner tooting loudly for the boat.

I was reminded of the incident early, when I found, in a learned journal, a description of the "dynasty of Abemama". There I discovered how and why Agnes became the King of Abemama. Back, first, to George Murdoch. He was a gangling, consumptive Scottish youth of 20 when, between 1880 and 1880, he deserted a sailing-ship in the Gilberts, and became a member of the entourage of the notorious Timbinoka, who then was reigning king of the islands of Kuria and Abemama.

40 Wives, 20 Concubines

Binoka—as he is more commonly known—was described by a historian, writing in the *Journal of the Polynesian Society* in 1947, as "the most infamous of all the Uea kings".

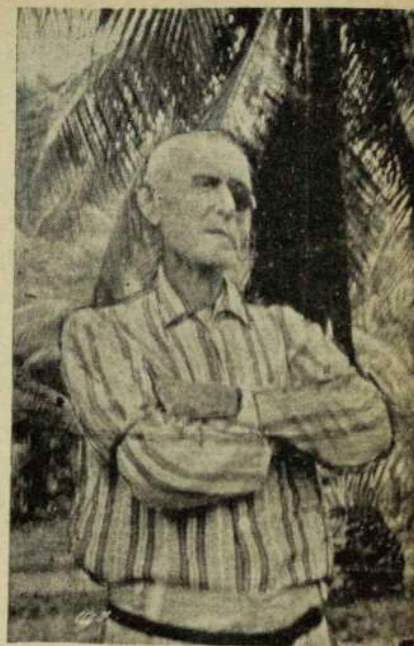
I glimpsed the remains of his "place" in Abemama. It had been a huge structure—it must have been, to accommodate Binoka's 40 wives and 20 concubines.

The historian referred to says Binoka employed a human rooster, whose job was to perch on a ridge-pole and crow loudly each dawn, to awaken the household.

Whenever this creature spied a female of beauty upon the pathways, he uttered fowl-like noises, "whereupon the Uea would summon the girl and she, upon threat of death, would subject herself to public sexual intercourse with the human rooster. Stories such as these" (adds our solemn historian) "and the fact that the Uea slept upon a pillow stuffed with the pubic hair of virgins, indicate the Uea's sexual mania". Which is putting it mildly.

That will suffice to indicate the kind of monster whose rule depopulated Abemama—and whom Murdoch served as a sort of general manager for many years.

Much later, when Murdoch was a respected District Officer, and RLS was living on the island, Stevenson tried to persuade Murdoch to give him details of the reign of Binoka, of which some extraordinary stories were current. Murdoch refused; so Stevenson described him in one of his books, *Travels in the South Seas*,



Captain "Jimmy" Smith, well-known trader in the Line Islands and Polynesia in the early days of this century. His daughter married the "king" of Abemama. He died some years ago. Photo was taken on Abemama in 1941.

as "a rat-faced Scotsman with a secretive disposition".

Murdoch married, legally, a Gilbertese woman, and they had a daughter, Agnes. He sent her to

(Continued on page 95)

Do You Remember?

"At long last", said PIM in an editorial, in May, 1938, "the attention of the great nations is being given to the Pacific territories. The Islands have had more publicity in the last year than in the whole of the previous decade. . . . But more could be done. . . . Why not a sort of South Seas Publicity Bureau in Sydney, the metropolis of the South Pacific?"

Here are some more highlights from that issue of 20 years ago:

In Wau, NG, the goldfield's trading stores got together to fight their growing lists of bad debts, and produced a "C" list—for people who must pay cash. Anyone on the list had to clear himself with every store before he could get credit from any. "This drastic step has caused an extraordinary paralysis of trading, and business, for the moment, is dead," said a correspondent.

Count Von Luckner, in an interview in Sydney, said Australia ought to give New Guinea back to Germany. It was Japan, and not Germany, Australia had to be afraid of, he said. Germans, once back in New Guinea, could "protect Australia".

Fiji's dysentery outbreak, which had started in January, was now on the wane, with a death roll of 29. The outbreak had been worst in Navua and Namosi.

Everyone was still wondering just when the long-awaited Trans-Pacific air service would start between Hawaii and Auckland. Things appeared to have been bogged down again in Government discussions. But the Sydney-New Guinea first weekly air-mail was due to start on May 30 (and it got away all right).

In West Samoa, a new saviour, a "wonder healer", had been found in the form of a young native named Pa'u. Hundreds of sick natives had begun to seek his help and watch him diagnosing disease by dissolving fluid in a glass of water and looking at the colour. But the healer's fame came to an abrupt end when he took ill himself, and died in Apia Hospital.

In Papua, rubber planters were reported to be "anxiously awaiting the decision of the Commonwealth Government about assistance to be given to growers"—which has a familiar ring about it.

THE MONTH'S NEW READING

WITH JUDY TUDOR

Little has appeared this month to brighten the year's barren period in book publishing: An "important" offering in international relationships; a piece of Pacificiana; and a few items in the light and gaudy category.

ALTHOUGH one adage of the author business is that *hard writing makes easy reading*, important books differ in that they are hard to write and not particularly easy to read either.

Australia's Outlook on Asia fulfils the requirements: it is full of maddening little numbered references to an appendix which does not do a thing for any reader who was not living back in 1956, or has not got a complete file of *The Sydney Morning Herald* and the Parliamentary reports at his command.

But the work does go far towards showing that an expert's background is in inverse importance to the subject in which he is expert.

This expert is Professor Werner Levi of the University of Minnesota, who was born in Germany, educated in Geneva, Paris, Berlin, Heidelberg and Frankfurt; did research at the London School of Economics; went to the United States in 1939, worked three years in a furniture factory; won two scholarships to the University of Minnesota where he has been in one manner or another since.

It says much for modern methods of research, travel and scholastic attainment that what Professor Levi has to say about Australia and her relationship with Asia is very accurate.

One is left nonetheless with the impression that the professor is not at all pleased with Australia's attitude—that from the outset, it has been pretty narrow minded. Something like the attitude of an old maid to the male: either trying to ignore the creature; or peeping timidly under her bed expecting the monster to rush out and rape her.

Doesn't Solve Problems

The book does not attempt to solve any problems; it does not even tell Australians where they could have done better. It presents a reappraisal of the situation from the earliest days of colonisation up until about 1956, and to this extent may inspire Australians to take stock.

Whether they will act on the stocktaking; or whether they could, is something else again.

According to Professor Levi, it is

only in the post War II period that Australians have come to realise that geographically, they are part of Asia and as such cannot ignore that Continent.

The planners and first colonists of Australia spared a thought or two to Asia—but only as a possible source of cheap labour. Australia in its early years looked towards Europe for help in its various predicaments, regarding itself as a far outpost of white civilisation. Until 1840 Asia had no part in the ideas of Australian colonists.

But with the end of transportation some pastoralists took second thought on cheap Indian or Chinese labour. The rest of the colonists were against it—and the reasons they gave, racial and economic, were much like the reasons given against Asiatic immigration since. The foundation of Australia's attitude to Asia had already been formed.

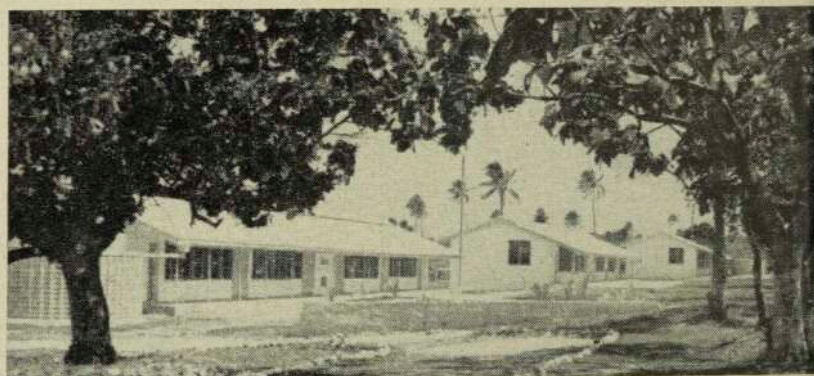
In the mid-nineteenth century and the gold-rush period there was a relatively large migration of Chinese and when goldfields returns diminished there was much agitation against them. But Australians of that day attacked the problem in the opposite manner to today's defenders of The White Australia Policy: They advocate exclusion on *racial* grounds (i.e. as Asians were inferior) when the real reason was economic. Today, the White Australia Policy is said to be based on *economic* grounds and no racial discrimination.

"Persecuted"

At the time, Victoria, NSW and South Australia restricted Chinese immigration and those Chinese in the country were at times persecuted and terrorised. The restrictive legislation was repealed in the next decade and Chinese migration resumed in the 1870's; but public opinion was still tinged with "yellow peril" thinking.

A healthy trade developed between Australia and China—in 1850 Australia taking 3½ million pounds weight of tea from China, and shipping on the run calling southbound: Manila for coffee, cigars and sugar.

China was thus useful to Australia—and it came as a shock when China was defeated by Japan in the 1894-95 Sino-Japanese war. This defeat had two results for Australia: tea thenceforth had to be got from India and Ceylon; and



LITTLE OLD SCHOOLHOUSE ON THE CORAL

Because of its inaccessibility, Mangaia, in the Southern Cooks, has always been rather neglected. But the youngsters will now be well catered for with these three new school buildings which recently were completed by the Cook Is. Works Dept. The school is built on the makatea—the upthrust coral barrier that encircles the island a short way inland, and which in places is 300 ft high and up to a mile wide. Mangaia is the same type of formation as French Makatea, and British Ocean Is. and Nauru. But unlike these three islands, there is no phosphate on Mangaia—which probably pleases the Mangaians, anyway. Some years ago when high grade manganese was found the people decided that they would only be letting themselves in for a lot of trouble if they allowed anyone in to exploit it. They rely on orange and pineapple exports for their cash income.

Photo: W. H. Percival

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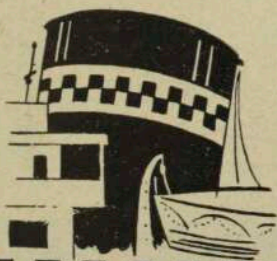
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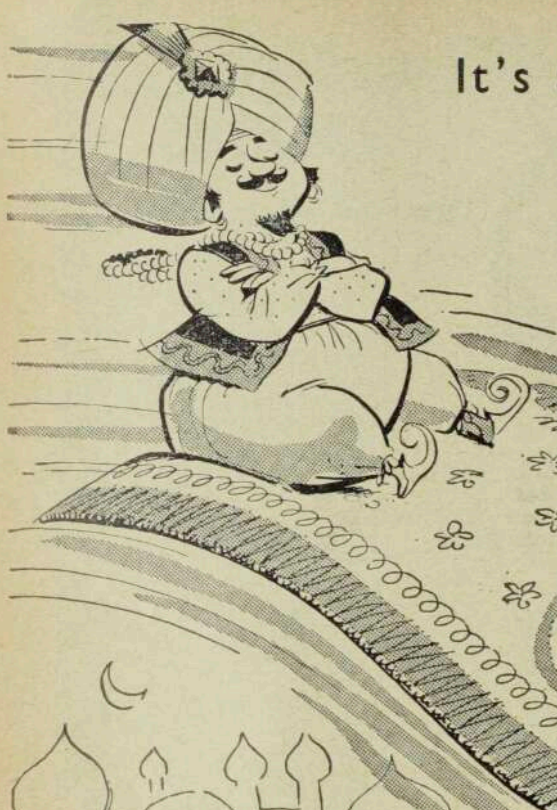
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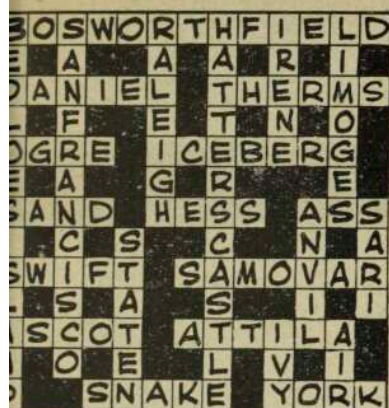
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Crossquiz Solution from Page 78



pan, and not China, was elected the role of the suspected villain. Substance was given to these years when Britain signed with Japan a trade agreement which was disapproved of by the Australian States who were already linking Protection, and were afraid a flood of cheap Japanese goods.

Interesting Years

The first few years of the 20th century were interesting. In 1901 the Australia's Immigration Restriction Act on which the White Australia Policy was based. In 1902 Britain signed a defence alliance with Japan; and in 1905 Japan beat the Russians.

For this latter feat there was no admiration, and Japan was thought to have proved her advanced state of civilisation and have become a major power. In view of this, and Britain's alliance, Australia softened its immigration policy for the benefit of the Japanese (see panel), although this is not to say that many Australians did not continue to regard Japan as a peril.

When war broke out in 1914, Japan helped Britain in China, but also helped herself by occupying the Marshalls, Carolines and Marianas instead of waiting for Australia to do so, as had been planned. And, what was much worse, a secret pact between Britain and Japan agreed to make the occupation permanent. The Australian Government had been informed and acquiesced, but when the secret was revealed, after the war, Australian public opinion was incensed. It was regarded as encirclement.

The relative calmness of the 1930's followed by the build-up of fighting against Japan in the 30's when she began her China adventures and thrust out into the Pacific, summing an arrogance that made her the most insular Australian of a Japanese "problem". The four years of the Pacific War had no part of this book. The post-

war years are treated as a study of Australia's attempt to impose a tough peace on Japan; her reluctance to resume normal relations with that country; and the gradual shift of Australian apprehension back to China—this time a Red China.

Admirable Treatise

This is an admirable academic treatise from a professor who occupies a chair of political science in a university as far away as Minnesota. It is also of value to the student of international affairs

Language Turnabout

Time alters many things but it is a surprise to find that Australia's famous "dictation test" in any language was originally introduced in order to eliminate discrimination against Asians.

According to Professor Levi: "The high esteem which came with Japan's victory (against the Russians), contributed to a change in the wording of the Immigration Restriction Act to make it less obnoxious to the Japanese. In 1905, by a special act, the language test for immigrants in a European language was changed to a test in 'any prescribed language' thus eliminating discrimination against Asians".

This may have been the original intention — but the latter day application was far otherwise. The language test was the last resort in keeping unwanted immigrants out, and the language selected for the test, the one the migrant was least likely to know. (In early May, 1958, it was announced the test would be dropped).

—particularly if he does not happen to be Australian. As a proposition it might even be of interest to the average thinking Australian—but if he did not realise it before he certainly realises now the significance of his position down here at the butt end of Asia, and his feelings on the subject are far from academic.

Professor Levi discounts entirely the theory of an empty Australia and an overcrowded Asia casting envious eyes south. Asians don't migrate, he infers. The Chinese who did simply went to other overcrowded countries.

Nor does he see as significant, the fact that everything—and more—that Australians feared from Japan for 50 years, were finally proved and justified in 1941-45. In a footnote—which is the nearest he ever gets to comment—he says that "No Australian has ever speculated on

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that the nature of Australian-Japanese relations might have been had the two nations joined in mutual aid and used their complementary qualities to develop themselves and Asia".

Which has about as much practical value as an Australian professor suggesting that it would be a fine thing if Israel and Egypt could get together for the good of the whole Middle East. Perhaps it could be a better world if it were run by political-scientists and not politicians who are fallible—and sometimes faulty.

Then again, perhaps it would not.

AUSTRALIA'S OUTLOOK ON ASIA, published by Angus and Robertson, Ltd. Australian price, 6s.

Good Oil

THE trend of Australian writers to copy the American style of adventure writing—all sex and tough guys—is probably based on the presumption that to be Australian does not necessarily commit one to writing about gum-trees, kangaroos and beef cattle.

But whether the present output of this sort of material is any improvement on the traditional formula is a moot point. Certainly *Creary Moves In*, a piece of lurid adventure fiction set in Indonesia, and written by someone called Michael East, is not even in the same firmament as *Brigalow*, an excellent piece of traditional Australian writing by R. S. Porteous, reviewed in January PIM).

McCreary is any indication of what we are in for now that Australians are getting an international look, we'll settle for the bulls in the dust.

McCreary and his creator are apparently better known than we are. *McCreary* has already had adventures in the Red Sea—in 78 elements over some Australian broadcasting station, and before an audience of 7,000,000 in Britain. The present epic, the first in its form, is about an internationalancier-crook, a beautiful Indonesian who has been rescued from a brothel, and, of course *McCreary*. *McCreary* is hired by the international crook and falls in love with a girl who is the crook's mistress. It brings its own complications. *McCreary*, who is an oil man, gets a job of finding, drilling and mining in an oil well—and then he sets about this and the mess that crowns his efforts, in the six weeks that are permitted for this feat, make the efforts of the Australian Petroleum Company, which has spent £30 million in 20 years trying to do the same thing in Papua-New Guinea without success, look very puny indeed. East—according to the jacket—writes to entertain. Well, he can't entertain us—although on

the numbers we are in the minority. Could over 7,000,000 TV viewers be wrong?

(*McCREARY MOVES IN*, published by Wm. Heinemann, Ltd. Australian price, 17/-.)

Gardner Leaves it to Fair

AFTER that piece of baloney it is a treat to get a piece of good, solid honest American cops-and-robber stuff from Erle Stanley Gardner, with all the trimmings of curvaceous females and court room scenes that cut the District Attorney down to size.

For *Beware the Curves*, Gardner writes as A. A. Fair, which his publishers carefully explain has

been used by him since 1939 as a pseudonym for his Bertha Cool-Donald Lam series.

Why the duplicity has been revealed is not stated. It is not important anyhow; Big Bertha Cool, raucous, miserly and 10 times larger than life, partner of Donald Lam in a private detective agency, is a monument to the Gardner-Fair talent; Donald successfully proves that a private eye can be smarter than the police force, the judiciary and any criminal. The result is a fricassee that will tempt the palate of all Gardner fans.

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OW much interesting history of the Pacific islands is lost in old German records is indicated in a recent American translation of *Among the Savages of the South Seas*, written by a German master mariner, Captain Alfred Sauer, and published in 1888.

Captain Tetens' particular savages
of Yap and Palau, and N-W
ends of New Guinea, which he
visited and observed between 1862
1868.

During this period raiders and adventurers operated around the Marshall, Carolines and Marianas, but reference to the fact that they nominally belonged to Spain had discovered some of the lands in the 16th century and named the lot in 1686. The three groups were not exploited by the Spaniards although they visited occasionally from their Philippine possession, in roughly the same latitude but farther west.

In 1885 the Germans raised their flag at Yap and claimed much of the adjacent territory—drawing protests from Spain. But many finally got the three islands (in 1899) after a payment to Spain of \$4,000,000.

It Captain Tetens' adventures in the area took place over 20 years before that and his descriptions of the islands and islanders, in their primitive state, are exceedingly interesting. And his description of visits to the Hermits, Anchorites of the Ninigo Islands, now part of the Italian Trusteeship Territory of Guinea, shows the changes that have taken place there in 100 years. The numerous, howling savages of the time had become a dying race at the end of the German period in 1914. This depopulation was to have begun in 1890 when the Germans punished them for the murder of a trader.

at the most interesting of all
that part of the book that deals
with the House of Godeffroy, the
surprising import-export firm of
Hamburg whose pioneering adven-
tures laid the foundations of the
German colonies in the South Seas.
The family was originally French
and in 1685 had left its home in La
Fleurbaey and, with thousands of
other dispossessed Huguenots, found
refuge in Prussia.

sar Godeffroy, a grandson of family founded the firm of J.

C. Godeffroy & Son in Hamburg in 1766. (In 1878 the firm's South Seas business was taken over by the Long Handled Firm — Deutsche Handels & Plantagenesellschaft).

In 1865 the Godeffroy brig *Vesta* was fitted out for a trading expedition to the Caroline and Palau Islands, and Captain Tetens was in charge. The Company's detailed instructions to him were typical of the thoroughness of the German merchant firms of the period, and a valuable insight into how the almost untapped wealth of the South Seas was at that time regarded:

REAL ESTATE on those islands is what we most emphatically do not wish to acquire at present unless of course some comes to you for almost nothing. But even in that case, expensive buildings are to be avoided. We know from experience that money so invested can practically be given up for lost.

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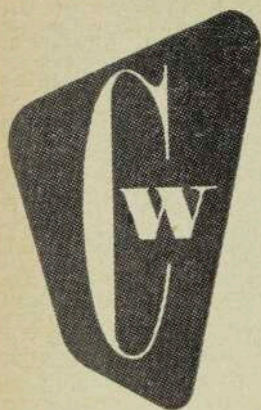
The Captain was also advised to look out for cotton, tobacco, indigo; and, although it "must be secondary to business interests" to collect specimens of the the flora and fauna



FASHIONS IN CHURCHES:—The Evangelical Lutheran church a mile or so outside Lorengau, Manus, NG, conforms to the general architecture of the whole district—which is distinctly Quonset Period. A steeple has been added to this war relic, it has been furnished appropriately and, from the inside, looks much like any other church.

There is scarcely a building in Manus that does not have something of the war period incorporated—although the Administration has built a few single quarters recently. Quonset buildings are not objects of loveliness—and when they have a couple of stove chimneys protruding from them look like an illustration of Pumpkinsville, one of the fairy stories of our youth. But the man who invented Quonset huts, and the Americans who left them behind after the war, provided the South Pacific with a vast store of “temporary” buildings that seem as though they might endure for ever.

The other church is in Kavieng—the new headquarters of the Most Rev. A. Stemper, new Vicar Apostolic of Kavieng, New Ireland. The Vicariate was created last year by separation from Vanapope, New Britain (PIM, Feb., p. 141). Bishop Stemper's church can perhaps be regarded architecturally as "Island Mission". It is painted in eye-arresting colours and looks picturesque on its knoll not far from the wharf area of Kavieng.



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the islands for the Godeffroy museum in Hamburg. He was furnished with instruments and a book of instructions.

AMONG THE SAVAGES OF THE SOUTH SEAS, published by the Stanford University Press, Stanford, California. Price \$3.75.)

Summer Interlude

OF considerable stature is *Loon's Cry*, the third novel of Mercedes Mackay — which we suspect draws largely from the experiences, not the actual life, of the writer. Mercedes has been quite a girl: born in Cornwall, five years on the stage, married a Canadian mining engineer, years of prospecting in northern Quebec and Tanganyika; eight years in Nigeria where she had a radio station, and since 1948, the BBC Overseas Service with weekly broadcasts to West Africa. These scenes are varied enough to provide material for two dozen novels; or even a plain biography. The merit of *Loon's Cry* lies not much in the story of the woman, Evelyn Merrit, living alone in a seaside house in Quebec, but in Evelyn's no-account neighbour, Tom. Tom is small-part Indian, lives in a cabin, does odd jobs for the community, believes washing is dangerously unhealthy and saves up his life for an annual jag at the

he love of Tom's life is his, Joe, and although most man-nal relationships in novels are using this one is used deftly and not. The situation with Tom is an unexpected and near-ious turn when a strange man with three children turn at his door and move in.

ne friendship between Evelyn and Tom is based on her acceptance of his faults and a knowledge of human nature. She fails how- to understand her own human-ure and enters upon an affair which has an unexpected ending.

ne weak point of the novel is Evelyn is living at the remote at all. The death of their 10-old son had thrown her apart her husband. She remains at lake, for reasons not adequately a, while he returns to Africa invites a native woman into bed by way of consolation.

is book is an incidental reader of how few novels with a adian background come this and the writer's keen observation and ability to create atmosphere add considerably to the ure of reading it.

ON'S CRY, published by Wm. Heinemann. lian price, 20/-.)

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tractive book which illustrates the many avenues of company enterprise in Australia today.

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But even more interesting than the products they make, are the people who founded the company. Seventy years ago, Ernest and Alfred Wunderlich began the enterprise in Sydney and later they were joined by their brother Dr. Otto.

Alfred Wunderlich, now 93, is still Chairman of Directors. Ernest, the senior brother, died in 1945 at

the age of 86. Dr. Otto died in 1951 in his 90th year.

If there is any similar record of longevity, and service in one business, in the annals of Australian industry we have not heard of it.

The second generation is represented in the person of Charles Wunderlich, son of Alfred, who is one of the three managing-directors of the company.

The early history of the Wunderlich enterprise was described in three previous publications published to mark the company's 20th, 40th and 60th anniversaries. The present volume deals mainly with the last 10 years of the big company's activities. It was produced by Mr. A. A. Raschke, advertising manager for Wunderlich Ltd.

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Dynasty in Trouble

(Continued from page 83)

in Francisco for education and, when she returned, she was described as very pretty, clever and gracious. But there was no suitable mate for her in or around Abemama.

Ran Into Trouble

Meanwhile, the Kuria-Abemama dynasty had run into trouble. Binoka, despite all his matrimonial activity, failed to father a son; and so he decided that Bauro, the eldest son of his brother Timon, would be heir to the kingship. But Binon had married a commoner. In public ceremonies, Binoka had the feet of Bauro cut, so that his common blood might run out of his body; and he compelled the nobles to smear this common blood on their heads, so they would acknowledge that they were of lower status than Bauro. Binoka died; Bauro reigned briefly, and died without issue. Fortunately, Bauro's sister, Rita, had married a noble, and it was decided that their son Tokatake had enough nobility to qualify for the throne. We are now close to the end of the century. Part-Europeans were in high esteem in those days then. Agnes Murdoch was no less. George Murdoch liked

the idea of tying in with the Kuria-Abemama royal house. Agnes was married to King Tokatake.

Agnes and Tokatake had a son, Tekanaiti.

Old Captain Jimmy Smith, a famous trader in the Eastern Pacific in the years between 1870 and 1920, and who had married a woman of Nauru, had settled on Abemama. They had a comely daughter.

Queen No Longer

When I called at Abemama, in 1941, and found Agnes Murdoch, her husband was dead, and she no longer was queen. Her husband's brother had succeeded to the throne—Tekanaiti (Agnes' son) was too young. But that king also had died; and when I made my brief, uncomfortable call (I still was

soaking from the upset in the surf) Tekanaiti had (a) married the comely daughter of Captain Jimmy Smith and (b) become Abemama's paramount chief.

Except that Captain Smith is dead (he was 83 when I saw him) I had heard nothing of these people for many years, until I saw an article in a review, which stated that "Tekanaiti had failed to interest himself in the welfare of his subjects and had acted in a manner that did not command respect"; and that an attempt was being made to transfer the kingship to another branch of the royal family.

In 1941, I wrote of Agnes Murdoch: "She still is slim, and straight and distinctive, with a charming voice and an American accent; and, despite her isolation, she can talk interestingly of people and affairs".

The Gold Seekers

(Continued from page 82)

a tremendous volcanic eruption blew out the centre of Long Island and that the natives of the island departed before the eruption. "Markar" comments:

According to the reports of the Guinea Company of that time, the eruption did not take place on Long but on Ritter Island, a small island in Dampier Strait, between the most westerly point of New Guinea and Rook Island. It occurred in March, 1888, and it blew most of the middle of the island, leaving only a small, half-moon-shaped rim of the crater, still standing.

It created a big tidal wave, which ran all along the coasts of the New Guinea mainland, the Bismarck archipelago and the Solomons; and, according to Dr. Wendt, it was noticed on some parts of the Australian coast.

Two German explorers, Below and Hunstein, who were doing some work for the Company at Cape Moresby, were caught by the tidal wave and lost their lives. An Australian identity, a Dane named Peter Hansen, was running a trading store at Peterhaven, in the New Hebrides Islands, at that time.



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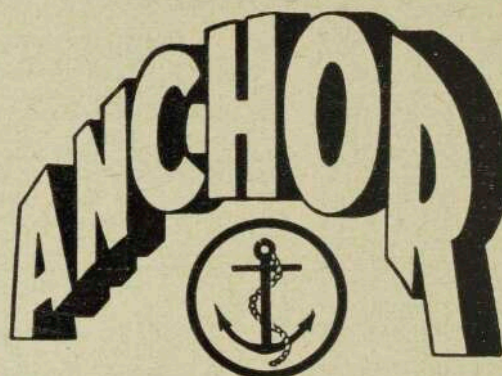
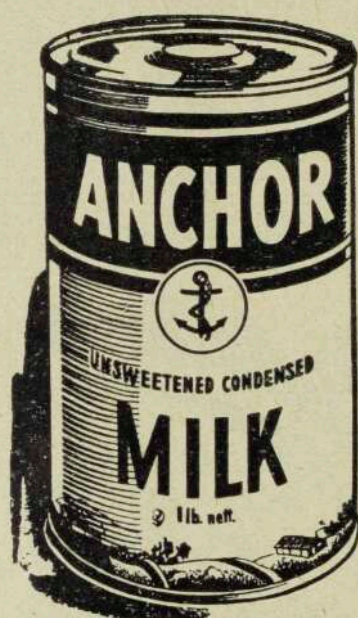

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PACIFIC SHIPPING AND CRUISING YACHTS

The Marine Branch of the Meteorological Office, London, is seeking something new in sea photos for the Marine Observer's Handbook. These will be used as an aid to all weather observers ashore and afloat in preparing coded weather reports, just as the standard cloud photos are now used.

JAMEN who are camera fans and think they have photos which clearly fit one or other of the 13 recognised "states of the sea" corresponding with the wind-coded code figures, should send their photos to London. But there will be no "pecuniary reward"—just the honour of a place in the Observer's Handbook.

Satisfactory results are likely to be obtained with a camera with fast shutter and by the skilled use of suitable filters.

There is no shortage of photos showing the lower code figures—"sea like a mirror", or "scalelike ripples about crests", but it will take skill and patience to differentiate clearly between "high waves, streaks of foam along wind", "begins to roll, spray may affect visibility" and, for example "sea with spray, foam and spray fair, visibility very seriously affected".

The first of these two specifications is for a Strong Gale, and the second fits a Hurricane—according to the international coding system.

HISTORY IN THE MELTING
Many fragments of history are associated with the thousands of tons of scrap metal disappearing from the holds of Japanese ships at Pacific ports these days.

In April the *Kinkai Maru* loaded at Auckland portions of many old ships, one of which was the three-masted barquentine *Retriever* of

Peter B. Kyne's *Cappy Ricks* story.

Retriever was big news in Papeete back in 1920. The 547-ton vessel, bound from Puget Sound to Peru with half a million feet of lumber aboard, struck heavy weather near the Marquesas.

The timber cargo began to work,

Also in *Kinkai Maru's* hold were some old naval guns from North Head, Auckland. These were pointed out by Mr. Les Ellis, who will be in Papeete organising the loading of the 36-year-old, 6463-ton *Liverpool Maru* with another big cargo of scrap when this appears in print. That consignment will include machinery from the historic Ati-maono sugar mill, and probably portions of other old ships. *Liverpool Maru* will also load at Apia and Suva. Mr. Ellis of Pacific Stevedoring Agency, Auckland, left by air for Papeete on April 23.

• **NEW CHAINS FOR OLD:** Amongst cargo recently arriving at Nukualofa from England were two 45-fathom 34-ton mooring chains to replace chains which had been



The dumb barge "Madang" which was recently completed in a Madang, N.G., marine workshop for the Netherlands New Guinea Government (see story).

chafing the rigging which carried away and a mast went overside. All hands took to the boats on March 31 when the ship was in a water-logged condition, and arrived safely at Papeete on April 15.

Four different ships then made a search for the derelict but when nothing was found it was assumed that she had foundered.

But on May 15 the Union Co's *Talune*, then on the regular Island run from New Zealand, sighted the derelict while bound from Raiatea to Papeete. The foremast was still standing. She was boarded by the chief officer and six seamen and a tow-line rigged, but this parted in heavy weather the following night, when a lot of the deck cargo also went overside. The tow was secured again on May 17 and there was great excitement on the Papeete waterfront when *Talune* arrived there with *Retriever* in tow.

Much later the barquentine was towed to Auckland and ended her days as a hulk.

down for over 30 years. They are for the big buoys to which overseas vessels pass their lines to haul themselves clear of the wharf in on-shore winds. The chains have Lloyd's certificates showing a breaking strain of 127 tons, and are suitable for use by vessels of up to 20,000 tons.

• **LOST OVERBOARD:** Rolf Moe, 32-year-old Norwegian bosun of Pacific Islands Transport Line's *Thorsisle*, was lost overboard in March as that vessel cleared Nukualofa via the Lahi Passage.

At the time of the accident Moe was standing on the rail heaving on a line which parted. He fell 25 ft on the flat of his back into the water. A lifebuoy was thrown, the ship put about, but no trace of man or lifebuoy were found, despite search by the Customs launch *Unga* and the ship.

• **RUSSIANS EVERYWHERE:** Russian ships were much in the

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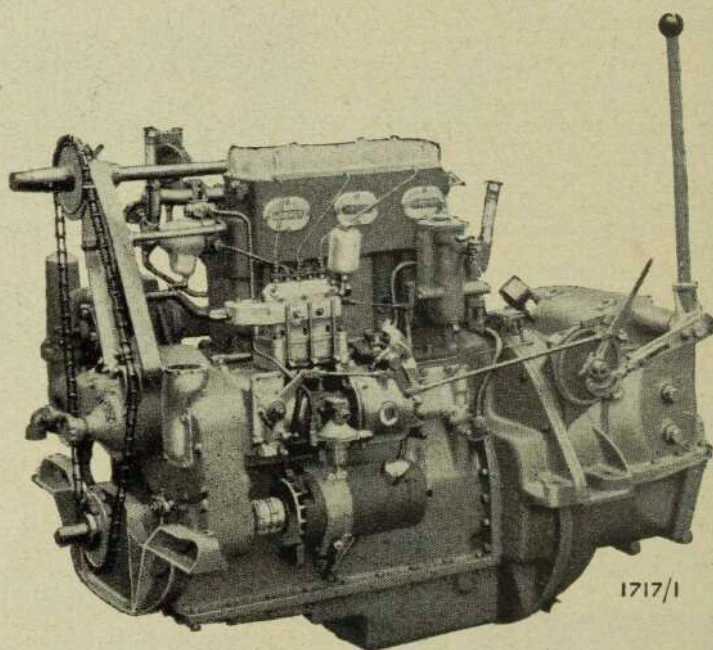
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in April. A 27-ship Russian sailing fleet, homeward bound on the Antarctic for Odessa, aroused interest at Wellington N.Z. The port has seen many American men of late, but the Russians seemed somewhat different. Not a one of the 1000-odd went near a girl or made a pass at a local girl! With £59,000 to spend they invaded stores and purchased the most likely items—miles of all sorts of long-out-of-fashion suitings and materials; gallons of purgatives and medical poisons that had been on chemist's shelves for years. Coming up the coast from South, the 14,772-ton 29-year-old British factory ship *Slava*, the tanker *Waka*, and the 25 chasers—each armed *Slava* with a number sufficient—caused considerable congestion on the 2 mc/s radio telephone channels in their almost constant ship-to-ship voice contacts. The fleet was commanded by Captain Alexey N. Solyanik and crew included 32 women, 14 of whom were stewardesses and the remainder in jobs ranging from chief surgeon to stenographers and assistants. Some had their husbands aboard in various capacities. The male rating never seen on a ship crew-list was a Trade Union member! About one in 20 of the crew could speak limited conversation in English. The fleet left Odessa last October and had taken 4,122 whales, yielding 38,000 tons of oil, the record catch of the season. While the *Slava* spent its week in Wellington, Moscow reported the research ship *Ob*, which participated in the Russian Antarctic expedition last year, had again to join in work being carried out by *Witjaz*—which called at Moresby in early May.

TO DRINK OR NOT TO DRINK: Some time ago in this column we mentioned an official British medical research report advising seamen who have to take lifeboats, that they should shun water, even in the smallest quantities, for drinking—Dr. Alain Bernard notwithstanding. The researchers could be right, Dr. Bombard, who drifted across the Atlantic in a rubber raft, living on seawater, fish-juice, and plankton route to prove that sea water is a safe life-saver, seems to have given further support in an experiment conducted at Nantes, France. There an Indian fakir, Merindrah Mah, setting up what he claimed was a world record fast, emerged from a locked cage in April after 108 days and 4 hours on nothing but salt water—five pints daily. He had lost 40 lbs in weight on this diet, but he was very much alive. (See page 65 of this issue).

STILL ON DECK: One of the

many waterfront strollers showing interest in the Cook Islands trader *Taveuni* as she lay refitting at an Auckland wharf in April, was Mr. C. S. Gallie—"they called me Ka up there"—who owned and operated cutters in Fiji during the first eight years of this century.

He later served as supercargo in craft sailing out of Samarai and other New Guinea ports, and is now living in retirement after farming in New Zealand.

Captain Pickering and engineer Waka of *Taveuni* were surprised that Mr. Gallie, now a very alert 73, could still speak excellent Fijian and has a vivid memory of the Group's geography after 50 years of absence.

• **DESIGNED FOR THE TRADE:** Tonga's bare-footed travellers have been given a special thought in the design of the Tonga Copra Board's new *A'oniū*, and the Tonga Government's *Hijofua* building in Holland. Deck plating has been faired off so that bare toes will not be stubbed, and where ever possible all projections on deck or in alleyways have been rounded.

A'oniū is of the raised poop and fo'c'sle type with machinery and accommodation for passengers aft. The decks aft are teak planked over the metal plating. The two masts are positioned at after end of fo'c'sle and forward end of poop, each with twin derricks and twin winches. The derrick heads lower

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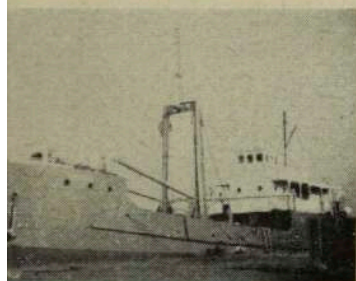
SOLE P.I. REPRESENTATIVES: Demka Agencies Pty. Ltd., 2-12 Carrington St., Sydney

100

MAY, 1958 - PACIFIC ISLANDS MONTHLY

a house midships, on either of which are carried, in davits, two motor launches which will be as workboats and lifeboats. The vessel's overall dimensions are given as 179 ft 11 in. x 27 ft with a cargo capacity of 800 tons. *Tofua*, primarily a salvage tug, with cabin accommodation for passengers, measures 113 ft x 11 ft draught and has 70 tons cargo capacity.

USE FOR OLD AMMO: The N's over-age ammunition is finding plenty of use in blast-reef passages in the Cook Islands. HMNZS *Pukaki* called at Rarotonga with a further supply of explosives. A little earlier a charge of up to ten 250 lb bombs was exploded on the reef at Black Rock



SALIE (sister ship to "Monique"), purchased recently by Raymond Mouldoos of Rarotonga and to go shortly to the New Hebrides for use in this latter archipelago (see April

site the radio station to provide a passage for fishermen, and 10 lb charges were fired off the end of Avarua wharf in an attempt to improve the depth slightly. Further big bangs are planned for island reef passages.

NEW COMMAND: Captain Chris Bottoms, MBE, well-known in a wide area of the South Pacific as Mate and Master of Lonsdale Missionary Society's *John Lonsdale*, from which he came to Suva some months ago, has been appointed master of A. B. Field & Co's Cook Islands based on *Charlotte Donald*. He replaces Captain Andy Thom who has reached retiring age, probably more years of active sea-service in those islands than any other European, living or dead. *Charlotte Donald* arrived back at Rarotonga in mid-April under Captain Andy's command after annual repairs at Papeete, and is now busy fitting out some of the islands which have not seen a ship for over five years. Captain Bottoms' varied and interesting experience should prove a valuable asset to the Cook Islands merchant fleet.

• **PIRI COMING?:** Captain Hugh Williams who sold his 243-ton *Melva* to Australian interests for use in the Darwin-Timor trade last November, arrived back in Auckland from the Cooks aboard *Maui Pomare* late April to view the wooden 263-ton 41-year-old *Piri* on which he has an option.

If a deal was completed with Imperial Chemical Industries (NZ) Ltd., present owners, the 8-knot vessel with auxiliary sail, would soon be entering the Cooks inter-island trade.

Like *Melva*, *Piri*'s 13½ ft loaded draught is too great for her to get alongside the Avarua wharf at Rarotonga, but under present har-

bour improvement plans she may be able to get into Avatiu Harbour within a year when that harbour is deepened.

• **TOO MANY SHIPS:** In Auckland Mr. D. C. Brown, hearing news of the possible *Piri* purchase, said that, with freight competition in the Cook Islands again becoming keen he would put *Taveuni*, which has just undergone a big refit, up for sale with *Inspire*, and leave the field to others, so long as he was assured of having his cargoes moved at reasonable rates.

Lack of competition immediately after the war brought him into the shipping business as an essential

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RAISED-DECK LAUNCH, 25 ft., twin-cylinder Simplex marine. £550.

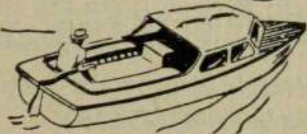
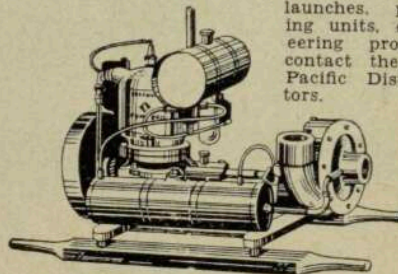
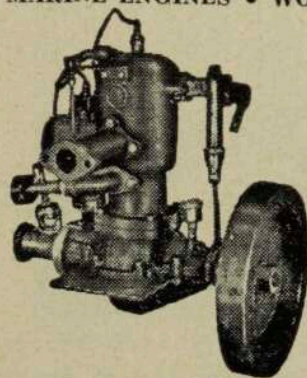
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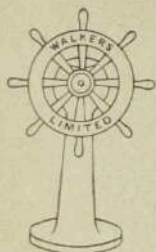
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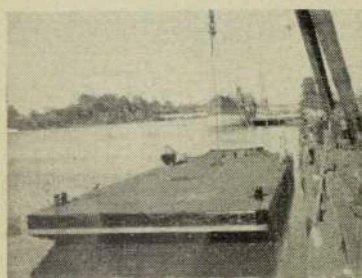
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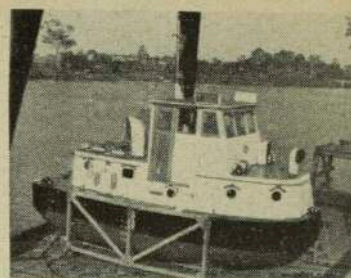
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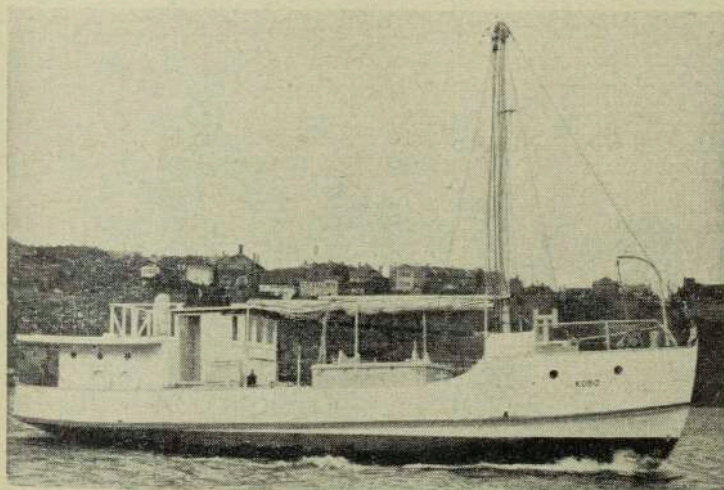


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d holds the agency in Islands
t of New Guinea) is actively
ering the ship-building market
the South Pacific.

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sels for the Philippines, Indo-
ia, and South East Asia in re-
t years.

he *Coral Queen*, now nearing
pletion for Western Pacific High
mission for use in the Solomons
rom this yard. Another keel for
Island client may be laid soon.

ONE-RINGED CIRCUS: The
ricane season just officially
ed has been notable for the
sistent low-pressure area north
west of the New Hebrides.

almost all through March and
ril the South-west Pacific
ther chart showed a threaten-
ring with an L in its centre in
general area, and even late
April, with the hurricane season
oretically well behind, that ring
persisted but had drifted east-
d to share its moist and miser-
weather with an unwilling Fiji.
his is the spawning ground for
y of the hurricanes which
er Fiji or the Queensland coast,
ending on the meteorological
d.

NEW TYPE SHIP FOR HEB-
ES: The 500 tons tanker *Rans-*
has been sold through Captain
L. Kennedy, Sydney Shipbroker,
a company registered in Vila,
Hebrides—the Southern Cross
pping Co.

etails of what the company in-
ts to do with a tanker-type
el in Hebrides waters were not
ncoming at the time this edition
t to press. The vessel was for-
ly owned by the Commonwealth
ernment who used her for
sporting acid.

BOOSTING TRADE WITH
: The successful launching re-
ly at the slipway of Madang
ne Workshops Limited, Madang,
of the first steel vessel wholly
icated in the Territory, was
erated by an informal ceremony
nded by Mr. W. P. Dittmar, rep-
entative of the purchasers, the
ch Government Bureau of Ship-

er over two years, the Company
been slipping and carrying out
irs on Dutch Government ves-
based at Hollandia, Dutch New
ea.

he latest venture, the fabrica-
of an 80 ton capacity all-
dumb barge, with a length of
et, entailed careful designing,

planning and expert workmanship.
(See photo, page 97).

The barge, required for the light-
ering of cargo in Dutch New Guinea
ports, was designed in Sydney, and
the launching was well within the
scheduled delivery period.

The Madang Company has plans
for the fabrication of a steel cargo
vessel, suitable for the requirements
of interisland trade, and has during
the last twelve months manufac-
tured and sold to the Dutch Ship-
ping Authorities at Hollandia, 22
cargo and ships dingies.

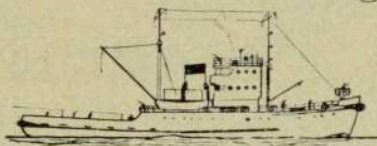
• **CAIRNS - PORT MORESBY**
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who own the LST *Wewak*, which

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ports and Port Moresby and Lae,
are considering the purchase of a
new vessel.

Wewak's main chore is to trans-
port cattle from the York Peninsula
to Cairns but this is interspersed
with voyages on the P-NG run. If
and when a new vessel is bought to
supplement *Wewak's* activities, it is
likely that it will be used for gen-
eral service to New Guinea.

None of the ships on the Aus-
tralia-New Guinea run now calls at
Cairns although both Cairns and
Townsville were serviced by Burns
Philp ships before the war.
The cessation of the services has

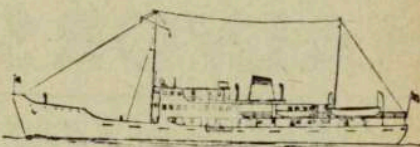
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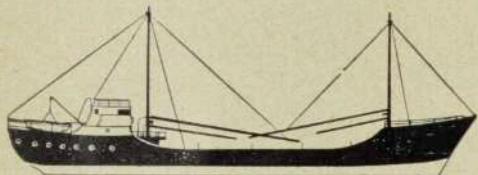
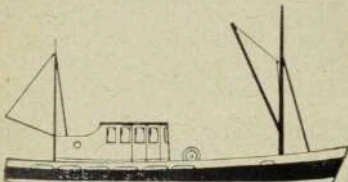
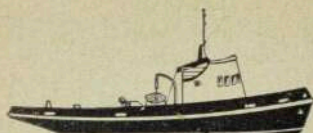
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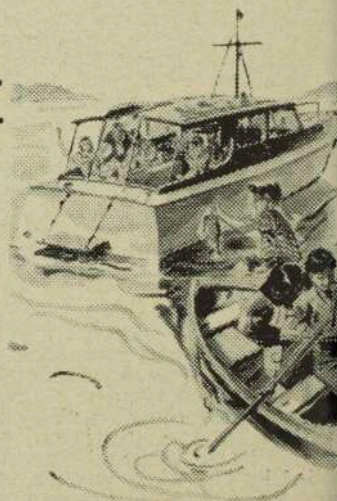
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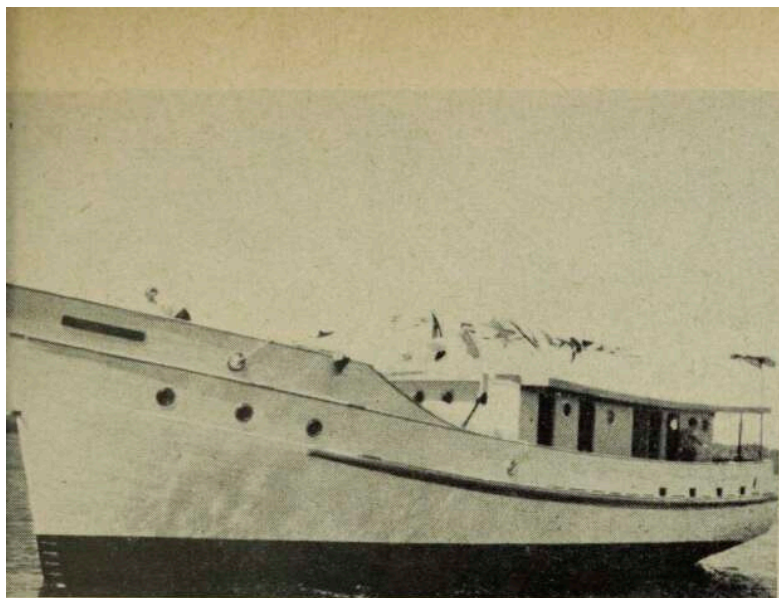
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This is the "Southern Cross VIII", after her launching at Ballina, N.S.W., on March 8. Built by Ballina Slipway & Engineering Co. for the Melanesian Mission. She will be dedicated in Sydney in May.

a sore point with North Island businessmen for many years. Recently the Cairns Chamber of Commerce submitted a proposal for a regular shipping service to be established with New Guinea. If the Contractors bought a new ship it would, it was thought, "solve the problem".

It was stated that if the Commonwealth Government did purchase a new vessel, the Commonwealth Government would grant a 50 per cent. subsidy.

RA MARAMA'S LONG WAY
The Port Moresby, Honiara and will see the Governor of Fiji's yacht, *Ra Marama*, before she returns in her home port, Suva, in June.

The Fiji RNVR crew left for Port Moresby at end of April to take the new vessel home via Borneo, Darwin and Islands ports. Port Moresby should see the new vessel about May 21.

Commander S. B. Brown FRNVR will take charge of operations during the delivery voyage.

LONGUE-TWISTER FOR GILBERTS: The new Gilbert and Ellice Islands Government vessel built in Hongkong is named *Moanaraoi* probably is in the Gilberts by Captain Ward, formerly in the *Uru*, left with a crew last November. They were to travel by ship to Wake Island then fly to Hongkong. It is believed that on arrival of the new vessel, the government's *Uru*, a vessel of about 75 ft., is offered for sale.

HIGHER STANDARDS: GEIC ships are to be manned in future by certificated masters and chief engineers, and some kind of training scheme is likely to be introduced at Tarawa.

Many officers in these vessels have of course, been certificated men, but not always so, especially as regards engine room staff. Our report says that Fiji standards, which still fall substantially short of British Ministry of Transport standards, will apply. The new training scheme is being organised by Captain Gerry Douglas who was appointed Marine Superintendent for the GEIC at Tarawa some months ago, replacing Captain Clark, who resigned.

• **NOT WHERE THEY SEEM:**
A British survey ship, HMS *Cook*, has found that some of the islands in the British Solomons group are not in positions shown on charts. Vella Lavella, for example is four miles out.

Cook, which is doing four months survey of parts of the Solomons arrived at Port Moresby in mid April for stores and fuel.

The vessel's main work will be around Honiara and Gizo and she has left camp parties at each place to carry out surveys.

The ship carries three echo sounders one of which can penetrate to 5,000 fathoms. The officers said they got echoes from 4,000 fathoms when approaching Guadalcanal recently. Three of her boats also carry echo sounders.

The ship is also fitted with radar and electronic devices for fixing her position while surveying and equipment for oceanographical research and has facilities for drawing and photographic reproduction of her surveys.

The ship arrived in the Solomons area at the end of March via Suva, after a four months refit at Auckland. Last year she did a survey in Fiji waters.

She will leave the Solomons in

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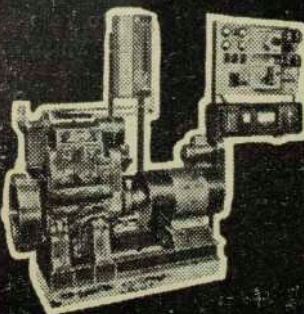
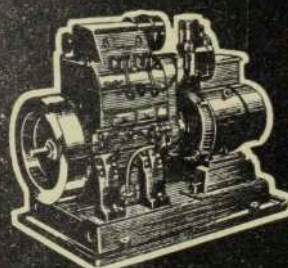
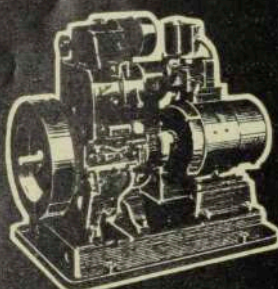
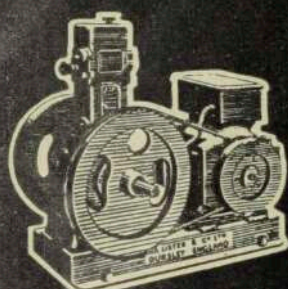
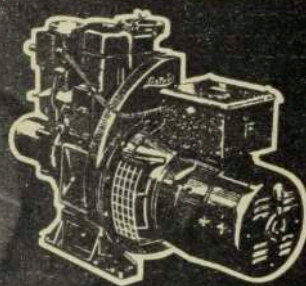
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Please send full details of the DGM Lighting Plant indicated.
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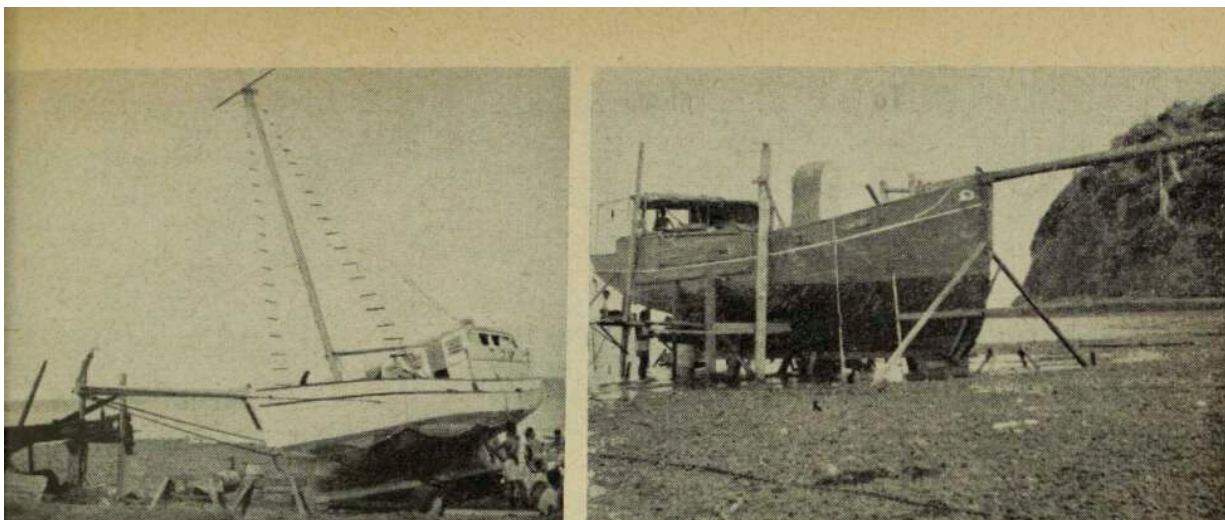
Capacity (in Kilowatts): 1-1½; 2½-4½; 7½. []

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EDC39



Two of the vessels damaged in Fiji's hurricane early this year being repaired at Levuka. "Koroibo" (right) owned by Burns Philp (S) Ltd. was badly damaged and sank off Gau Is. She was later raised and towed to Levuka. "Chum", also owned by BP was blown ashore at Koro Island. She also was towed to Levuka for repairs.

Photos: B. Obed.

for Singapore where she will have a refit and receive orders from the Admiralty. She was laid down as a frigate in 1945, but was completed as a surveying ship at Devonport, England, in 1950, and commissioned in 1951. She carried out surveying duties on the west coasts of England and Ireland before leaving the United Kingdom in March 1957 to attend to a hydrogen bomb test at Christmas Island and carry out a survey of the Pacific.

FOR FRUIT TRADE: First ship to be built in Hongkong for the Union Steam Ship Co., the re-rated fruit ship *Tarawera*, 1750 tons deadweight cargo capacity and 1550 tons gross, was launched at the Taikoo Dockyard on April 23. She is a good deal smaller than the company's other fruit freighters—both have no passenger accommodation—*Tarawera* will be used as required in the Cook Islands, Fiji-Tonga-Samoa, or Tasman fruit services. She has five holds. She should enter service in a few months time.

CREW FOR TAHITI NUI: The Bisschop and companions, left Callao April 13 on the second and main stage of a voyage to the Constitution, Chile, to Polynesia in *Tahiti Nui II*. The first stage was a 41-day coastal voyage to Callao. Crew are now headed by Alain Blum of Tahiti, a French oceanographer Jean Pelletier, and Chileans Juan Burenios and Juan Fischer—the latter a mechanical engineer.

H-BOMB PROTEST: *Golden Grain*, the 30 ft Los Angeles ketch, is on protest mission to Eniwetok.

reached Honolulu April 19 on second attempt, and skipper and crew there received a warning from the US Navy to keep clear of the Marshall Is. area.

However the voyage proceeded, but did not get far—a Coast Guard vessel turned them back to Honolulu.

• **TRIELIS LAUNCHED:** Latest addition to the British Phosphate Commissioners' fleet, and similar to the 9994-ton *Triaster* built 1955, *Triellis* was to be launched at Glasgow on May 14.

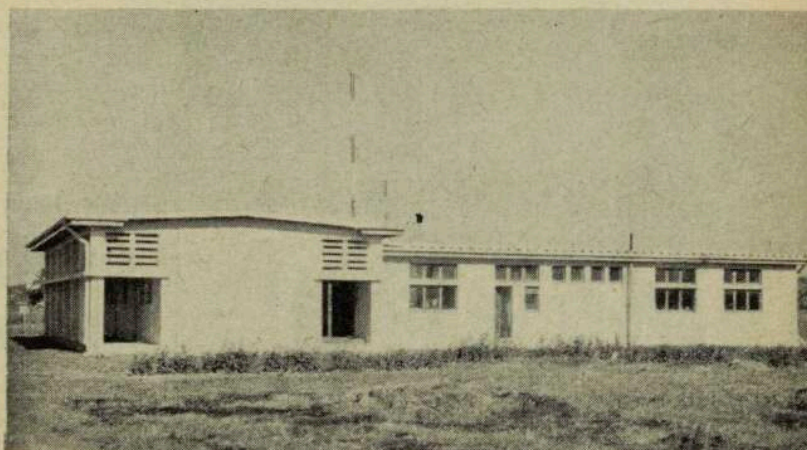
Like the other vessels, she has a high standard of crew and passenger accommodation, and will be

employed in the Australia-New Zealand-Nauru-Ocean-Christmas (and sometimes Makatea) services as a phosphate carrier and transport vessel for the Commission's staff.

The new ship commemorates the name of Sir Albert Ellis who was for 32 years a NZ member of the Commission and the discoverer of the value of the Nauru and Ocean Island deposits.

The ship was to be launched by Mrs. C. M. Richwhite, wife of a New Zealand commissioner who recently retired.

• **PASSING THROUGH:** A 57 ft trawler named *Golden Grain* left Brixham, England, for Wellington, NZ on April 24 and will probably call at Papeete and possibly other Island ports en route. The vessel was purchased by Wellington fisherman Arthur Dickenson and is powered with a 44 hp diesel and



The new receiving station which Cable & Wireless Ltd. have recently completed at Samabula, near Suva. The installation work was carried out by Cable and Wireless technicians whilst the station was operating. There are 16 80 ft masts on the site, which support seven different aeriels.

—A. C. E. de Trafford.

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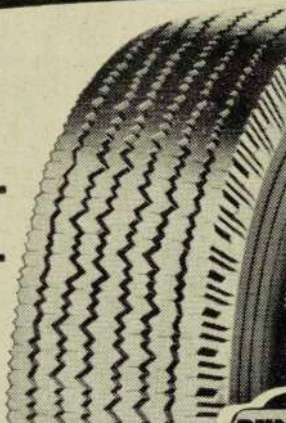
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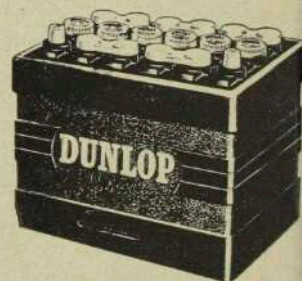
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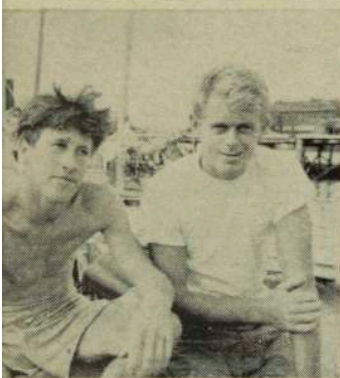
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With the owner is a crew of

MAUI POMARE REPLACE-
T SOMEDAY: Back in May,
New Zealand's Island Terri-
tories Department announced that
a 1,211 ton 1927-built fruit and
cocoa vessel *Maui Pomare* had
been "retired" and that brokers through-
out the world were being contacted
for a likely second-hand replace-

ment. Such replacement was found
in the *Maui Pomare* was put through
an expensive refit. This was
completed just two years ago. It was
said by the Department that



Auchtlerlonie and David Beard, now in
charge of the yacht "Mahina II", will complete
the voyage from the Cooks to Fiji.
The vessel crossed the Atlantic from England in
1954, several years ago.

—J. P. Shortall.

The vessel would be good for only
four years—the normal
life span following which Lloyds under-
writers require extensive surveys.
In July 1956 the then Minister
announced that the government had
approved the preparation of plans
for a new vessel. A lot of people
thought that this meant that a new
vessel had been ordered; almost
two years later the vessel has still
not been ordered.

A statement made from Welling-
ton in this April indicated that
plans were submitted to Sir J.
H. & Co., London shipping
agents, who had suggested
alternations. The Wellington re-
sponded that these "had been
discussed" and that tenders would
be called.

The speed at which govern-
ments operate it does not seem very
fast that a tender will actually
be accepted and a firm order given
in late 1958, and so it is un-
certain that delivery will take place
in 1962.

PARAMA AWAY: The new 56
ton, built by Bjarne Halvorsen
at Berry's Bay, Sydney for the
Territories Administration, got away
for Sydney May 3. Captain W.
H. who came down from the
vessel to take delivery of the
vessel reckons on three weeks for

the passage back home to Port
Moresby. He has a crew of seven
natives.

The vessel will be used for Ad-
ministrative purposes in the West-
ern District of Papua—hence the
name, *Parama*, after a small island
near Daru. She will probably have
a native skipper.

This is the eighth of these K-
type vessels that the Halvorsen yard
has built for the islands in recent
years. *Parama* is the second Ad-
ministration vessel of her type;
one has gone to Choiseul, BSIP,
and the others are owned by
Steamships Trading Company.

The vessels have a hold capacity
of 2,000 cubic feet—and when used

for that work can carry about 25
tons of copra. They have a draft
that is very suitable for the kind
of river and reef task they are
called on to do.

Parama is equipped with neat
two-berth cabin accommodation for
travelling native public servants—
medical assistants and so forth.

The native crew for the delivery
voyage arrived in Sydney by air on
April 27. They lived on the vessel
but the local office of the Terri-
tories Department showed them the
sights of the city in their free time.
None of them had been South be-
fore and, so Captain Howard says,
they were "completely amazed" at
what they saw.

(Over)

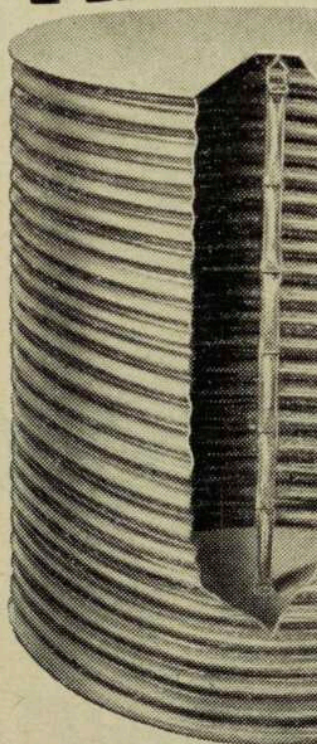


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Yachts of Cruising

IRVANA, 56-ft. Sydney cutter on a cruise, arrived at Auckland April 2 and left again in mid-April for Papeete. With Laws was a crew of seven. (Arrived Papeete, April 22.)

KAWAI of Dunedin, NZ, a double-ender of sturdy construction 38-ft. overall, departed Auckland for Papeete on April 12.

HOE, 36-ft. staysail schooner of Van-ful details January PIM, reached Raraia April 22 bound Suva and Sydney, with the call at Tonga and other places.

OPIA, handsome 65-footer of Sturgeon, has been seeking crew by advertisement in NZ. Only well-financed men need or they have to find £Stg.1,300 each cost of a two-year westward passage and then find their own way home first standing the fare from NZ to Suva, where the yacht was likely to arrive in April. Fred Petersen may be lucky if he does not seem like a plan that appeals to most NZ yachtsmen.

NGOMAU of Auckland, brand-new 50-ft. motor sailer built, owned, and crewed by professional boat-builder Roy Lid-both companions, cleared Auckland for April 20 for a two-months shake-down. The yacht will return to Auckland then for a longer cruise to Polynesia.

ME-II and Danny Weil, well found and crewed by the world's radio amateurs, set off for the UK on a second world cruise in 1952, according to the BBC—so the and Rescue Services along the west-ern coast may be alerted, if cruise-2 follows that of cruise-1!

THUR ROGERS, 70-ft. x 16-ft. Brixham ketch, back in Auckland from the Hebrides via Noumea and northern NZ in April. Since departing several of the crew have suffered a profile-change, as on deck and cut-down jib-boom. The crew plan to sail north again by June.

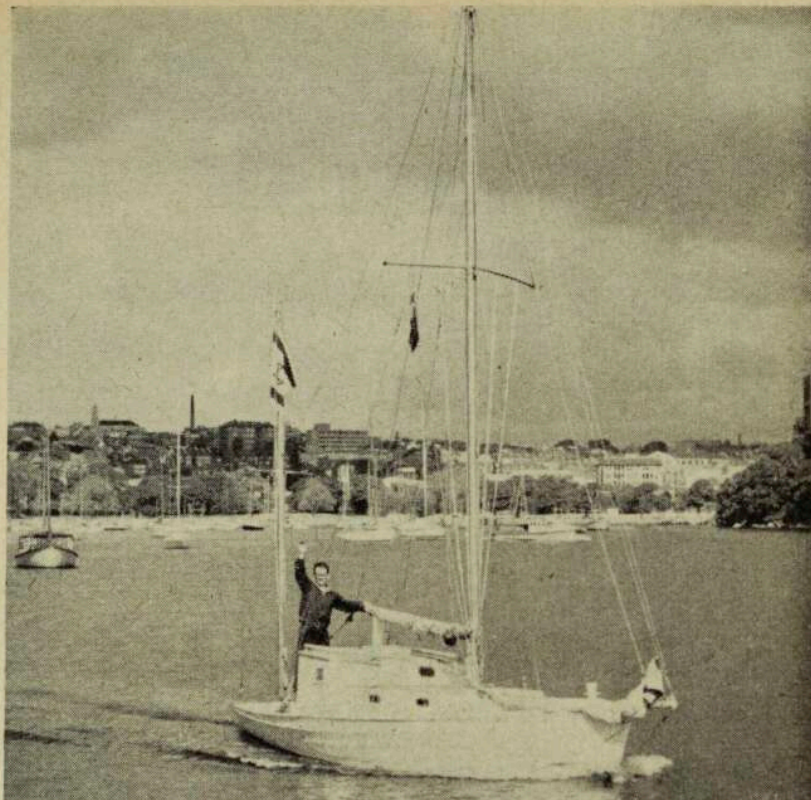
DO and Louis and Annie Van der Wiele in apology from this column, having the Belgian flag in the Pacific in 1952. We suggested in a moment of jest that **TARASS BOULBA**, now bound for the UK, might be first to bear that flag. Van der Wiele told OMOS' cruise story in *West in My Eyes* which was warmly received in the nautical press.

TY SARK, a big 73-ft. yacht, will make an Island cruise from NZ this summer.

WARD of Whangarei, NZ, is to sail east soon, thence eastward via Island South America.

SADER, 27-footer of Tasmania, cleared mid-February for the US via Wellington and Island ports. Aboard are Barry, 19, and John Cripps, 22. They plan to cruise in NZ waters for a while.

FOUR WINDS (not to be confused with French sloop, **LES 4 VENTS**), from the US arrived Honolulu in mid-April. Skipper, E. Cross, and wife, Jeri, with an international crew of four, plan to re-cruise the boat, sail inter-island, then on to Tahiti, South Pacific and Australia. Cross writes and does research in skin-diving while cruising. His crew is inter-national—two Australians, who will be home in May, Brian (Chip) Cooper, of Perth, and Gunter, of Hobart, Tasmania; Griefziehl of Acapulco, Mexico, who sees the world; and Mike Craighead. Cross is an authority on diving, owns a school in California, and plans to cruise the South Pacific and elsewhere to



Joseph Hawkins, self-appointed travelling salesman on behalf of Israel and the Jewish people, waves a cheery good-bye to Sydney, on April 22. He is continuing his lone-handed voyage in his 23 ft yawl "Lamerhak II". Next stop is New Guinea, then Philippines, Far East, Indonesia, S. Africa, and home.

proceed with an educational exchange programme. **THE FOUR WINDS** is a staysail schooner, 60 ft. x 11.5 ft. The newest member to join the travelling Crosses, is Mrs. Helen Robinson from California.

● Jack Randell's **NANI** will soon be heading to the US mainland skippered by a very reliable man. Randell is back in Florida doing more work on Marine Biology and will not be returning to the islands for several months.

● The Reynolds, aboard their **PHOENIX**, landed in Hilo, Hawaii, mid-April. They stayed there for a few days before going to Honolulu where they will remain for perhaps six months.

● Martin Vitrousic's **FIESTA** ran into bad weather in Hawaii waters and in mid-April was in a Honolulu dry dock putting on a new bowsprit and repairing other damage.

● **GEMINI'S** owner, Jack Wheeler, has been in Palmyra but does not plan to stay much longer. Soon, he and his family will be taking the boat back to Hawaii. He is a ham radio enthusiast.

● **TAHITI**, with owner-skipper Lorrin Smith, left Honolulu mid-April for Tahiti and the South Pacific on a cruise which might take him back to Hawaii at the end of the year—but may, on the other hand, be the beginning of a two-year voyage to faraway places.

● **BLUE MOON**, US yacht, was due in Honolulu in April and after a brief stop-over was scheduled for Tahiti and other South Pacific ports.

● There will again be a big gathering of cruising yachts in Tahiti this year—at least 15 American yachts are expected, as well as

many from New Zealand and Australia. One of the first there this season was the Vancouver ketch, **SEA CHANTY**, which arrived in March.

● **TE MATANGI**, which was built on a mountain lake in Nevada, and is now in Honolulu making ready for a long cruise to Tahiti and the South Pacific, will call at Raraia en route. The Ferguson family, which owns the ship, called her **TE MATANGI AU RARAIA** (Raraian Wind) at the request of island friends—and they will take her to Raraia to see her name-island. They expect to leave Honolulu in May and reach Papeete in July.

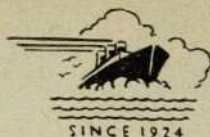
● **RONGOMAU** of Auckland, see elsewhere, arrived at Suva April 28.

● **REVEL**, 30-footer of Auckland, with honeymooning couple John and Marlene Smith bound for Australia, reached Lord Howe Island April 24 after a 12-day passage.

● **SOLACE**, owned and sailed by Commander V. Clark, RN (Retd.), left Port Moresby on May 2, next call Bali, thence Cocos Is., South Africa, West Indies and home. He has been 4½ years on his circumnavigation of the world and expects to take another year to complete the job. He's been in P-NG waters for six months.

Commander Clark has had plenty of adventure in the 29,000 miles since he left England. PIM readers will remember when he was shipwrecked on Palmerston Island and how he spent a year there while the islanders helped him repair the 28-year-old ketch.

In the last months, while waiting for the SE season to begin in Papua, he has been conducting a school of coastal navigation for Papuans at Kwato Mission, near Samarai.



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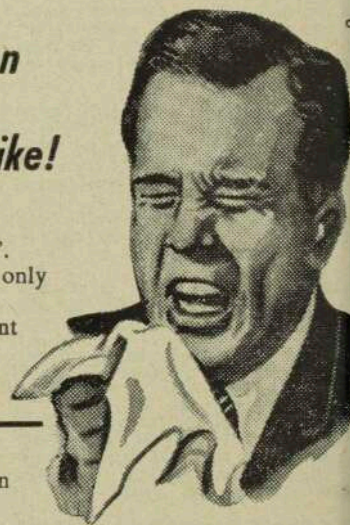
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IN TIME

PACIFIC REPORT

The month's round-up of news and pictures of people and events, from PIM correspondents in the South Pacific.

Restrictions, So Beer Drought

ting restrictions early in uary so that everyone could beer freely had one marked t in Suva, Fiji, before the end April. The capital city ex- nced something in the nature beer drought.

veral clubs in Suva refused to bottled beer to take away—the were removed as beer was over the bar. Others let it eely and experienced a pinch e the arrival of three ships Australia with beer cargoes.

st hotels had fairly good stocks Australian beer, but even these ies were becoming thin just e the ships arrived.

ere seemed to be an abundance ew Zealand bottled beer, but as a rule, is not popular in

ce the permit system was shed hotels in Suva have been ng. The public bars are d nearly every night, mainly Fijians. It is safe to assume the Fijian is spending much now on beer than ever before, hat there is less money going to wife and family. This ually could be a matter for rn.

er causes of the beer ght" were the late arrival of ents, expected at Easter; and visit of several warships with eds of thirsty sailors.

oa, Cooks—Still he Air Route

of the things the NZ Terri- Minister (acting in his al- e role of Minister for Avia- announced in Suva (see 120) was that Western Samoa he Cook Islands are to retain flying-boat service for another ears after all.

y a few weeks ago it was an- ed that the TEAL flying-boat be withdrawn from the Route in August next. TEAL then operate a land plane e from Nadi to Borabora, ng Western Samoa and the

NZ Government had asked to continue the flying-boat e for another two years.

ews will be welcomed in territories which were likely e a service they had enjoyed ars, through lack of adequate ds to take large planes ever, a TEAL DC6 did land

at Aitutaki early this year to pick up stranded passengers when the TEAL flying-boat developed mech- anical trouble—which shows that it is serviceable in emergencies.

In this two years grace these Island groups will have to hurry themselves to build adequate air- fields to take the land planes of the future. They will of course have NZ's help in the project.

Mr. Mathison, in Suva, said it was possible that an airstrip at Raro- tonga would be developed in pre- ference to Aitutaki because Raro- tonga has a bigger population.

He said that development of air- strips in the two groups would cost the New Zealand Government about £600,000.

Seaman Fatally Attacked in Apia

During a call of the SS *Eastbank* to Apia, W. Samoa, the Chinese ships-carpenter was attacked and subsequently died.

On the evening of April 17, the carpenter was walking on Apia's main beach road accompanied by an Indian sailor friend, when he was suddenly attacked by a Samoan, who punched him so hard on the jaw, he was lifted clear of the ground. In falling he hit his head on the concrete pavement and was taken to Apia hospital in an un- conscious condition.

Before the *Eastbank* left Apia, the Chinese was taken aboard, but his condition became worse and he died while the vessel was proceeding to England via Panama.

A Samoan was later arrested and will be prosecuted for manslaughter.

Fiji Late Wet-Season Deluge Destroys Road

After a phenomenally dry "wet season", Fiji began to get some real rain in March, and by mid-April it was literally falling in lumps.

Suva recorded 39 inches between April 1 and 26. The April average is 13 inches.

The northeastern part of Viti Levu really caught it. It is estimated that, at Vunidawa, over 50 inches of rain fell in the fortnight follow- ing Easter.

Roads all over Fiji suffered much damage in this period; the Waini-



IN RABAU, "WATER 'E NO GOT"

Rabaul, second town in the Territory of Papua-New Guinea, has no reticulated water system. Residents depend on tanks, and in some favoured areas, wells and bores. Following the wettest dry season on record, and an average wet season, residents in March were thinking frantically of the dry months ahead. Down on the foreshore they get plentiful supplies of water a few feet down, but as they move back from the beach there is more and more digging involved. Contractors put down these bores at so much per foot.

These two natives were well-sinking in a new housing area back from the main wharf. When asked how they were doing a hollow native voice piped up from 55 feet down the hole: "Water 'e no got." This was borne out by the bucket of bone-dry sand that was winched up from below.

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- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.
- 12-oz. Al-Tayib Halal Corned Mutton.
- 12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 8-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.

TONGUES

- 12-oz. Sheep Tongues.
- 12-oz. Lamb Tongues.
- 12-oz. Calves' Tongues.
- 12-oz. Lunch Tongues.
- 2-lb. Ox Tongues.

CONDENSED MILK

- 14-oz. Sweetened Condensed Milk.
- 14-oz. Unsweetened Evaporated Milk.
- 12-oz. Chocream.
- 8-oz. Reduced Cream.
- 14-oz. Natural Milk.
- 7-oz. Tubes Sweetened Condensed Milk.

"RIVERMEDE" BUTTER

- 56-lb. boxes Bulk Butter.
- 1-lb. pats Butter.
- 1-lb. pats Butter.
- 12-oz. tins Butter.
- 16-oz. tins Butter.

CANNED FRUITS

- 16-oz. Grapefruit Segments.
- 29-oz. Peaches.
- 29-oz. Pears.
- 29-oz. Apricots.
- 16-oz. Apricots.
- 29-oz. Two Fruits.
- 16-oz. Raspberries.
- 16-oz. Loganberries.
- 16-oz. Cherries.
- 16-oz. Solid Pack Apples.
- 30-oz. Crushed Apples.
- 16-oz. Sliced Apples.
- 16-oz. Gooseberries.
- 16-oz. Peaches.
- 16-oz. Pears.
- 16-oz. Grapes.
- 29-oz. Grapes.
- 16-oz. Fruit Cocktail.

CHEESES

- "Rex" 12-oz. Processed Canned Cheese.

CANNED FISH

- 8-oz. Flair Fish Cutlets.
- 12-oz. Flair Fish Cutlets.

MUSHROOMS

- 8-oz. Sliced Mushrooms.

FRUIT JUICES

- 16-oz. "Berri" Tomato Juice.
- 30-oz. "Berri" Tomato Juice.
- 16-oz. "Berri" Orange Juice.
- 30-oz. "Berri" Orange Juice.
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- 30-oz. "Berri" Grapefruit Juice.
- 16-oz. "Berri" Apricot Nectar.
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a Valley section of the Kings Road was most seriously affected. Admaster George Morris, of Wau, said these were the heaviest rains since 1932.

It was announced on April 23 that the Wainibuka section of the Kings Road was so badly damaged it had completely disappeared in places—that it would be closed for months until the end of May. This, of course, means that all communication between Suva and the North Coast districts must be via the South Coast and Lautoka, which doubles the distance. The interruption of road systems in the Colony caused some temporary, but severe, dislocation of supplies.

The new Chief Justice of Fiji, Mr. Justice Lowe, arrived in Suva in the middle of a deluge. He told the assembly, when he was being welcomed in the Supreme Court, that he was intrigued to learn that his Court orderly was named ...

on Co. Experience s Contract

The Union Steamship Company is the successful tenderer for the year lighterage contract of Apia, as from May 1, 1958. The company has held the contract for a long time but on this occasion it had some hard competition from a local syndicate, whose tender was lower on some items. According to an announcement by the Commissioner, their company had saved the community £4,000 to £5,000 per annum. In making the decision in favour of the USS Co., the Executive Council took into consideration good record and the fact that seaborne trade of the Territory is to a great extent dependent on ships of the Union Company. Banana trade particularly had been entirely on the refrigerated ships of the company. Nonetheless, the award of the contract to the USS Co. has had some criticism from those who contend that local business interests should have received preference.

ight Touch leprosy

uckland people interested in Islands affairs were speculating in April, on the geology of a report concerning various objects of the current tour of the NZ Minister of Territories to the Cook Islands. The *Herald* report contained the following interesting sentence: "At Aitutaki he will visit the leper hospital built recently to combat the outbreak of leprosy. (Italics ours)."

The Aitutaki leper hospital is a collection of buildings built years ago and recently purchased. Statistics recently published showed the leprosy situation in the Cooks to be serious and to describe it as a light outbreak—as though leprosy could be compared with an outbreak of measles—is surely something worse than an understatement.

Leprosy is a disease which takes years to develop in most cases, and its presence is associated with a low standard of housing or hygiene.

The very reason that the leprosy situation in the Cooks is now so serious can be connected with too many years of the "light outbreak"

type of thinking in official and unofficial quarters in New Zealand.

Fortunately, Island Territories Department's medical advisers do not consider the present situation in such a way and something is at last really being done about it, but they can only receive the full support of the New Zealand public through a proper disclosure of the facts by New Zealand's newspapers.

Hope for Leprosy Control in P-NG

P-NG medical experts are hopeful that they will be able to control



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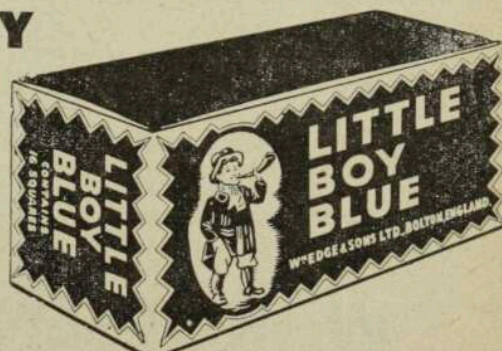
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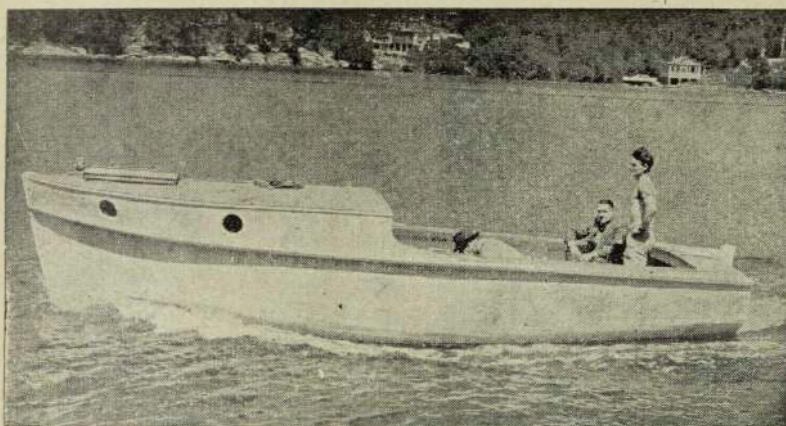
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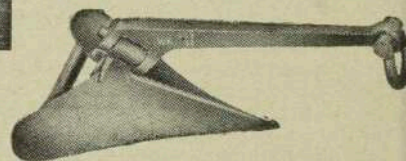
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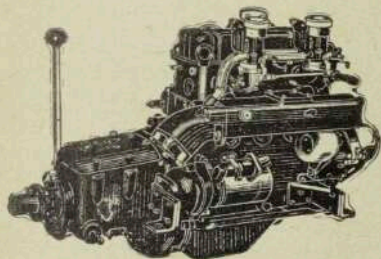


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eventually eradicate leprosy, it is believed to affect at least 1 per cent. of the native population of 1,750,000.

They do not expect quick results, are now surveying their problem from a view to tackling it on a larger scale than before.

Leprosy is one of the major endemic diseases of the Territory, particularly in the Western Highlands where 1,000 cases are now being treated, and doctors expect to add up to twice this number.

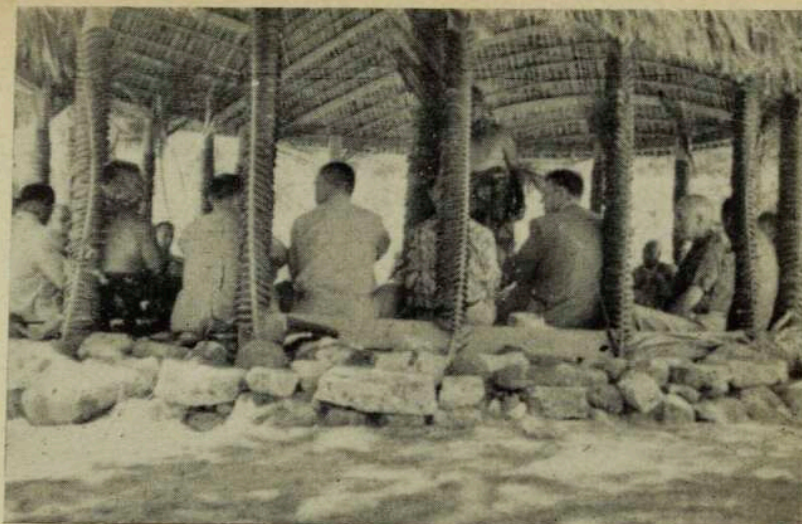
The Government Leprologist, Dr. Russell, said in Port Moresby the campaign against the disease would include the establishment of mobile rural out-patient clinics and a form of education to encourage the natives to take an interest in its eradication. "On the whole," Dr. Russell said, "natives are tolerant but reticent about treatment and segregation of infected persons. We want them to keep healthy contacts from patients and to practice a form of voluntary isolation."

He said the exact extent of the disease in the Territory was not known, as no overall survey had been made, but small surveys have shown an incidence of three per cent. of the population in some

areas. There are two distinct types of leprosy in the Territory—infectious and non-infectious. The non-infectious type predominates by 70 per cent.

High Chiefs Honoured in Hawaii

An impressive kava ceremony, one of which busy, tourist-conscious Oahu hasn't seen for years, was held at Laie, Oahu, in April. Joseph Salafai of the Samoan Government, honored departing High Chiefs Letuli and Lutu of Western Samoa, at Laie, Oahu, in



At Laie, Oahu, in Hawaii, prominent members of the Territorial Government make an unusual picture as they sit in the falefono for a kava ceremony to say farewell to visiting East Samoan leaders in April (see story). Below, in the falefono, is Chief Salafai Papalii, only woman chief of Western Samoa, who was also on a visit to Hawaii.

Photographs: Jeanne Booth Johnson.

The visit of the two High Chiefs has resulted in closer understanding and appreciation of the Samoan people by their northern neighbours—a fact which could be borne out by the guest list alone, according to an Hawaii correspondent, Jeanne Booth Johnson.

The ceremony was attended by every important Territorial government official, as well as leading representatives of the United States Army, Navy, Air Force, Marines and Submarine services.

Included were Governor Quinn, Mayor Blaisdell, Senator Oren E. Long (former Territorial Governor), Sheriff Duke Kahanamoku, Police Chief Dan Liu, and Col. William R. Swarm, serving as Admiral Stump's personal representative.

The falefono at Laie, located on a picturesque promontory overlooking the Pacific, was an unusually fitting site for the ceremony. Honoured guests occupied the falefono, including Chief Salafai Papalii, the only living woman chief in Western Samoa, who was the only woman allowed therein. She is visiting friends in Oahu.

An honour guard of Samoan marines, clad in khaki, red-bordered lava-lavas added to a colourful picture.

The importance of the occasion was reflected in the conclusion by the Talking Chiefs that the occurrence was too great for any one chief to deliver the welcoming speech. As a result, each of the chiefs delivered his own welcome.

The ceremonial kava talk was delivered by Talking Chief Feagaima Alii, climaxed by the sounding of conch shells. The marine honour guard delivered rifle salutes as each cup was presented. First kava was presented to High Chief Letuli, the last to High Chief Luti.

Following the ceremony, all guests attended an elaborate Luau, with entertainment of Samoa, Tonga, Tahiti and Hawaii.

Taros Get Some Attention

Completing a research visit to Fiji, Dr. R. C. Cooper of the Auckland War Memorial Museum returned to Auckland late April with a "bag" of 200 varieties of taro—or dalo as it is called in Fiji—and also some 60 samples of Fijian medicinal plants.

Dr. Cooper will try to obtain seed from the flowers of the taro



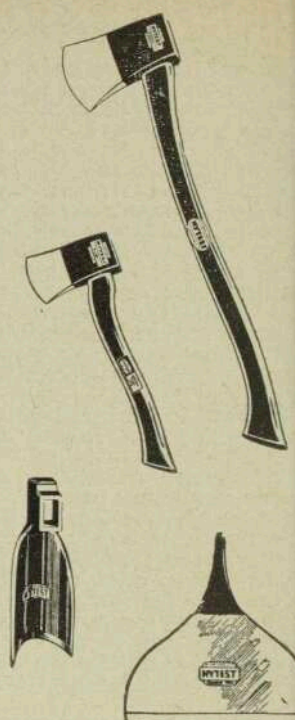
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ties in a research project to produce better types of food plant which is the staple food in most of the islands' high islands and in some where it has been given attention.

le or no research has ever carried out before to improve strains or develop strains suitable to certain climates or conditions. Throughout the Islands, cultivation is by root and not by seed.

medicinal plants will be for cancer research at Green-Hospital—to see whether they have any properties which inhibit growth of cancers. This is part of a world-wide investigation.

Mail for GEIC—But Hush-Hush

According to an official announcement made March 28 at Bairiki, capital of the Gilbert and Ellice Islands Colony, a weekly airmail service to this isolated colony was ending forthwith—thanks to SAAF—and will continue until further notice.

Though the announcement did say so, it is a safe guess that the service is a useful by-product of the Pacific nuclear bomb season which has reopened in the Marshall Islands to the north. During the

MEAT CRISIS IS OVER

The meat situation in New Caledonia, where a shortage was causing concern earlier this year (see "PIM", February), is almost back to normal. Reports from the New Hebrides shortly be suspended, as New Caledonian country supplies are now coming in. It is possible, though, that with the next dry season, New Caledonia will again have to fall on meat supplies from the Hebrides.

Best series the Americans established temporary meteorological observation facilities at Tarawa and a regular air-mail service was in operation.

Persons wishing to avail themselves of the service should very fully note the permissible form of address. Under no circumstances should the name of the village, island, or group appear on the envelope, but must be addressed simply to the name of the addressee by "c/o. PO Box 10, APO San Francisco, Cal., USA". On arrival at Tarawa the GEIC postal authorities will locate the addressee. Mail will bear postage stamps of value necessary to send it



When the Apostolic Delegate in Australia, New Zealand and Oceania, Archbishop Carboni, was in Suva in April for the opening and blessing of Corpus Christi Teacher Training College, he was accorded a Mayoral reception by the Mayor of Suva, Cr. A. D. Leys. This picture, taken at the reception shows: From left, Bishop Pearce, Catholic Bishop in Samoa, Archbishop Carboni, Cr. Leys, and Bishop Foley, Catholic Bishop in Fiji.

—C. L. Cheng.

to the US and not the lower amount of postage that would normally be carried by a letter addressed direct to Tarawa.

Correctly addressed mail will land at Tarawa each Thursday and outward mails from there will depart each Friday.

It sounds a lot of trouble—especially as the service is most certainly to fold when the Bomb Season ends in August or thereabouts.

Islander Faces Murder Charge in Canada

Mrs. Veia Lowry (nee Love), wife of Mormon Missionary Gilbert Lowry, of Cardston, Southern Alberta, Canada, was charged with the murder of an eight-year-old daughter, Blondie Tahau Lowry, at Cardston on April 11.

Mrs. Lowry, daughter of the late Lieut.-Colonel Love, of Maori Battalion fame, and of a Cook Islands princess mother, was married to Lowry five years ago in Canada, having met him while he was serving his term as a missionary in the Cook Islands. Four children have been born of the marriage but the child alleged to have been murdered was a daughter of Mrs. Lowry by another union.

Mrs. Love is a well educated woman of 28. She had returned to Canada from New Zealand only recently after spending eight months there studying genealogies. The child alleged to have been

murdered was with her on her return to Canada.

In a preliminary court hearing evidence was given by neighbours that the child had attempted on several occasions to run away from home, since arriving at Cardston.

Mrs. Lowry was remanded in custody pending arrangement of bail and a higher court hearing.

Tonga Sponsors Birth Control

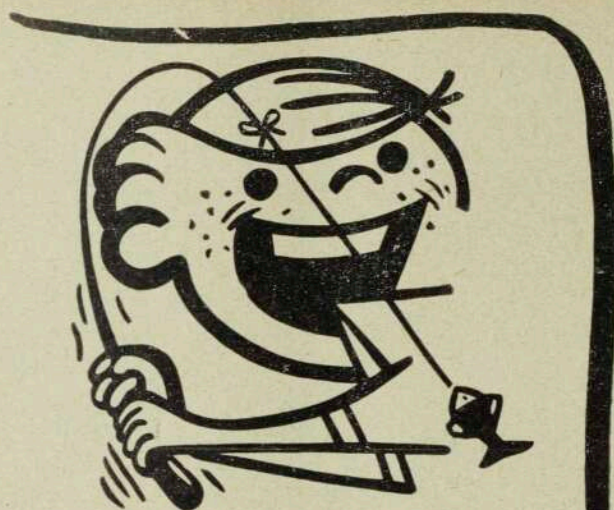
At the invitation of the Tonga Government, Mrs. Ena Compton, in charge of the Auckland clinic of the NZ Family Planning Association, went to Tonga in April to spend a month at Vai'ola Hospital, Nukualofa. There she will instruct Tongan nurses in birth control techniques.

The visit was backed by the International Planned Parenthood Federation and the British Family Planning Association who jointly made available £450 worth of medical supplies.

Last year Mrs. Compton made a circuit of the Islands seeking local medical support for her efforts.

Two Women Die in Stove Accident

Two European women died in Port Moresby in late April, as a result of extensive burns they received when a kerosene pressure stove they were operating burst



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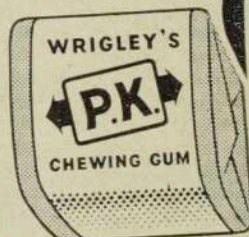
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into flames and showered them with blazing fuel.

They were Mrs. Maureen Chered, aged 25, of Brisbane, and Marguerite Richardson, 35, of Chelsea, Victoria.

The women were employed in a cafe where the accident occurred.

Mrs. Chered died in hospital. Her parents, Mr. and Mrs. P. W. of Stafford, Brisbane, were taken to Port Moresby after being notified of the accident.

Miss Richardson died later.

A native employee at the cafe, taken to hospital with burns to his back and right arm.

NZ Territories Minister Does the Rounds

New Zealand's new Island Territories Minister, Mr. Mathison, accompanied by Mrs. Mathison, private secretary J. Thompson, acting-secretary of Island Territories Department, J. M. McIlroy, and Mr. R. Clayton, public relations officer of the government Publications Department, left Auckland by air for Suva, on April 25.

At Suva the party transferred to the *Tofua* which would call at T. Niue, Pago Pago and Apia, where the party was to take wing and fly to the Tokelau atoll.

Later they will fly to Aitutua where the Cooks to connect with the *Pomare* for Rarotonga.

The Minister and his party will return by TEAL aircraft along the Coral Route, and arrive back in Auckland by RNZAF aircraft on May 21.

This is Mr. Mathison's first official tour of New Zealand's Island Territories and neighbouring Groups.

Scrap Metal Gets "A Setback"

Lack of Japanese overseas currency has caused a setback to the scrap metal industry in Papua New Guinea, according to Mr. F. Pollard, of New Guinea Metals Limited.

He said in Port Moresby that the price of scrap sold to Japan had dropped from £22 a ton to about £15 a ton—and this took into account a recent drop in freight rates from £10 to £4 a ton.

"Any further drop in prices will make things a bit awkward, although scrap doesn't deteriorate over a year or two and we can easily hold it until things look up."

He said his firm had moved at least 70,000 tons of scrap metal from New Guinea since the war and about 10,000 tons from Hollandia, in Dutch New Guinea.

He thought there probably would be another 10,000 tons to be shipped in New Guinea, excluding Rasau.

the Japanese are working number of sunken ships. The Japanese ship *Amazon Maru* late April was loading about tons of scrap at Port Moresby, taking aboard about 3,300 in New Guinea ports. Though a number of Japanese have called at New Guinea for scrap since the war, the *Amazon Maru* is the first to load at Port Moresby.

That Runs Pennies

ship which travels thousands miles around the Pacific each on pennies contributed by day School children, arrived at Moresby on April 2, with an missionaries to work in

is the 400-ton London onary Society vessel, *John ms VI*, which brought 12 an pastors and will take others to Samoa after six-year terms e Territory.

the time she gets back to a she will have travelled over miles on this trip alone.

erend D. E. Ure, secretary-r of the London Missionary y's Papua Committee, said utions from children in Aus- New Zealand and Britain most of the cost of running ip.

ecting money was organised y through Congregational h and Sunday Schools.

ship, which is based on Suva, the society's posts on dozens cific Islands.

Williams VI is in the charge ptain S. E. Gaskin, who has 0 years service with the Union ship Company of New d before he joined her nearly ears ago.

an Apinaipi Will Take Underwater Look

Papuan Apinaipi Petroleum ny is to investigate the lity of oil in the sea bed

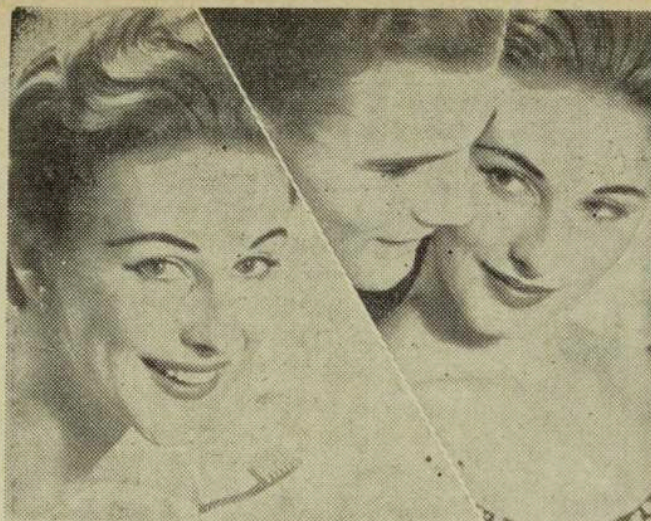
Gulf country north-west of Moresby, where it holds a to search.

two-man geophysical team the Bureau of Mineral ces will carry out an under-gravity survey for the ny.

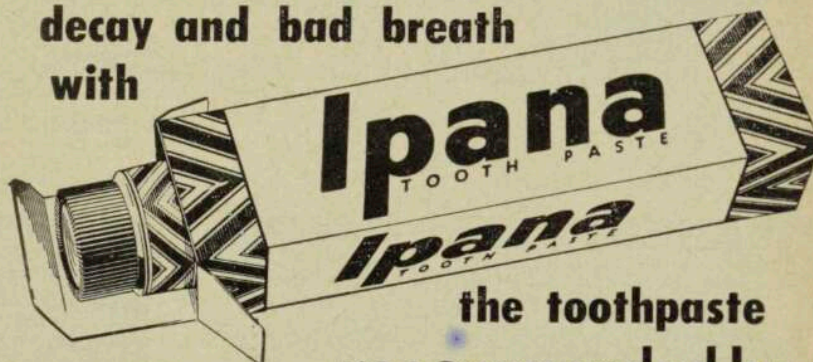
Port Moresby representative uan Apinaipi, Mr. D. Mackee eophysicists will carry out a for ten miles out from the between Galley Reach, about es west of Port Moresby, and a, about 110 miles farther the coast.

men will use a gravity meter g from the company's ship beginning in May.

meter instrument, like a bell, is lowered over the



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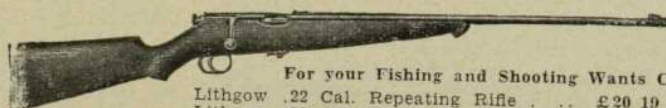
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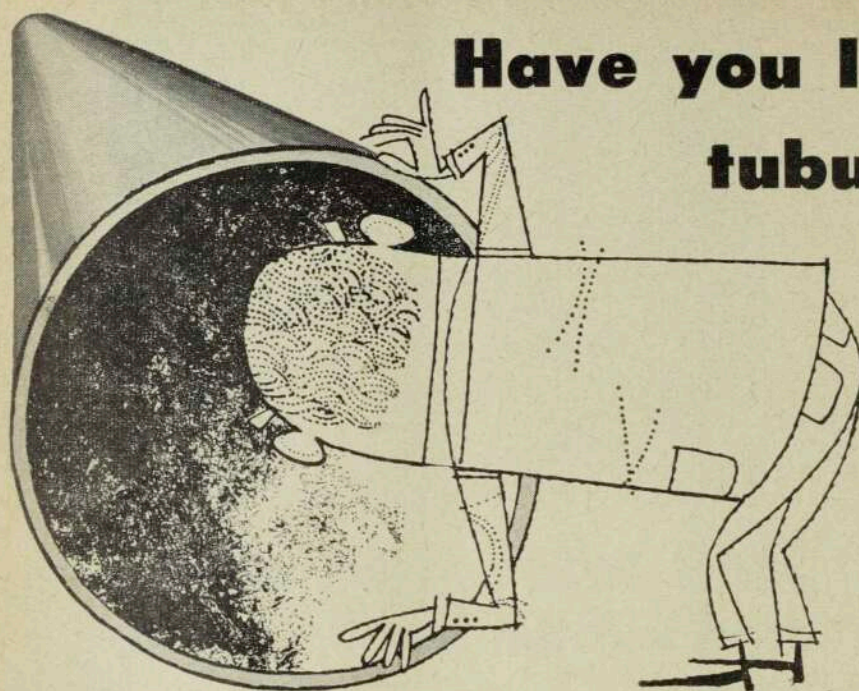


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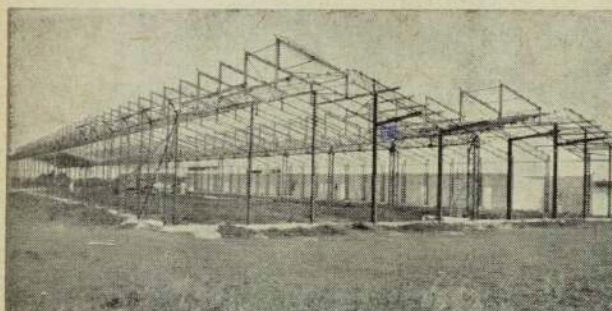
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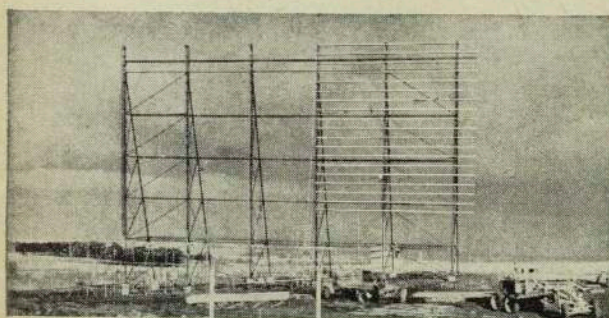
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Two well-known Port Moresby families were united with the marriage, in St. John's in April, of Miss Doreen Crawley, daughter of Mr. and Mrs. D. Crawley, to Mr. W. MacGowan, son of Mrs. B. MacGowan and of the late Mr. W. MacGowan. Father of the bride is with the Royal Papua-New Guinea Constabulary, and the late Mr. MacGowan, at the time of his death was the assistant-director of the Commonwealth Department of P.N.G. The couple will live in Boroko.

—Papuan Prints.

a hoist and it sits on the where it measures the force vity. connected by an electric to a control panel on the ere instruments give readings ing the composition of the (See "Commerce", page 160).

and the Neighbours' Government

ia is becoming notable in the Pacific for its Parliamentary ions. reported here in recent s, the Trustee Territory of n Samoa, under New Zealand e and direction, now has an legislative chamber, com- with Ministers and a formal ment, and it exercises a eal of legislative authority. ril, a party of about a dozen ad women of Eastern Samoa can Territory) passed a Fiji, and they were enter- in Suva. They included rs of the Eastern Samoan and House of Representa- the Speaker of the Senate me officials. Their set-up the American model. The was returning after a short o New Zealand, where they o observe the New Zealand ment in operation. a has had an elected Parlia- and a team of Ministers ating a Government, for years. Fijians, who are just as

capable and as literate as the Polynesians in Samoa and Tonga, are beginning to ask questions about the administrative systems being developed in the neighbouring Territories. No one, it would seem, tries to explain to them that the Fijian administrative system is both efficient and economical, in comparison with others, and that, in actual fact, the Fijian community already has a large measure of self-government.

Putting Technical Know-How to Use

A startling increase in cases of theft and dishonesty committed by

employees of the Samoan Government was disclosed when a large number of Public Works Department employees were charged with theft and forgery in Apia High Court during April.

Several clerks of the electrical branch were charged with forging cash sales dockets for electrical equipment and received prison sentences of from one to two years.

A clerk of the Agricultural Department, Samasoni Apa, charged with forging banana bonus payment sheets on several occasions was convicted and sentenced to three months' imprisonment.

Seven members of the staff of the Public Works Department were convicted of manipulating electrical meters and stealing electrical current. They were each fined £5 or £10.

W. Samoa's Legislators Struggle with Finances

The April session of the Western Samoan Legislative Assembly was meeting heavy weather.

The estimates of revenue and expenditure were being debated at considerable length—Education and Health votes taking eight days—with Samoan members voicing grievances and complaints, particularly, about the running of the Works Dept.

It was doubtful whether the Assembly would terminate its present session in time for the visit of the New Zealand Minister of Island Territories, who was expected to arrive by the *Tofua* on May 1.

Tanna Islanders Waiting For Their Ship to Come In

The Cargo Cult still existed on one island of the New Hebrides, Mr. J. S. Rennie, British Resident Commissioner of the New Hebrides, said in Port Moresby in late April.

He said the cult was on Tanna Island, it was not violent or anti-

Singapore Takes 'Bob' Howlett From Fiji

The new Government of Singapore has taken the well-known R. A. Howlett from the Fiji Visitors' Bureau, which he has built into a tower of Tourism strength in the South Pacific, and made him Director of Tourism in Singapore. It is substantial promotion for the ebullient "Bob", but it represents a sad loss for Fiji.

Mr. Howlett, in 1937, migrated from New Zealand to the staff of Morris Hedstrom Ltd. in Fiji; went on active service in 1940 and afterwards did a special Army job; joined the Fiji Public Relations staff in 1947; and soon afterwards he took charge of the Fiji Visitors' Bureau, into which, ever since, he has breathed fire, liveliness and initiative.

As part of his job, "Bob" Howlett has taken a keen interest in most public affairs, and is one of the best known men in Fiji. While his departure in May will be regretted, he will carry with him the good wishes of Fiji's mixed communities. His place will be hard to fill.

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This group of Rotuman lads passed through Sydney recently—stopped off at the Polynesian Association long enough to supply bright Polynesian music. Leader is George Tifere Flint.

—Tele-Photos.

ean but was suspicious of the
ment. It had been going
about 1941, off and on.
e government has taken the
e that there is no point in
repression or the exiling of
ders, as long as its adherents
within the law," he said.
le had not gone past the
of waiting for a ship to come
h cargo for them.
hope that as more native
ment councils are set up,
nts of the cult will be won
he said. Mr. Rennie was
through Moresby. On April
paid a one-day visit to
stle, NSW, to complete
ements for building a new
Residency at Vila—a job
verdue.

Philp Heads

NG

the death of Mr. E. J.
(see elsewhere in this issue),
C. Goodsell, a well known
ecutive, has taken charge of
Philp (New Guinea) Limited,
ing General Manager.
company's principal branch
ers in Papua and New
now are:

T MORESBY—Mr. W. B.

ARAI—Mr. V. C. Gabriel.

—Mr. J. A. Baker.

AUL—Mr. G. A. Clarke.

ANG—Mr. A. Pym.

receives

can Oranges

rt restrictions imposed in
ealand have had some queer
ssions.

NZ, hungry for citrus fruit,
bought a cargo of oranges from
Jamaica. When it arrived, the
financial closure had been applied.
The shipment was then diverted
to—of all places—Fiji.

Fiji grows very good oranges of
its own—in season and when it feels
inclined. Large quantities of local
oranges and mandarins were flood-
ing the Suva markets, and selling
at from 1d to 2d each, when the
Jamaican oranges arrived, and were
offered at about 8d or 9d each.
There were buyers—but it was not
exactly an active market.

RAI Again in Business as RAI

Completely overhauled, and look-
ing a somewhat different aircraft
to that which arrived at TEAL's
Auckland workshops on January 8,
RAI's Catalina F-OAYD was ready
to return to French Polynesia early
May.

It will resume the local air ser-
vice which had been interrupted
following the crash at Raiatea of
the company's only other aircraft.

It had been the intention to re-
name the company Messageries
Aerien Interinsulaire (it was pre-
viously Regie Aerien Interinsulaire)
when the assets were taken over
from the French Polynesia Govern-
ment by the French airline TAI, in
which Messageries Maritimes ship-
ping line has an interest. But now
the company has been renamed
Reseau Aerienne Interinsulaire, thus
retaining the initial letters, a
change in which might have caused
confusion.

Captain Alexander Frame of New
Zealand, who brought the aircraft

south to Auckland, and who has
been with the company since March
1953, resumed command following
furlough.

His co-pilot was Mr. P. Duval
who came out from France in the
other Catalina, F-OAVY, in Sep-
tember 1954.

When that aircraft was lost with
her crew at Raiatea he was in
France on leave and was recalled.

The work in Auckland has been
overlooked by Mr. A. Berge of
Noumea on behalf of the French
insurance underwriting organisa-
tion, Bureau Veritas. As liaison of-
ficer between the French engineers
and TEAL's engineers Mr. Arthur
"Johnny" Walker of the well-known
Walker family of Tahiti has been
constantly at hand. Mr. Walker, who
is an aviation inspector with TEAL,
went to New Zealand in 1932.

The Catalina was originally an
amphibian, but was partly con-
verted to a pure flying-boat when
purchased in New Orleans. The
main wheels had been removed and
the apertures into which they re-
tract had been boxed in, but the
nose wheel aperture remained.

However, on the delivery flight to
Tahiti it was found that a very
poor job of conversion had been
done. The wheel enclosures leaked
and when the aircraft took off she
invariably had a load of water in
these compartments. It would
gradually drain out during flight.
The aircraft was never used for
passenger work following arrival at
Papeete and has been lying there
idle for a considerable period.

These wheel apertures have now
been properly closed and the spaces
converted to baggage and battery
compartments. Bad leaks in the
fuel tank seams were also repaired.

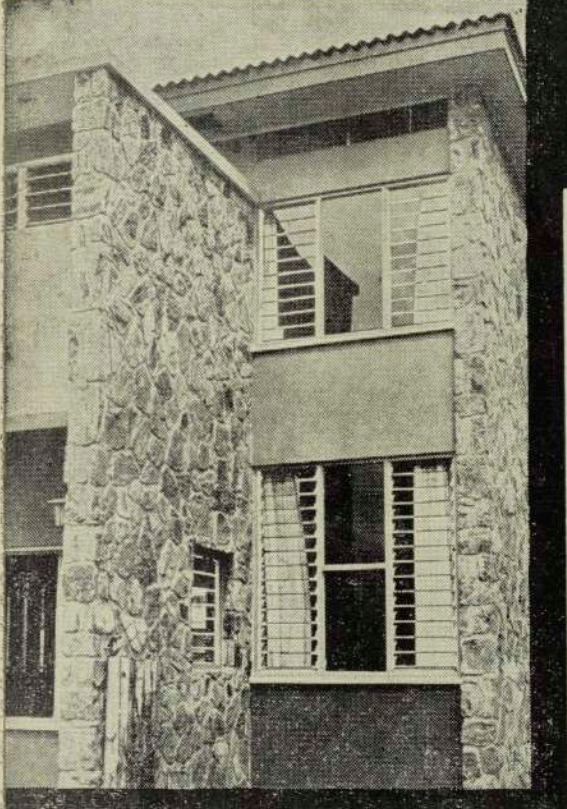
The seating has been altered
somewhat. Originally with 21 pas-
senger seats, some placed sideways,



The men who operate French Polynesia's
airline (left to right): Mr. J. L. Launay, RAI's
chief engineer; flight engineer P. Beurrier;
chief pilot, Captain Alex Frame; and pilot P.
Duval. This photo was taken at Auckland
before the company's Catalina left for Papeete
after overhaul.

—J. P. Shortall.

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number was reduced to 19 forward. The aircraft's nose went surgery and the very streamlined old Catalina snout totally rebuilt, giving the plane over five knots of airspeed and greatly improved visibility on the water in the matter of spray deflection from the pilots windows.

The badge of the new RAI as painted on the hull, is identical to that of TAI—a white griffin with its forepaw on a globe, on an oval medallion—except that the letters below are RAI instead of TAI.

There have been rumours that the Dutch had been negotiating with Sir John Taylor for the purchase or lease of his Bermuda flying-boat, the *Bird III* which has been making air cruises from Sydney to the islands over the past several years.

The Catalina was to return to Australia from Auckland via Lau-Lau Bay, Fiji.

h, Australians Are g More of Each Other

A scheme to expand co-operation between P-NG and Netherlands New Guinea is going ahead.

The Dutch in May have invited a G tennis team to a week-end match in Hollandia (see Review), and in April the District Commissioner, Mr. Cole, invited the District Commissioner for Hollandia, Dr. F. Eibrink Jansen, for a visit to Wewak.

Jansen, with his wife, turned up in the *MV Oranje*, official vessel of the Netherlands Governor, and

gave a reception on board in return for a Wewak cocktail party arranged by Mr. Cole.

The Netherlands' visitors, during their three-day stay, also took a look at Maprik and Dagua.

In other ways, too, co-operation between the two territories is being extended.

The Dutch were the first to experiment in New Guinea with residual spraying of dwellings as a means of combatting malaria, and they passed on the information they gained to the Australians. Now a big spraying campaign is planned for P-NG.

The Dutch made a study of Australian anti-poliomyelitis vaccination methods in New Guinea. Australian eye specialists have visited Dutch New Guinea to give their services. The Australian Territory's Department of Health has arranged for an X-ray technician to service the Dutch machines.

The health services on both sides of the border keep each other advised about epidemics or the treatment of tropical diseases, such as yaws, or other conditions.

"In fact, we practice mutual help," said Dr. Roy Scragg, acting-Director of Health in the Australian Territory.

The Department of Agriculture of P-NG has supplied the Dutch with plants and seeds of various sorts, and teams of experts have taken their "know-how" across the border.

Recently, an Australian veterinary surgeon visited Dutch New Guinea to assist them with their problems, and other Australians have gone across to help the coconut industry.

Dutch agriculture men have visited the Australian territory fairly frequently to take advantage

Just Doing What Comes Naturally

Investigations into eruptions at Bam Island, one of the volcanic islands off the northern mainland of New Guinea which occasionally burst into activity, seem to bear out what the natives have been saying for some time—that it's normal for Bam to erupt about the time of the change of seasons.

The volcano last exploded in March, but its last big eruption was in 1954, when the island's 400 natives were evacuated.

According to the experts, a seasonal pattern of activity lies in a "luni-solar tidal effect". The passage of the sun across the equatorial zone apparently sets up stresses in these latitudes which produce an eruptive response on Bam.

of the Australians' experience in solving the many problems found in growing crops.

In police work, aviation, forestry, public works, geology and the big field of native affairs, the two territories have found that they have many problems in common and they have attempted to ease the way with exchanges of visits.

With the appointment of liaison officers soon and a special attaché in Canberra, it is expected that the flow of information both ways across the border will widen even more.

"Of Course the White Man is Wanted"

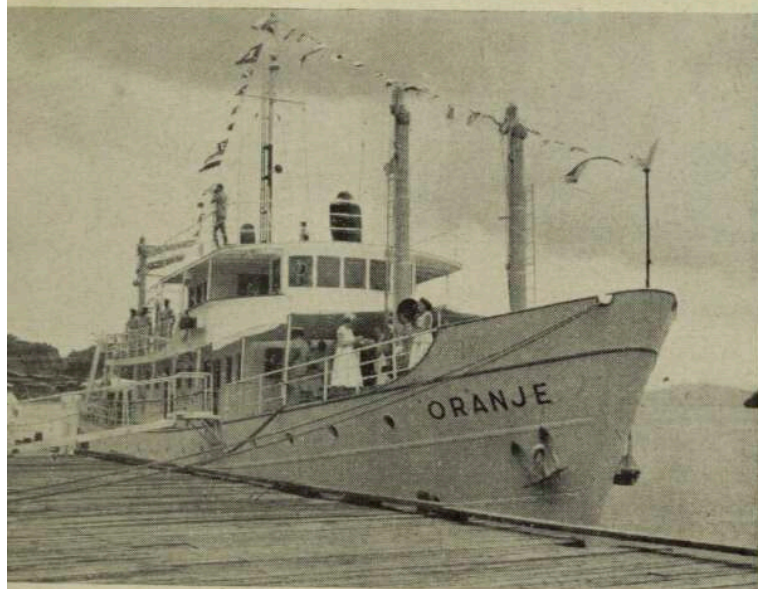
The P-NG Administrator, Brigadier D. M. Cleland, in April, made an attempt to mollify Territorians who were indignant at some of the remarks that have been passed about them in the last few months, by Mr. John Kerr, QC, and others (*PIM*, February, March).

Brigadier Cleland assured the Port Moresby Chamber of Commerce that Europeans were wanted in the Territory and always would be, and that it would be a great number of years before a decision was reached on the future status of the Territory.

The Administrator spoke by invitation to the Chamber, after it had expressed its uneasiness over the future of the European and of capital investment in the Territory.

Referring to the uneasiness, Brigadier Cleland said some statements had been made in the Territory that Europeans were not wanted. He added:

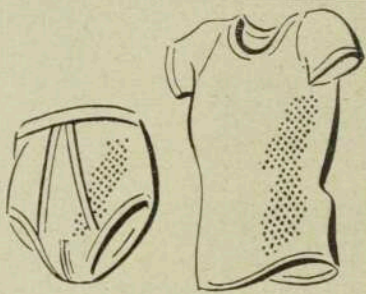
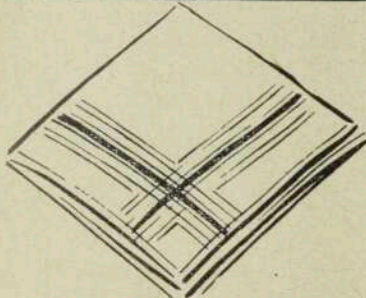
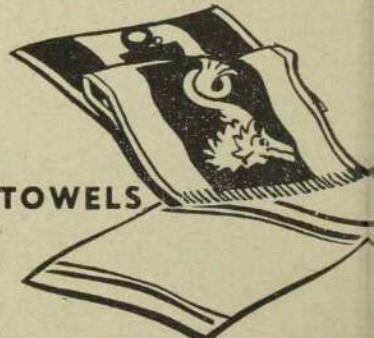
"I deplore such irresponsible and ill-considered statements.



In Hollandia, "*MV Oranje*", patrol vessel for the Netherlands New Guinea Governor, prepares for its official visit to Wewak (see story).

—W. E. Tauser.

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 COLOURFAST HANDKERCHIEFS	NILE	 TOWELS and TEA TOWEL!
NILE	 SHEETS and PILLOW CASES	NILE

128

MAY, 1958 — PACIFIC ISLANDS MONTH

they do no good to morale and are far from the truth, which at Europeans and private enterprise are here, they are wanted they will remain as a bulwark the development of the Territory.

It was not his purpose to discuss the question what the ultimate solution of the Territory's future might be, whether it was a Federated Territory of Melanesia, or a State of Australia, or a Dominion. The sane, practical viewpoint is that it will be a great number of years before the time of decision is reached as to what the future will be," Brigadier Cleland

those of us who know the Territory and those of us who do not, just how backward the great majority of its people are, appreciate the tremendous and long-term task which lies ahead of us. The people as a whole are not even to begin thinking of the future and the political of their own future.

It is not for us, or in fact any stage to formulate a and fast political objective. It is not for us or anyone to say what the future of the Territory will be. It is not for us to impose upon him something he does not want.

It is, however, for us to bring the Territory to a state of political awareness at which he, and he alone, determine his own future.

One day when the indigene can be a cohesive society with a large amount of unanimity and national awareness is indeed a very long way off—certainly not in our lifetime."

Brigadier Cleland said there was



BROOCHES FROM MAUKE. Mr. Julian Brooches, long-time resident of Mauke Island, sea-shell collector of international reputation and local manager for A. B. Donald and Co. commenced the export of coral and other dress jewellery made from the island in March. Mr. Dashwood is a company under the name of Coral (South Pacific) Co. and signed over retail agency for New Zealand, Australia and the United Kingdom, to an Auckland firm. Mr. Dashwood told a PIM representative that it was just a sideline, handled by members of his family, but gave of becoming something big, judging interest shown in the samples he brought south for display.

—J. P. Shortall.

THE GREAT FIRE OF MORESBY

Like London, Port Moresby also has a Monument to its Great Fire—but Moresby's is no useless plinth. It is a fire-proof rest-room for the women toilers in the Crown Law Office—and other departments at Konedobu.

The fire-proof rest-rooms occur in the basement portion of the new Crown Law Office along side the strong room which will accommodate records with the safety they did not have when the old Crown Law Office was mysteriously gutted by fire at the end of last year.

The new Crown Law Office was completed in April, in 14 weeks, at a cost of £30,000.

On the same November night that the Crown Law Office burnt down, the Supreme Court building was also damaged by fire. Police investigated the possibility of arson but the how and the why of the fires were never revealed.

But even more mysterious than the fires themselves were the number of files that are alleged to have perished therein.

Ask any public servant, in any department in that great sprawling mass of fibro buildings that constitute Konedobu, the seat of Administration, for any information on any given subject, and it is a guinea to a gooseberry that he will answer:

"I'm sorry I can't give you that. We did have it, but you see our files were all destroyed in The Fire."

evidence of a small minority of Europeans showing racial discrimination against natives.

The indigene was a man of character and dignity and in some cases of better calibre than those few in the community who would disparage him.

He said the settler in the Territory today had security, was getting a fair return when his crop or plantation was in full economic production and he had his customary rights. The development of the Territory by private enterprise would not have reached its present level if any of these ingredients to success were absent.

A progressive policy of land settlement would continue—that was encouragement of the European in all realms of private enterprise.

New Use for Ocean Deep

Much, but not all of the sounding and sampling of the world's oceans which is currently taking place, is associated with the IGY.

In addition a knowledge of surface and deep ocean currents is urgently necessary to meet the need to dispose of the very increased quantities of radio active waste from scientific and commercial atomic reactors in various parts of the world.

Some of these waste products will be dangerous for 50 years or more; others for shorter periods. They must be dumped in safe containers in ocean deeps where they are not likely to be swept into the shallows, there to pollute edible fish or cause other dangers.

The RAN vessels *Quickmatch* and *Queenborough* were working on this study, together with other oceanographic research, in the Tasman Sea, and the RNZ Fleet Auxiliary

Tui was working the Fiji-Tonga-Somalia area in March-April.

Scientists in the latter vessel were particularly interested in gaining knowledge of the Counter Equatorial Current's breadth and depth in this area. US and Japanese research vessels were working the North Pacific.

When *Tui* makes her next cruise in September an effort will be made to spot still greater depths in the Tonga trench, which extends down the east side of the Tonga Group towards NZ, than those discovered by *Witjaz* a few months ago.

NI News for Philatelists

Norfolk Island will have a special issue of stamps in 7d and 8d denominations, available from July 1, says an official handout.

The stamps, however, will only be overprints of the current 7d and 8d issues and there does not seem to be any particular reason why the issue is being made.

If the 7d and 8d stamps were being overprinted with the higher values it would be more in line with recent practice. It seems too much to hope that postage is to be reduced by 1d.

Stamps collectors who wish to be in at the birth of these overprints can contact the Postmaster Norfolk Island who will handle orders. (Mint stamps will be available from the Philatelic Sections of the GPO's in Australian Capital cities.)

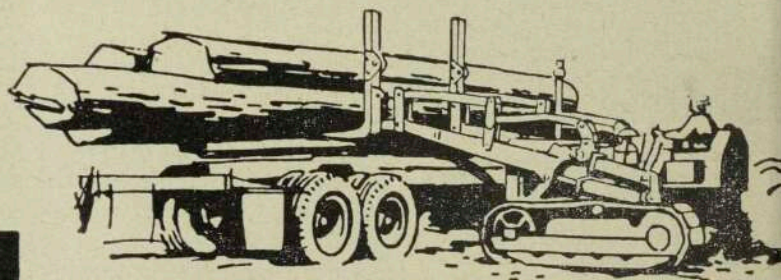
No Chance of a PIR Division

It was out of the question at the moment to consider increasing the Pacific Islands Regiment to

LOGS TO LUMBER AT MINIMUM COST!



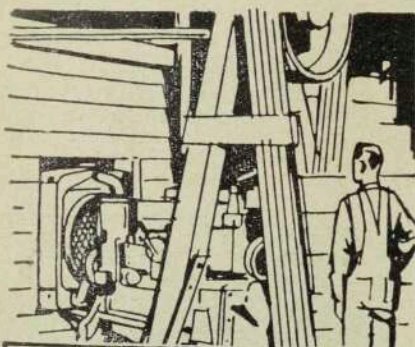
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a strength, the Administrator of Papua-New Guinea, Brigadier Cleland, told the Port Chamber of Commerce in

ad been asked if any thought en given to this.

adier Cleland said it was a of policy for the Army ties "and would naturally be sed with the Administration implementation, as it could ar-reaching effects".

aid the first step which could



ONEY AT THE POLYNESIAN ASSO-
At top, Mrs. Isaline Gosnell, a
uva resident, with her daughter
and Josaia Rayawa, of Rewa, Fiji.
Miss Maria Whippy, member of a
ily (now on a holiday in the UK),
Wiki Byron, of Rarotonga. Below are
Mrs. Edward Wong. Mrs. Wong was
Miss Honson, of Suva.

—Tele-Photos.

be considered was the formation of a brigade group. Only when that was established and proved could further increments be considered.

In New Guinea to Study Mosquitoes

Dr. Elizabeth Marks, research officer for the National Mosquito Control Committee of the Queensland University is spending two or three months in Papua-New Guinea, identifying the many types of mosquito and their larvae found. She hopes to spend about a fortnight in Dutch New Guinea.

Dr. Marks said that already about 200 types of mosquitoes were known to exist in the Territory.

Her work includes studies of the mosquitoes' life histories, their habitats and their relation to the surrounding area.

Although it is not the main feature of her work, Dr. Marks hopes that her research will help in identifying the larvae which produces certain types of mosquito. This knowledge would be useful for control purposes.

She is not working specially on malarial mosquitoes as they are already well known.

Dr. Marks has a travel grant from the Bishop Museum, Hawaii, to carry out her studies.

Holidays on Thursdays

New Caledonians during the month of May are to have three holidays falling on Thursdays.

New Caledonian school children, however, are not enthusiastic. The holidays falling on Thursday do not mean a thing to them as Thursday is a school holiday, anyway. Under the French system, children go to school on Saturday and have Thursday free. It is a system that many parents in New Caledonia would like changed. When going camping or holidaying over the weekend it is a case of leaving the kids home or waiting till school is out on Saturday afternoon.

Local Government Comes to Honiara

Honiara, BSIP, has got local government, ahead of more advanced Papua-New Guinea—with the vexing question as to how it is to be financed shelved for the time being while the Secretary of State for the Colonies considers it.

The Honiara Town Council consists of 17 members, European, Chinese and natives. All members were appointed by the government.

Initially the council will perform

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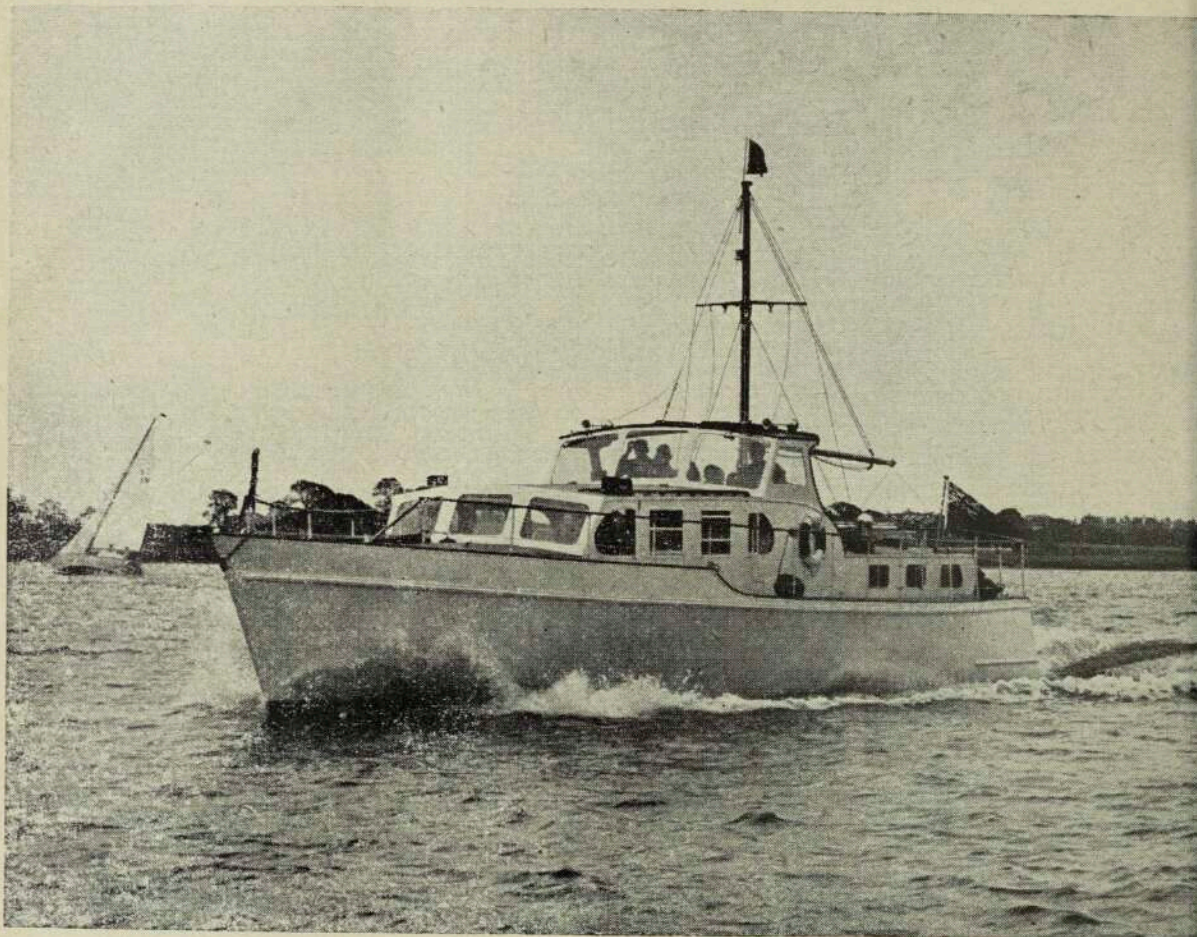
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132

MAY, 1958 — PACIFIC ISLANDS MONTHLY

APR

Following tasks:—(1) General cleanliness of streets, playgrounds and other public places; (2) Main sanitary services; (3) Maintain bridges; (4) Control of the local traffic; (5) Control the design of buildings and the standards of materials so used; (6) Make recommendations on Town Planning. Laws which may be created by the Council require the Chief Officer's approval. Various sub-committees have been formed and their progress or otherwise will be watched with interest. Particularly the committee to find a solution to the native housing problem.

Up to TAI at Santo

DC3 plane on the TAI between New Caledonia and the Fijian isles swerved from the air-n landing at Santo, NH, on 22 and badly damaged a

of the people on board was but the service was delayed for some time until a landing could be brought from the air on the April *Polynesie*. Special permission of Admiral de Lautrec, commanding Naval Forces in the Pacific, for special flights were made by the casters of the French Fleet arm stationed in Noumea. The planes took engineers and aviation authorities to enquire of the accident.

Convenience was caused to passengers wishing to travel to the Fijian isles including passengers through from Australia by

NC May Have Its Own Phosphate

Phosphate deposit has been found on the Ile de Tiga, a speck in the Loyalty Islands. Detailed tests are now being carried out to find the extent and quality of the deposit.

"M's" Noumea correspondent says the new deposits could be extremely useful to New Caledonia's agricultural production. At present all fertilizers are imported.

g Blase Bombs

It was assumed to be a hydro-bomb—although in official reports it was called a "nuclear device"—was used by British scientists near the Island on April 29. It was the fifth bomb exploded in this area in the past three years and again it is claimed

that it was "clean". The only thing missing from Device No. 5 was the publicity, protests and fuss that attended No. 1 of just a year ago.

In the councils of the mighty, bombs have become a political weapon; amongst the general public they are old stuff.

Tenders For Nadi Airport

Tenders for the reconstruction work at Nadi Airport, Fiji, closed in April with the NZ Ministry of Works.

The work, which will cost around £3 million, calls for the lengthening and strengthening of the two exist-

ing runways at Nadi in preparation for the jet aircraft which will be using the airport from 1959.

Existing runways are 7,000 ft long. They will have to be 10,000 ft long.

It is understood that Australian, American and New Zealand contracting interests have tendered for the job.

It was planned that the modifications should be made during the coming dry season—and if that is so, considerable haste is going to be needed in letting the contract.

During certain stages of the reconstruction, it will probably be necessary to close the airport altogether to Super Constellation and Stratocruiser aircraft. (Over)

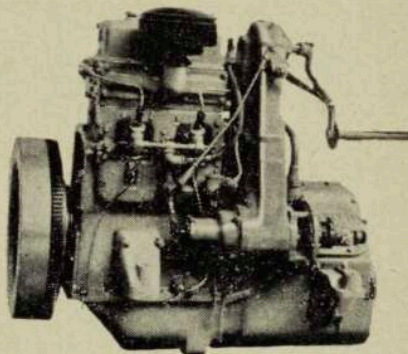
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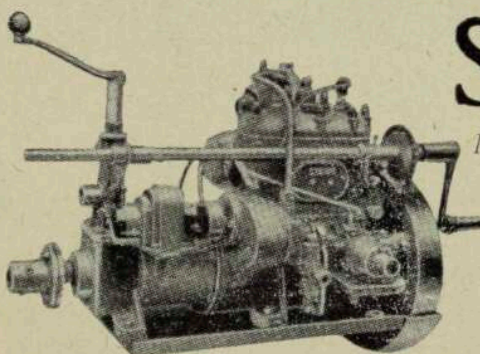
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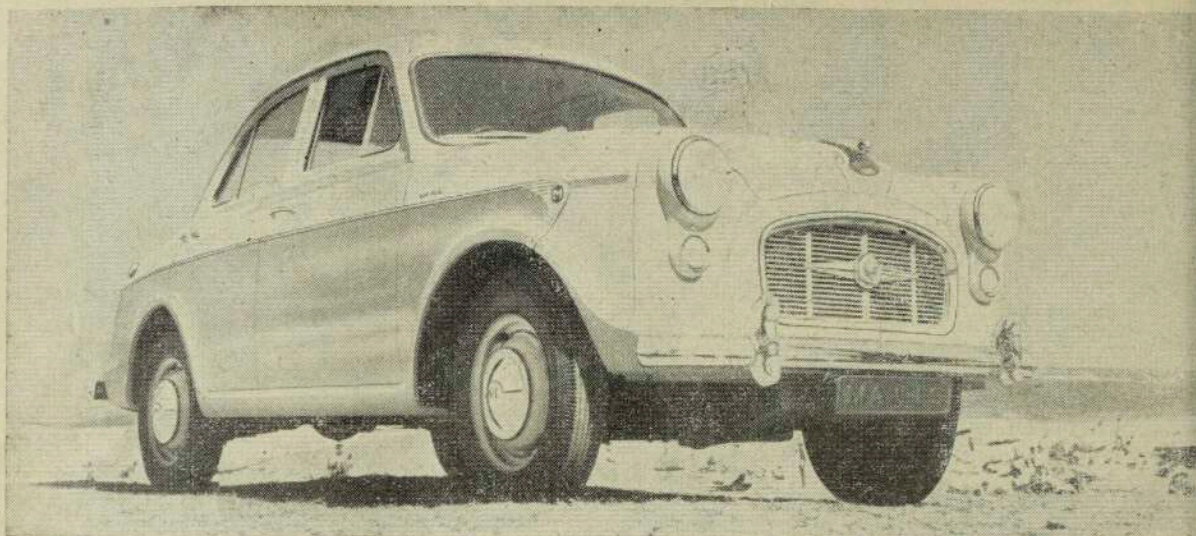
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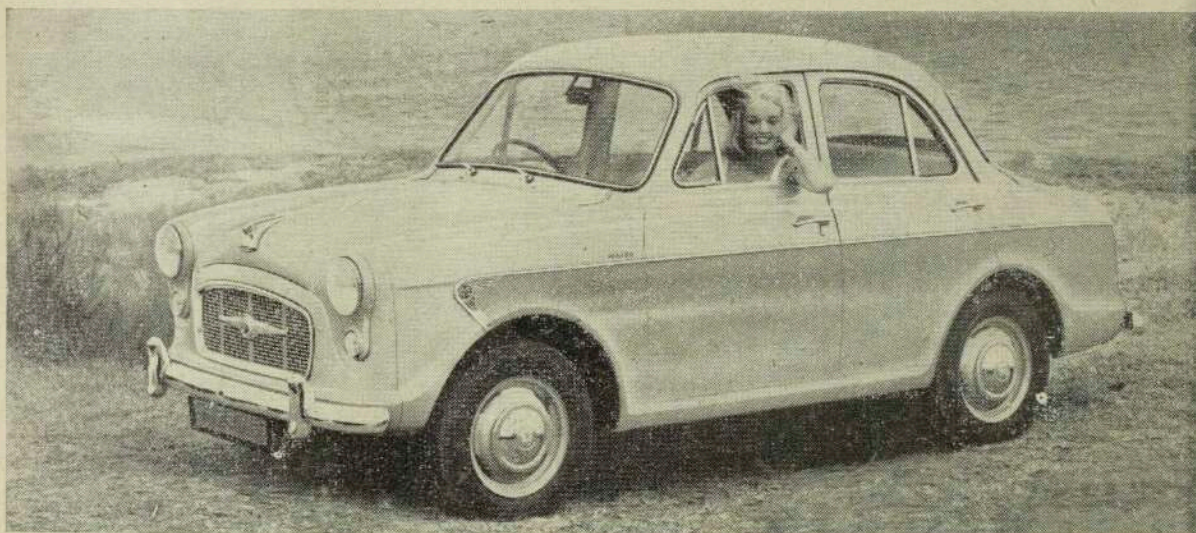
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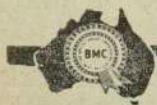
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Apia Sends More Bananas to NZ

There was a distinct and very some revival of the banana export industry of Western Samoa during the first four months of 1958. The April *Matua* loaded a record shipment of 28,457 cases bringing total shipments this year to 89 cases. The Department of Agriculture estimates production for export in at 625,000 cases. Additional shipping space will be available end of the current year, and the Union Line's new islands

ship *Tarawera* enters the islands service.

Meanwhile a specially chartered steamer, the *Argentinian Reefer* which last year carried a shipment of Ecuador bananas to New Zealand, is to call at Apia, on May 9, to lift an extra shipment of 20,000 cases of bananas for the New Zealand market.

The offering of fruit from Samoan growers at present far exceeds the available shipping space and the Department of Agriculture has warned producers to control their output and confine packing to only the best quality bananas.

Solomons Visit by New Hebridians

A party of eight New Hebridians arrived at Honiara, BSIP aboard the MV *Tulagi* on March 30. Accompanied by an English and a French District Agent they made an extensive sixteen day tour of all main islands aboard the BSIP Government vessel *Kovale*.

The main objective behind the visit was for an exchange of ideas and for the New Hebridians to see the working of the native courts and councils.

Five-Year Development Plan for NNG

In September and October this year, Australian and Dutch officials will meet in conference in Australia to exchange data on developments in their respective New Guinea territories.

In the meantime it has been announced from The Hague that with the arrival of the new Governor to Netherlands New Guinea, about mid-June, the Dutch will embark on a five-year development plan for NNG.



More than 120 people attended a ceremony at the Lutheran Church, at Lae, on April 12 for the marriage of Miss Jill Jensen to Mr. James Lewis. Mr. Lewis is with the Department of Civil Aviation.

The plan provides for intensive economic and geological exploration, especially in some better-known areas of the Vogelkop, in western New Guinea.

In close co-operation with the Bureau of Mining in Hollandia a special Governmental Institute will be established for this purpose. At Delft's Aerial Mapping Institute thousands of photographs are now being studied to further exploration work.

This year a geological expedition to the northern part of the Vogelkop will continue earlier explorations, which indicated that lead, nickel and zinc ores, are present. Foreign companies have already done some exploration work to the same end and are still showing interest.

Part of the five-year plan will

P-NG Weddings



Weddings in Port Moresby in April were (top) Mr. V. Sharland and Miss L. Easy, and (bottom) Mr. W. Timlock and Miss J. Both ceremonies were performed at the Barracks.

—Papuan Prints.

A happy group at right was photographed at a ceremony in the Methodist Church. They are Mr. David Norton, who is standing behind his bride, the former Miss Willis, with Rev. W. Luffon, bridesmaid Miss Bryant and best man, Mr. Mervyn

—C. H. Meen.



be to take steps to bring all Papuans under direct administration. About half of the population is now in regular contact with the Dutch, but another 350,000 people still live a stone-age existence.

The almost complete lack of transport facilities will be one of the most serious problems to overcome.

If the results of the investigations are satisfactory, the Government plans to consult private enterprise about further development. This may mean that the economic basis of Netherlands New Guinea can be broadened, with all its advantages for a progressive development of land and people.

"Witjaz" Calls at Moresby On Another Cruise

The Russian oceanographic survey ship, *Witjaz*, berthed at Port Moresby, on May 1, with two important discoveries — a specimen of a rare fish, and the knowledge of an ocean current previously unknown.

The *Witjaz*, which is the first Russian ship seen in Port Moresby since World War II, is surveying areas of the Pacific Ocean as part of the International Geophysical Year. She has made two previous surveys.

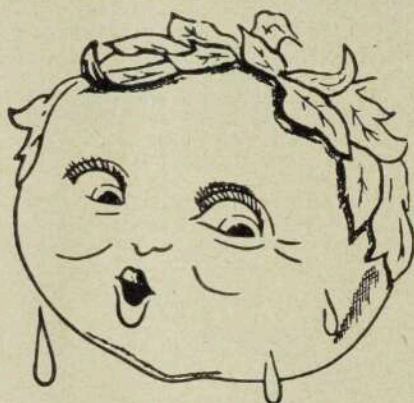
Aboard the 5,600 ton *Witjaz*,

chief of the expedition, Veniamin Petelin, said her scientists had brought up, dead, from 100 feet a thin black fish.

The fish known, in Latin as *Stilophorus*, was caught in a net and according to Dr. Petelin only the second known specimen in the world. It was first caught in the Atlantic, in 1790, and one is now in the British Museum. This specimen, caught near Mariana trench north of New Guinea, was described by Dr. Petelin as having protruding "like headlights on a car".

In halting English and with an apologetic smile for the lack of fluency, Dr. Peterlin explained that the expedition discovered a trade current which was previously unknown to the world. The ship is studying warm currents in the Pacific area because of their importance in fishing and climate.

Dr. Peterlin said that on an expedition in August last year



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A Spot to Keep Away From

When the Russian survey ship, "*Witjaz*" visited Port Moresby, a hopeful reporter asked the master, Captain N. Sergev, if he knew of any Russian submarines operating around P-NG waters. No, said Captain Sergev, most unexpectedly, he did NOT know of any Russian submarines operating around P-NG waters.

The question was a reference to a report a week earlier that two submarines had been sighted off Lou Island, in Andrew's Strait, south of Manus.

But if there were any submarines in this particular area they were probably having a time of it. For this is where several undersea volcanoes have been active in the last 10 years, spewing up whole islands among other things.

trace of the current had been found, but this year in a different season, the current was found travelling from east to west at a speed of ten centimetres a second.

The doctor said the current stretched from the equator to 10 and a half degrees north. He did not yet know the effect of the current but the survey ship would be returning for a closer survey when it left Port Moresby.

Dr. Petelin said when the ship returned to Vladivostok a report would be made and distributed to participating IGY countries.

Among other work carried out by the research team on the *Witjaz* during the five weeks at Port Moresby after leaving Vladivostok,



and Mrs. John Ardley, photographed after marriage at All Soul's Church, Lae, on 2. She was formerly Miss Kitty Dyer, came from Auckland, N.Z.

—W. Maidens.

exploration of the ocean at depth with the use of sound-receivers and a British built echo sounder.

The expedition concentrated on the area north of New Guinea, including the Mariana trench.

On an earlier cruise the trench was fished at over 32,880 feet. This time the expedition plans to obtain a map of the trench through the use of sounding equipment before returning home on July 4.

More expeditions will sail from Vladivostok during the IGY. The next trip of the *Witjaz* is scheduled for next August, when the ship will study the ocean bed from the northern Japanese Islands to the coast of the American continent. The ship would start from 35 degrees north of the Aleutian Islands.

The ship was thrown open to the public during her six day stay at Moresby.

May Advance Natives Out of a Job

It was likely that in about 10 years time there would be more employed natives leaving school in New Guinea than there were before them, the Assistant Administrator, Dr. John Gunther, said yesterday.

Dr. Gunther said he thought such people would employ themselves in private industry and be better far because of their education.

Dr. Gunther had been asked at a conference if jobs would be available for all natives who are going to school.

Dr. Gunther said the Government would employ a number of them and would employ some of its illiterate employees with literate. He thought the private industry would absorb more. He believed the natives would continue to base their lives on the land.

Dr. Gunther doesn't envisage a big secondary or tertiary industry in the territory at this stage," Mr. Gunther said.

Fish Are Biting Off Santo

Reports from South Pacific Fisheries Co.'s tuna-fishing base at Pallikulo, south-west coast of Espiritu Santo, New Hebrides, indicate a high percentage of albacore—most valuable variety of tuna—in the catches of the Japanese boats supplying the station.

Built last year, the base is now in full operation. It can handle 32 tons of fish per day, has smoke-curing and brine plants, can store up to 500 tons of fish at present, with a further 200 tons in the offing, and can manufacture 20 tons of ice in 2-cwt blocks per day for

the use of the fishing vessels.

Only frozen and cured fish are being exported so far, but a cannery may come later.

At the time that the company was being formed it was stated that a catch of 3,000 tons per year would be necessary to make the venture worthwhile. Heaviest catches were anticipated during the cooler months.

Cocoa Delegates Learn a Lot

The 23 delegates to the New Guinea cocoa conference, held in Rabaul in mid-April, did not pass any resolutions and did not even

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on many points, but they acknowledged that they had learned (See p. 16 for Manufacturers')

legates included Australian manufacturers' representatives, and P-NG Agricultural Department experts.

gest bone of contention was the question of cocoa quality—there were almost as many opinions as delegates.

it is on this point that the Cocoa Industries Ordinance is largely concerned; legislation expected to be brought down at the June session of P-NG Legislative Council.

t delegates did agree, however, that freight rates on cocoa in the Territory and Australia were far too high. It was agreed that cocoa could be shipped to West Africa to Sydney or to Japan at less than the London-Sydney rate. And freight to the UK was only slightly

re were no representatives of shipping companies at the conference.

ter representatives wanted to know from manufacturers why African cocoa always brought a higher price than New Guinea cocoa—up to £A50 per ton. They quoted reports and from overseas manufacturers that New Guinea cocoa was up to WA standard.

P. D. Lloyd, representing manufacturers, said that the New Guinea quality was the average quality of West Africa. West African varied little, New Guinea cocoa varied a lot from plantation to plantation. He said to name NG plantations there was as much as 19 per cent difference in their cocoa.

re were no takers. Report on the conference is to be prepared by Mr. F. Henderson. Submission to delegates it will be made to the public.

legates to the conference were:

T. Gunther, Assistant Administrator, Territory.

C. Henderson, Chief of the Territory Department of Plant Industry.

A. Bridgland, Agricultural officer in charge at the Lowlands Agricultural Experiment Station, Keravat.

V. Reitano, New Britain Assistant District Officer (Native Affairs).

Walaka, Semi Tokwakua and Napitalai, Tolai Cocoa Project.

M. Wilton, president of Rabaul Chamber of Commerce.

A. Hopper, Chamber of Commerce.

Allen (Nelson and Robertson), Chamber of Commerce.

Green (Territory Director, Robert Gillespie New Guinea) Ltd., Chamber of Commerce.

Corbett (Colyer Watson (New Guinea) Chamber of Commerce.

P. D. Lloyd (Cadbury Fry Pascall Pty. leader of manufacturers' delegation.

R. Rudder (Nestle Food Specialties Ltd.), manufacturers.

G. Hoadley (Hoadleys Chocolates Pty. manufacturers.

H. White (H. Small and Company Ltd.), manufacturers.



FASHION IN BANKS. Some of the most attractive buildings in Papua-New Guinea are those of the various banking companies. These two—obviously from the drawing board of the same architect—are Commonwealth Bank premises. The one below is in Madang, and the one at top, which was nearing completion when the photograph was taken, is in Lae. This one was officially opened by the Morobe District Commissioner, Mr. H. Niall, on April 28. Modern new buildings for the Bank of NSW and the ANZ Bank are also nearing completion in Lae.

Mr. E. F. Robertson (MacRobertson Pty. Ltd.), manufacturers.

Mr. J. H. Jacobsen, Morobe District Planters' and Farmers' Association.

Mr. D. Barrett, president of Planters' Association of New Guinea.

Mr. Theo Thomas, planter.

Mr. W. Washington, planter.

Mr. F. McKillop, planter.

Mr. E. Stanfield, planter.

Mr. J. Middleton, planter.

Inside Information Tells Another Story

The common belief that native people living in their own environment had perfect teeth is not borne out by examination, says Mr. J. Francon Williams, assistant director of the Division of Dental Hygiene of the New Zealand Department of Health.

Mr. Williams is spending three months in Papua-New Guinea to advise the Administration on the setting up of a dental service.

He has just returned to Port Moresby after visiting Rabaul, Madang, Lae, Goroka and Mount Hagen, where he carried out dental surveys, mainly of the younger age groups, to see what type of service is required.

"As with Polynesians and other native peoples, the standard of dental health here is far from that state of perfection that is commonly thought to be associated with people living in a more natural life," he said.

As natives changed from their own foodstuffs to refined European food their dental health would tend to deteriorate more unless they were educated in the proper use of such foodstuffs.

Mr. Williams, who will be in the Territory until June, will also assess potential of natives to staff a dental service.

Mr. Williams is a former dental officer of Western Samoa and es-



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ned a dental service there with
d Samoans and Niue Is-
s.
am convinced that given an
opportunity the local young
could be trained to do the
just as well," he said.

h Seminar ort Moresby

first World Health Organisa-
seminar to be held in Papua-
Guinea began in Port Moresby
y 5 and will last until May

teen delegates representing
untries of the South Pacific,
he Cook Islands to Guam are
giving information on environ-
sanitation, including means
suring safe food and water
s.

are certain that a big num-
cases of enteric disease such
era and dysentery are caused
ter contamination," Mr. Paul
in, World Health Organisa-
regional advisor on environ-
sanitation, said on the eve
conference.

is definitely a number one
in the South Pacific.
task is to review various
as offering and to adapt them
l conditions in the countries
nted at the seminar.

hope this seminar will bring
swer closer and stimulate the

people concerned to work on the
problem."

Those attending range from doc-
tors to assistant sanitary inspectors.

They Just Kept On Coming

Triplets were born to a woman
in an Anson aircraft on a 60-mile
flight between Yule Island and Port
Moresby in early May.

The little drama began after a
medical assistant at Yule Island
radioed the Health Department
headquarters at Port Moresby and
asked for an emergency flight to
pick up an expectant mother be-
cause he anticipated complications
in the birth. It was thought twins
might be born.

The Anson, piloted by J. van
Santen, chief pilot of Papuan Air
Transport, took a doctor to Yule
Island, which is an Administration
and Mission centre along the coast
northwest of Port Moresby.

The plane picked up the woman
—a Kerema named Forwak—and
three other native medical cases,
and began the return flight.

Mr. van Santen said later that
about 20 minutes after leaving Yule
Island the woman gave birth to a
child.

He flew the plane over the water
to "avoid bumps" as they continued
towards Port Moresby. Then a
second child was born and he

MR. R. CRUSOE OF ILOT BRUN

All Noumea was agog the last
week in April with news of a
real live Robinson Crusoe.

Two young fisherman re-
ported that when landing on
Brun Ilot, one of the islands
forming the harbour of Noumea,
to cook some fish they had
caught, they were amazed to see
a haggard, bearded apparition
dash from the scrub and fall
upon their fish, devouring them
raw.

Investigation by the Police
showed that the "Robinson
Crusoe" was a patient who had
been under treatment at the
Noumea hospital and who had
absconded.

No one yet knows how he
crossed the wide and deep
channel separating Ilot Brun
from larger Ile Nou.

circled over the sea near Port
Moresby for about a quarter of an
hour until the third baby arrived.

"The babies were all born in
about 25 minutes," Mr. van Santen
said. "We had no sheets or towels
to wrap them in but the doctor used
some towels he had around his in-
struments.

"At one time, I looked around and

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saw him sitting there with two babies in his arms. A native man was holding the third.

"When we landed the mother was remarkably well, and wanted to walk off the plane. The doctor restrained her."

Mr. van Santen has made a number of medical emergency flights in the six years he has been with Papuan Air Transport and on another occasion a still-born child was delivered in a plane he was flying—but never triplets before.

The doctor, Dr. R. B. Rodrigue graduated in Melbourne two years ago and was in Launceston for a year. He had been in the Territory only a month.

Little Hope of Improved Nickel Position

The depressed position of New Caledonian nickel is brought out by the shipping figures for the first quarter of this year.

Only seven Japanese, or vessels chartered by the Japanese, entered New Caledonia to load ore—compared with 24 vessels for the same quarter last year.

There appears to be little hope that the situation will improve this year, although two representatives of a big Japanese nickel company will arrive for talks in July.

Independent miner Edward Pen-

tecoste has just returned from Japan, where he sought to get quotas raised for New Caledonian nickel, but with limited success.

"Agreement Reached" Viet Situation

The New Caledonian Government delegation to North Vietnam got away all right in April, but within a few weeks Paris announced that "an arrangement had been arrived at on the subject of repatriation of New Caledonian Viets"—which is what the delegation went to the Reds to get.

But there was no announcement made on just what the arrangement was, except that according to Paris it "did not involve the metropolitan Government in any way".

The delegation, two European and a Loyalty Islands' member, met the Territorial Assembly, armed with the results of a census of New Caledonian Viets during which the Viets were asked if they wanted to be repatriated. Of 4,500 Viets, 84 per cent. said they wanted to be sent home, mostly to North China, which is Communist. (Most of the 2,000 Viets in New Hebrides have also asked to be repatriated).

A week after the Government delegation left Noumea, a Communist delegation of Viets also left for Hanoi. The delegation, which, according to local reports, had its expenses paid by the Communists, comprised a Viet

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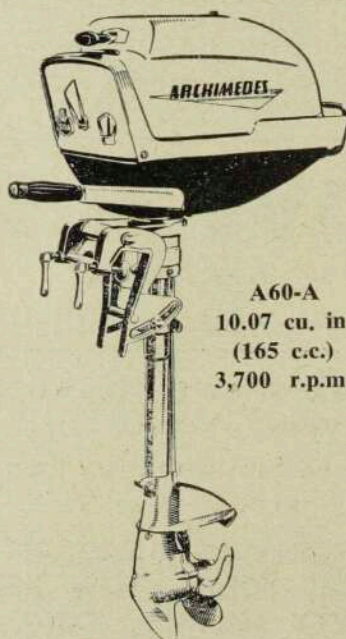
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Ratu K. K. Mara, son of a Fiji paramount chief, and officer in charge of the Fiji districts, left on a trip to England in the "Himalaya" in April. He is accompanied by his wife and two children.



olfers Miss M. Asmussen and Mr. were married at the Ela Protestant port Moresby, in April, the weekend ritory Golf Championships. Mr. Biddle close to getting off with the golf wedding present for his bride, and battling it out with winner Bernie day of the wedding.

—Papuan Prints.

of Noumea, a Viet from the ebrides, and a New Cale- Pierre Jeanson, proprietor oi-weekly newsheet and a ie boxing promoter (he brings Australian boxers to).

on's news sheet, *Le Cale-* was recently fined heavily ving published an article lgeria, held to be defama- the French Army.

y what the Viet delegation i to do in Hanoi nobody t presumably it was to put t's case, and to get a bit al indoctrination.

while, there has been some erturbation in New Cale- ver an article published in

Vin For Staples

tralian Leonard Staples his young family, who to Honolulu from Tas- in their ketch "Solquest" ear in a bid to enter the as permanent citizens ", March, p. 133), have he first round.

gress has passed a Bill ng them to stay in Hawaii something more per- at can be worked out.

ch law magazine, stating et Namee in the French are legally held to be citizens, with all the normal citizenship.

w Caledonian newspaper e judgment to a lawyer, id that conditions had since the opinion had been nd the North Viet Namee ot be considered French

ew Caledonia, in early May, l wondering just what ar- nt the official delegation

had come to with the Reds, and whether the Viets would finally be got out for good, without any strings.

BSIP Gets Better Air Service, New Airstrip

Commencing in June, Honiara, BSIP will enjoy its air service from Australia (via New Guinea) every week.

Up until now the service has been on a frequency of three flights every four weeks—that is, there is periodically an inconvenient gap of a fortnight.

The service is run from Lae on Mondays, returning thereto on

Tuesdays. The planes connect with the Skymaster aircraft on the Bird of Paradise service and serve Rabaul, Buka, Villalavella etc., as well as Honiara.

Renovation of Henderson airfield has now been completed also and although there has been no announcement about it, it is likely that the Qantas planes will be using this in place of the Honiara airstrip at present being used.

Shark Stories From New Cal. and N. Guinea

Mystery surrounds the disappearance at Noumea, New Caledonia, of the native skipper of the

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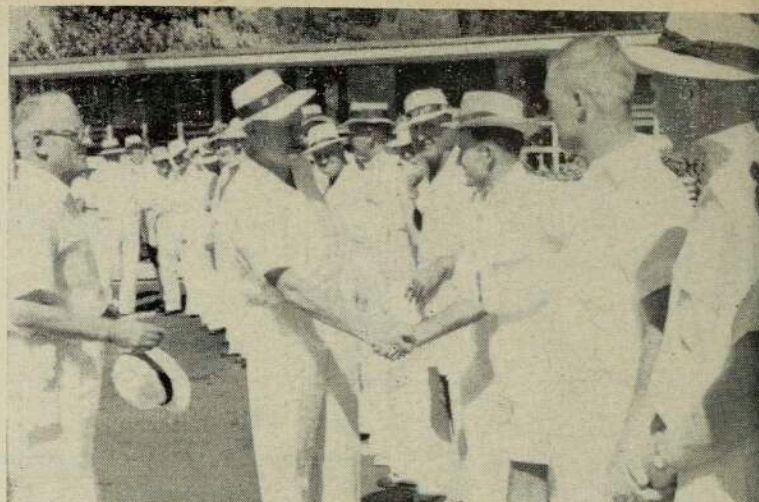
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Competition between Queensland and Papua-New Guinea sportsmen is growing, and long weekend there is one team or another making a flying visit. In April, a tea bowlers from Atherton flew into Port Moresby. Here, Port Moresby Bowling Club president F. Blanch (standing back) introduces Atherton Club president Douglas Taylor to the M team. —Papuan

small ketch *St. Christophe* (patron saint of travellers).

In mid April the little ketch arrived from the Isle of Pines, discharged her cargo, and the skipper, as his wont, went ashore. No trace of him was found up to May 7.

The only intelligent surmise is that the skipper, coming aboard at night, fell into the water and was taken by a shark. It has been pointed out that the missing man always lived ashore when the ketch was in Noumea.

The beaches and waterways of the Noumean harbour as far as Ile Nou have been patrolled but without avail.

There was no doubt, however, about the shark's part in the case of the native fisherman at Fins-shhafen, New Guinea who put his arm over the side of his canoe to lift a fish.

The shark attacked, took the fish and part of the arm, the native was flown to hospital in Lae, where his hand was amputated.

Big New Caledonian Grants for Education

The New Caledonian Territoriale Assembly, during its recent budget session announced that subsidies to the value of 34 million francs (£A230,000) had been allotted to private schools, Catholic and Protestant, in 1958.

These grants had risen from seven million francs (£49,000) in 1950.

In a newspaper statement the Catholic Bishop of New Caledonia, thanked the New Caledonians for their generosity and pointed out that the subsidy was really an economy—private schools take a

considerable number of children the hands of the Government schools.

(The above figures are directly from a report from Noumea correspondent, and we have no reason to doubt they certainly represent education grants on a grand scale country whose population is than 100,000 with more than of that number natives.—Eds.)

No Meat, No Spuds, And Now No Oranges

Apart from having to part with willy-nilly, in France's effort her foreign exchange problems control, New Caledonia has plenty of other trouble in the 12 months: Drought, meat age, vegetable shortage, m plagues — and latterly, a plague.

Principal offenders are "O and "Achea" and they have present in their millions the out the island.

These moths, night raiders, destroy New Caledonia's fruit principally oranges and mango. It is feared that there will be little citrus harvested this year.

Within a few days of attack the fruit, a mildew forms, causes the fruit to fall. Millions of fallen oranges and mandarins New Caledonian properties. Bananas are not safe from them. The recent drought conditions responsible for the record visit of the pests as dry conditions tect the hibernating, fertilise males.

Noumea's entomologist from Institute francais de l'Océan that there is little to be done

Malaysia to combat the pest the citrus trees are planted haphazardly and irregularly and so almost impossible to protect with any insecticide spraying.

A small grower with a few was advised to put cellulose round each fruit.

Search for Missing Islanders

A Bristol freighter and an Neptune were both involved in a successful search for two Island men adrift in a boat in early May. The men, Francis and Frederick Snell, caught in heavy seas during a trip and spent all night open.

The Bristol, flying from Fiji to was diverted by the RNZAF, spotted the boat shortly before Neptune, flying from near with rescue gear, arrived scene.

The boat was eventually towed to, in better weather, by two es.

INCOME UP

The NZ Lepers' Trust Board had its most successful year it was founded by Mr. P. Twomey, in 1939. The Trust's annual meeting was told in that income last year, in and equipment, was 10.

Twomey, who was died the Legion of Honour the French Government year, will carry on as user.

ing Refuels at Speed

The first hydraulic re-fuelling for aircraft in Papua-New was installed by Vacuum Pty. Ltd., at Madang at the 1957, but due to non-delivery hose-carts, it did not come operation until March this

fuel is stored in a 4,000 tank away from the air- an electric pump pressurises soline in pipes under the. A special coupling device hose-carts is connected to e which allows the fuel to

A new method of re-fuelling nts a great saving in time re-fuelling, and will cut cost sport with the abolition of lling tankers now in use. expected that the hydraulic ing system will be installed ain centres eventually.

'Overseas Markets Needed' for NG Cocoa

(Continued from page 16)

the Territory so that planters will be able to supply some of Australia's needs and develop markets overseas for the rest of production.

At present, said Mr. Hoadley, some beans grown in the Territory are fetching premium prices on the London Market.

He added that it was difficult to predict the Territory's production figures accurately in the next few years because the Administration's figures included estimates of native plantings, but by 1962-63 production could reach 10,000 tons.

At present, Australia's total requirements are in the vicinity of 10,000 tons.

Distinctive Taste

Mr. C. H. White (Small's Chocolate, and also a member of the manufacturers' delegation to NG) was enthusiastic about NG beans, although he stressed that the "distinctive taste" would prevent them ever capturing more than a share of the Australian market.

It was all a matter of taste, he said, "like tea".

Australians had become accustomed to a certain basic flavour in chocolate and under present conditions it was unlikely that any major departure could be accomplished.

Each growing area produced a bean with its own peculiarities, said Mr. White. This was caused by soil and conditions of environment. The NG bean was unlike others now used for chocolate manufacture in Australia, but it was used for blending.

Most other producing countries have grades known the world over. There are four in West Africa and Australia buys one of these grades—generally the same one, year after year, because it fulfills the particular requirements of that country, as well as other areas supplied by the Australian market.

Quality Has Improved

Mr. White said that some NG cocoa planters who had sent samples of the same crop to different manufacturers had been annoyed because they had received different quality valuations.

However, this was quite normal as each manufacturer had his own ideas on what constituted "quality". This was the case the world over.

At one time, overseas, a panel had been set up to determine quality, but was disbanded when even it couldn't agree.

But if quality cannot be defined; consensus of opinion among manufacturers was that there had been steady improvement in most of

the Territory product. Planters were still "learning the way", however, although some were already producing a good bean with fine colour.

A comparison of West African and NG beans showed that the cocoa butter content of the Territory's beans was not as high as the WA product. Moisture and shell, regarded as waste products, were also higher in the overall purchases from NG.

The outlook, then, for the Territory's cocoa industry seems to be bright, but markets will have to be sought elsewhere than in Australia, which according to manufacturers, will be unlikely to take all of its requirements from that one source.

Papuan Gas Future

(Continued from page 13)

The smelting of alumina calls for a massive electricity supply. It was proposed to harness the Purari River at some point between the central mountains of New Guinea, and the Gulf of Papua; produce hydro-electric power, which would be carried some 300 miles across country to the deep-water harbour of Hall Sound (between Yule Island and the mainland of Papua;) and build a huge refinery and safe port at Hall Sound.

During 1957, and up to the present time, engineers have been examining the problem of harnessing the Purari River; and studying, also, the alternatives of carrying the power by land-line across to Hall Sound, or to some other suitable port which perhaps could be constructed on the coast of Papua, nearer to the Purari River.

But, in the meantime, there obviously have been important new developments. They include:

- Realisation that gas may be present underground in such quantities at the top of the Gulf of Papua that it could provide the motive power for the generation of electricity, instead of the Purari River.

- The announcement by the American section (Vacuum) of the combined oil companies that it did not wish to proceed further with the joint boring operations in Papua, on which approximately £30 million Australian has been spent over the past 20 years.

- The apparent embarrassment of the British section of the combined oil companies (British Petroleum Ltd. and Oil Search Ltd.) in trying to decide what to do in relation to further oil boring, after

the American unit drops out, late this year.

• The obvious concern of the Australian Commonwealth Government at the possibility of the oil boring programme in Papua being discontinued.

The following known facts have a bearing upon this general situation:

At the present, the oil production of the world is in excess of the world's demand for oil. This must have a bearing upon any consideration of the Papua boring programme.

The oil companies concerned are to meet in London in June or July to decide upon the future boring programme, if any.

It has been announced that the present boring programme will be completed by about the end of 1958; and that the companies do not wish to surrender the area in which they had struck a flow of gas.

Would Stop Boring

It has been presumed that the British section would not seek another partner to take the place of Vacuum, and would agree to discontinuance of boring.

However, Australia displayed a lively interest in the situation, and the Minister for Development, Senator Spooner, was sent to Papua to make a survey. He issued a statement, phrased in language as careful as that employed in recent years by APC, but into which can be read the possibility of some interesting developments. (See *PIM* Financial Editor's Comment, April).

If there should be international disturbance, Australia could be shut off from oil supplies in Indonesia, the Persian Gulf and the Middle East areas.

It is believed that, if there is still a possibility of bringing in an oilfield in Papua, Australia might be prepared to join with British Petroleum (in place of Vacuum) to provide the funds necessary to continue the boring programme. The fact that the world, for the moment, is over-supplied with oil does not affect Australia's strategic need for an oilfield.

Decision Soon

Some decision in relation to these facts, and following the discussions between the Australian Government and the oil companies, probably will be made in London shortly.

Meanwhile, there has been a perceptible slowing-down of all activities by APC—which, of course, plans its boring programme at least a year ahead, and lines up staff and supplies accordingly.

Now, back to the bauxite situation.

It may be taken as certain, on the face of it, that the possibility of using that Papuan gas as a

source of power for the smelting of alumina from North Australia, is being seriously examined.

It would appear that the big aluminium interests have three alternatives in seeking massive electric power for smelting, namely—

1. The harnessing of the Purari River, to produce hydro-electric power.

2. The use of Papuan gas, for the running of engines and generators.

3. The burning of Blair Athol coal, for the running of steam engines, for generating electricity. (The fact that the aluminium interests have taken an option over the Blair Athol coalfield, in Northern Queensland, has been published).

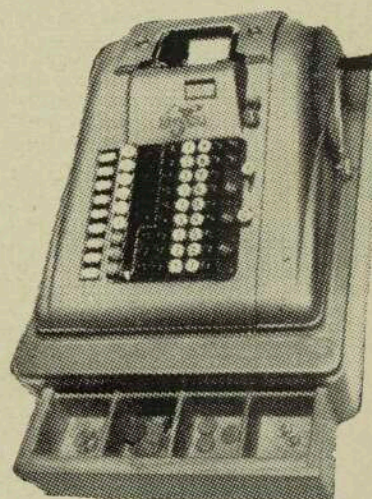
It is believed that, of these alternatives, gas would be cheapest, and coal the most expensive.

Some people have suggested it might be possible to generate massive electric power from Papuan gas and send it by underground cable to York Peninsula, for mining purposes. This does not seem practicable, but may be under consideration.

Another suggestion is that gas can be treated in such a way that it could be condensed in cylinders, to be sent across to the Peninsula, to provide motive power there.

In either case it would seem a question of which would be

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nical—the sending of the
from Weipa to the Papuan
or the sending of the gas or
power from Papua to Weipa.
a word has been said for
time by any of the interests
ned about these interesting
ilities, but some announce-
may be expected soon.

rovers Grounded

(Continued from page 14)

grounded because of "metal
" found in one of the air-
(PIM, March, p. 117). The
s were resumed in a couple
ks after an expert had been
from Australia to take a look.

New Planes Coming

as has already indicated that
overs will be replaced in the
service with larger aircraft.
niting factor here, of course,
development of aerodromes
Colony.

service between Nadi and
i could be carried out with
or planes of equivalent size—
e original purpose of Fiji
s was not only to provide
k-line service between Suva
ri) and Nadi, the inter-
airport, but also to service
ter islands whose only other
of communication with the
land of the Group was small
and vessels.

airstrips in the outer islands
up to Civil Aviation require-
for planes of the DC3 size.
as is anxious to consolidate
and its operations in Fiji
only on the profit-making,
important Nadi-Nausori ser-
it in the community-serving
services. It will be a matter
ing the right aircraft to suit
circumstances.

Captain Mant Appointed

purchase of Fiji Airways by
became official from April
e change in ownership fol-
the death last year of Mr.
Gatty, founder of the air-
1951.

as has appointed Captain R.
nt, formerly Assistant Opera-
manager (Administration), in
, as the Fiji manager.

rently the name Fiji Air-
s to be retained.

Airways since its inaugurat-
ad carried on its sales and
functions through Hunt's
Agency, Fiji, but Qantas has
t up a brand new Fiji Air-
ooking Office in the Victoria
in Suva.

Airways staff of five pilots
ve ground engineers will be
d by Qantas.

DEATHS OF ISLANDS PEOPLE

IAN MALCOLM

One or the largest funerals seen
in Lae, N.G., was on May 1, when
20-years-old Ian Malcolm was
buried following his death in a
tragic motor accident.

Ian, the youngest son of Mr. and
Mrs. A. L. Malcolm, had only re-
cently returned from Australia after
completing a training course at the
Newcastle Aero Club, so he could
become a commercial pilot.

While waiting to pass an exami-
nation to join a Territory airline,
he had taken a job driving a timber
logging lorry. He had brought a
load of timber in from the bush
and was removing the chocks to
disengage the logs when the load
rolled. He tripped over another log
on the ground when trying to get
clear, but the load pinned him
across the groin and legs.

He was taken to hospital, where
he was given every chance of re-
covery, but died next morning.

Mr. and Mrs. Malcolm are old
Territorians, and Ian was born at
Edie Creek. The Malcolm's other
son, Douglas, is employed at Burns
Philp at Lae.

MRS. SARAH ANN MACKENZIE

The death occurred in Suva, Fiji,
on April 21, of Mrs. Sarah Ann
Mackenzie, in her 93rd year.

Mrs. Mackenzie was a true
pioneer and a woman of intelligence
and strong personality. She mar-
ried twice, Mr. J. A. Mackay, who
died in Australia, and later Mr. D.
M. Mackenzie, an officer of the Col-
onial Sugar Refining Co.

In the early days of the century
Mrs. Mackenzie acquired land at
Labasa but in 1908 shifted her in-
terests to Taveuni where she
bought first Nagasau Estate, and
later Nacauai Estate. With her
husband she laid the foundations
of what are today two of the finest
estates on Taveuni.

She was known as the Queen of
the North, and had become some-
thing of a legend in her own time.

She is survived by her two sons
and three daughters: Mr. William
G. Mackay, Mr. W. D. Maxwell
Mackenzie (Taveuni), Mrs. V. M.
Snodgrass (Suva), Mrs. Pocock, and
Mrs. E. Beddows (Australia).

MR. F. C. EXON

The death occurred at sea, off
Bali, Indonesia, on April 22 of Mr.
Frank Exon, well-known ex-resi-
dent of Fiji. He was 62.

Mr. Exon was in charge of the
Amalgamated Wireless (A/Asia)
Ltd. establishment in Suva for
many years and returned to Sydney
headquarters in 1956. The follow-
ing year he and Mrs. Exon were off
again, however, this time on loan
to Pakistan under the Colombo
Plan. His job was to see overseas

telecommunications and an internal
radio network installed.

The job was completed a couple
of months ago and the Exons left
for home. Between Karachi and
Singapore their ship broke down
and they were held up a month in
Singapore. They joined the *Nieuw
Holland* there a few weeks ago.

A few minutes before he died,
Mr. Exon was playing deck-tennis;
he sat down at a table and had
ordered a drink when he suddenly
collapsed and died. He was buried
at sea.

Frank Exon can be said to be a
victim of Karachi conditions. He
had few health worries in all of
his tropical service in Fiji but in
his two years in Pakistan he de-
veloped both malaria and amoebic
dysentery. The latter failed to re-
spond to treatment and he was
still a sufferer at the time of his
death. It is thought that the drugs
that are given for this condition
may have affected his heart.

He is survived by his wife, two
daughters, Elizabeth (Mrs. Cottee)
and Jocelyn (Mrs. Gow) and by a
son, Nevil.

CHARLES HAYWARD HUGHES

"Dad" Hughes (as he was known
by everyone in TNG in the pre-
War II days) died in a Goodna (Q)
hospital on April 2, and was buried
in the Lutwyche cemetery on the
following day. Mesdames Battis and
Slee, representing the Queensland
New Guinea Women's Society, at-
tended the funeral. He was 88 years
of age when he died, and for some
years had been in poor health.

Coming originally from England,
"Dad" spent several years in Aus-
tralia before the outbreak of War I
when he enlisted with the 8th Light
Horse and rose to the rank of cap-
tain. In 1922 he joined the Expro-
priation Board and was engaged in
the Accounts Section for a number
of years, serving in Rabaul and on
various outstations.

On the disposal of some of the
Board properties he resigned and
started an accountancy business on
his own.

For some time he was associated
with *The Rabaul Times* Company
before proceeding to the Morobe
goldfields, where he spent several
years with various mining com-
panies. He always took a keen in-
terest in RSL affairs. He did not
return to the Territory after War II.

"Dad" was a popular identity
throughout the Territory and left
behind him a host of friends who
held him in high esteem.—G. T.

MR. E. J. FRAME

The death of Mr. E. J. Frame,
general manager of Burns Philp
(New Guinea) Limited occurred on
April 22. He was 62. (See p. 46).

Lave's Gloves in Every Knapsack

From a Special Correspondent

THE fame of fighters Kitione Lave and Johnny Halafihi is not lost on their fellow Tongans.

There are many in Tonga today whose ambition is to make as big a success of the fighting game, with the result that boxing is a sporting event guaranteed to draw thrills—and a big and knowledgeable crowd.

In a main centre like Nukualofa they arrive by the truckload from outlying villages, and crowd them-

The fighters get plenty of advice at a Tongan boxing match, and even the referee can find himself in trouble—from both sides.

Walter Skudder was once refereeing when the indignant but misguided friends of the loser knocked him out.

In another case, a Tongan floored his Fijian opponent, who decided that he had enough and started to crawl out of the ring on his hands and knees.

So the referee, a Tongan, kicked him.

There is no boxing association in Tonga. Matches are arranged between managers.

But the system apparently isn't harmful to local talent, and there

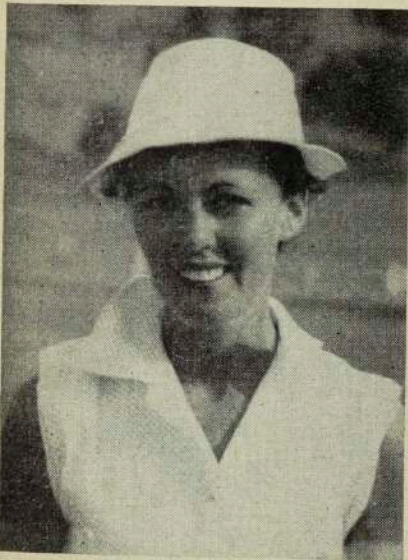
Sports Review

selves into the hessian screened enclosure, where they sit on the ground or stand. There are few seats available, but nobody minds—so long as those in front remember to keep their heads down.

Best positions, though, are often got by those who don't pay to get inside the hessian—they perch on breadfruit trees outside.

Usual time for a Nukualofa boxing match is 5 p.m., when light is good.

Four coconut boles support the ring ropes and a native string band keeps the crowd in a happy mood between the prelims. There is no smoking, because Tongans aren't allowed to smoke in public.



Mrs. Audrey Woodlands, of Madang, had a runaway margin of eight strokes to win the Papua-New Guinea women's golf title the same weekend.

—Papuan Prints.

is little doubt that there is plenty more material in the country that has produced Lave and Halafihi.

But It All Depends On It

From Norman Baxter, in Suva

FIJI has nominated a team for the Empire Games to be held in Cardiff in Wales in July, but there are enough "ifs" and "buts" about it to allow one to venture an opinion that it is doubtful if even one of the team will leave Fiji shores.

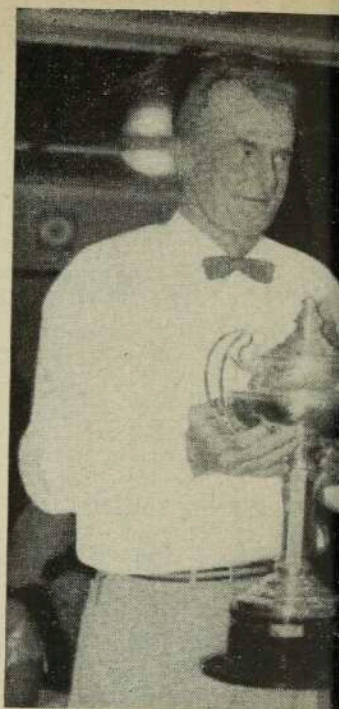
Finance is the bugbear, as it always is with sport in Fiji.

Three men have been named in the team, and the cost of return passages is something more than £1,500. The only way to raise the money is by public appeal, and with a big appeal in progress at present for the Suva Youth Centre, with another likely for the Anti-Tuberculosis Trust Fund, the public might not feel inclined to dip in its pockets for more money.

It will be a thousand pities if Fiji is unrepresented. She had teams at the 1950 and 1954 Empire Games, and at the 1956 Olympic Games, and each time her athletes caught the eye.

First man in the team and captain is Mesulame Rakuro, a discus thrower, who just failed to qualify for the finals of the discus throw at the Olympic Games. Jo Tokona, a high jumper, who has bettered 6 ft 6 in. is second man, and Viliame Liga, a javelin thrower, is third. Mesulame and Tokona represented Fiji at the Malayan Independence Games.

At least the cost of sending a manager will be saved. Mr. W. P.



That's the Papua-New Guinea golf ship trophy that Bernie Hack, of Lae, ing. He won it for the third time, Moresby in April, after a marathon 72 holes with last year's title holder Biddle, of Wewak.

—Papuan

Ragg, who managed the 1956 in Melbourne, will be in England leave, and should a team Cardiff he will take over the agerial duties.

535 Miles Round And About

THE Fiji Motor Club's 535 Easter Rally is the kind of car race that calls for speed—but it also needs intelligence. Run around the main island Viti Levu, it means the cars have to know how to navigate.

It is not surprising that the two cars this year were navigated by experts, in John Common, Director of Public Works, and Haren, a surveyor (although it was the first time Haren had done any navigation).

Instructions for each day's run were issued half an hour before each car left the starting point and with little time to plan in addition to having to contend with an unknown number of secret checkpoints, the navigators found themselves working overtime. To the speed scheduled for a particular section meant running the risk of coming to a secret checkpoint early, with a consequent loss of points for each minute.

ty-one cars entered, and 25 d. But one had to withdraw ening before the start, so only asualties out of 30 actual s was pretty good going. uraged by the success of this first class rally, the Fiji Club now proposes to enter big programme of events the coming year.

h and Aussies at Tennis

a Correspondent in Hollandia
a closer political and economic liaison already established, Papua-New Guinea and ands New Guinea decided nth to get together on the field, too.
d-May, a team of six P-NG players—three men and omen—will fly to Hollandia a selected team from the ands New Guinea Tennis t will be the first inter- sports event in either ter- s far as anyone remembers. Netherlands side of the ssued the invitation.

k Woodworth May Return Visit

J. P. Shortall, in Auckland
ormon Missionary Chuck dworth, who successfully antled the Tongan Torpedo land some time ago, and is k in the States, may be in- o re-appear in Auckland nmer, if the Auckland Box- ociation proceeds with its plans.
o be invited here are Joe s of Jamaica, and Johnny of Tonga, both at present and. Woodworth has noti- t he would be free after er. He has a series of fights JS until then.

Man Not ed In the Ring

looked like being an in- esting professional light- vyweight bout between Iefata and Semi Waisale at d on April 21, was spiked military authorities when led that Waisale, of Fiji, ot be given permission to e ring. He is a member of Military Forces.
time ago Waisale was by Mike Ravula, but had ociwi Bau. Later it was an- that Iefata would fight Beaton of NZ at Palmer-

ston North for the light-heavy- weight title on May 19, for a purse of £300.

You've Got To Get Publicity

From Frank Hoeter, in NG
ANYBODY interested in arrang- ing an Australian tour for any Islands sports team, should bear in mind that advance publicity is all-important.

That's the lesson learned by a touring team from the Rabaul Baseball Association which visited Australia not long ago. The plan was

for a 30-day tour embracing New- castle, Sydney, Canberra, Mel- bourne and Adelaide.

But because of the lack of pub- licity, plus the reluctance of some sporting bodies to make grounds available, the tour was cut short.

It wasn't a waste of time, though. Towards the end of the tour, after getting used to the cooler Australia climate and the difficulty of playing under floodlights, the lads began to turn on some really good baseball. In their final game in Melbourne, they drew 9-all with one of the leading Victorian teams.

But future touring teams ought to plan well ahead. NG officials should first satisfy themselves that there will be a good publicity cover.



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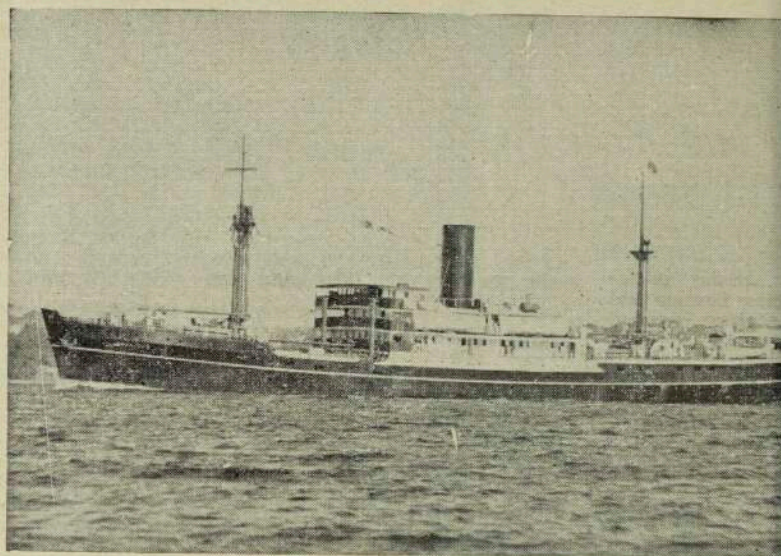
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NEW GUINEA: Colyer Watson (NG) Ltd., Lae, Madang, Rabaul. Cable: "Colyeram".
New Guinea Co. Ltd., Kavieng. Cable: "Camohe".

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

MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: "Syndicate".

ADELAIDE: George Wills & Co. Ltd., 33 Gilbert Place. Cables: "Willsandco".

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe. Cable: "Swire".

GENERAL AGENTS AUSTRALASIA: Swire & Yuill Pty. Ltd., 6 Bridge Street, Sydney. Cable: "Swireship". BU 1712.

EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: "Swire".

SHIPPING TIME-TABLES

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

Sydney-Papua-N. Guinea

Montoro sails from Melbourne for Brisbane, Port Moresby, Samarai, Madang, Lae, Port Moresby. Next sailing approx. June 18.
 Alekula sails from Sydney for Brisbane, Moresby, Samarai, Lae, Rabaul, Alexishafen, Madang, Lae, Sydney. Next sailing approx. May 31.
 Alaita sails from Sydney for Brisbane, Madang, Lombrum, Lorengau, Rabaul, Samarai (other ports ally). Next sailing approx. May

ulolo, modern liner, sails about 4 weeks: Sydney, Brisbane, Port Samarai, Lae, Madang, Lombrum. Sailed Sydney May 6, next sailing approx. mid-June.
 from Burns, Philp & Co. Ltd., 111 Street, Sydney.

Soochow: Next Sydney sailing approximately May 30 for Brisbane, Port and Samarai.

Tak Hoi: Leaves Sydney for Honiara, Rabaul, Kavieng, Lae. Next Sydney sailing: May 30.

Yessel replaces Sinkiang while vessel is on charter work.

Shansi: Leaves Melbourne for Port Moresby, Samarai, Lae, Kavieng, Rabaul, Port Moresby. Next sailing approx. May 31.
 from Swire and Yull Pty. Ltd., 111 St., Sydney.

Sydney-Dutch N.G.

4 weeks service by MV's Sigli, Silinibigo and Sinabang carrying passengers and cargo from E. Australia, Hollandia and Sorong, DNG (with d/or Manokwari if inducement).orneo, Bangkok, Singapore, thence direct. Next Sydney sailings: May 16; Sinabang, June 12; Silinibigo, June 24; Sibigo, July 17.

from Royal InterOcean Lines, 255 St., Sydney.

Far East-S.W. Pacific-Australia

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

Northbound ex-Sydney May 8, Hongkong June 15, Madang June 29, July 1, Rabaul July 3, Lae July Moresby July 15, Sydney arr. July 16 to Adelaide.

Southbound: Rabaul May 8, Lae (dep.) Port Moresby May 21, Sydney leaves Brisbane northbound July

Dep Hongkong May 8, Madang Rabaul May 25, Lae May 30, June 3, Port Moresby June 8, June 18. Northbound July 8.

Free vessels will call at any or all Australian ports, Brisbane, Sydney, Melbourne and Adelaide, and load there for Far East including Shanghai. Call is made on the southbound between Japan and Hongkong.
 from New Guinea Australia Line and Yull Pty. Ltd., agents), 6 St., Sydney.

Australia-West Pacific Line motor vessels, Citos, Delos and Milos main-

Australia - New Zealand - Canada - USA

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

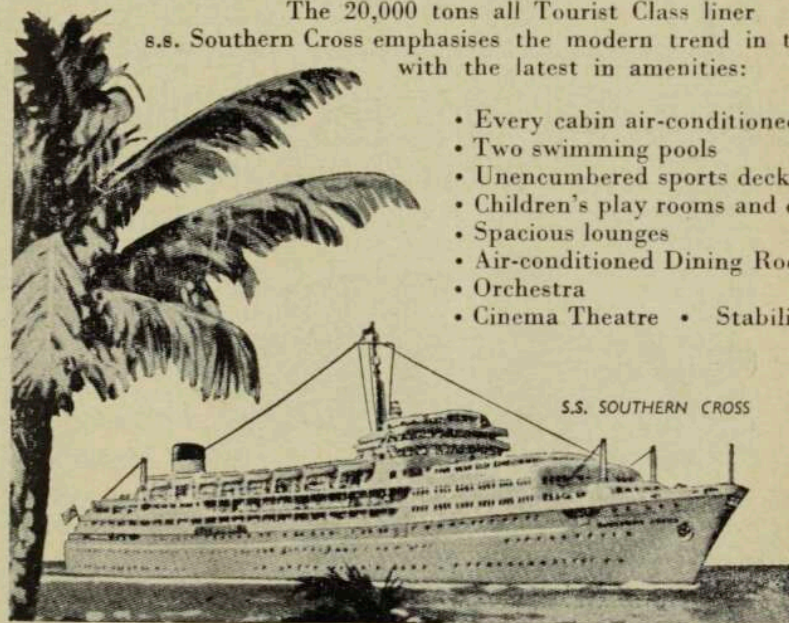
		ORCADES	ORONSAY	HIMALAYA	ORCADES
SYDNEY	depart	May 27	July 11	Aug. 8	Oct. 7
AUCKLAND	arr/dep	May 30	July 14	Aug. 11	Oct. 10
SUVA	arr/dep	June 2	July 17	Aug. 14	Oct. 13
HONOLULU	arr/dep	June 7	July 22	Aug. 19	Oct. 18
VANCOUVER	arr/dep	June 13-14	July 28	Aug. 25	Oct. 24
SAN FRANCISCO	arr/dep	June 16-17	July 30-31	Aug. 27-28	Oct. 26-27
LOS ANGELES	arr/dep			Aug. 29	Oct. 28
HONOLULU	arr/dep	June 21	Aug. 6	Sept. 3	Nov. 2
SUVA	arr/dep	June 28	Aug. 13	Sept. 10	Nov. 9
AUCKLAND	arr/dep	July 1	Aug. 16	Sept. 13	Nov. 12
SYDNEY	arrive	July 4	Aug. 19	Sept. 16	Nov. 15

Linking the
Pacific
Islands with

EUROPE
WEST INDIES
NEW ZEALAND
AUSTRALIA AND
SOUTH AFRICA

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

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



Travel Shaw Savill

For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

SHAW SAVILL LINE—1858-1958—A CENTURY OF SERVICE

When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

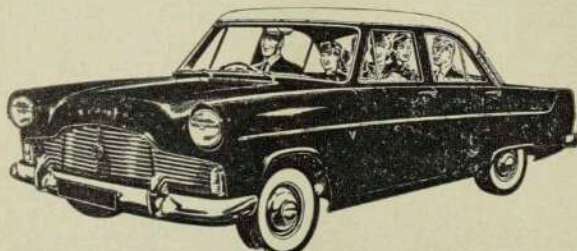
Delightfully situated in magnificent grounds overlooking beautiful harbour, the Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Taxed from 55/- (Fijian Currency) a day.

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

Own a Car on Your Holidays **AND SAVE**

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



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

1. You own the car and choose the **YOU WANT.**
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5. Drive it **ALL** your holiday.
6. Broadway Motors will buy it back when you leave.

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BROADWAY MOTORS (N.S.W.) PTY. LTD.

Australia's Largest Used Car Organisation

THREE SYDNEY SHOWROOMS:

184-200 BROADWAY, MA 6666.

361-367 NEW SOUTH HEAD ROAD, DOUBLE BAY, FM 1051.

204-212 OXFORD STREET, BONDI JUNCTION, FW 7996.

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

Please send me free particulars of
Special Islands' Plan without obligation

NAME _____

ADDRESS _____

regular services between Australian and Japan. Northbound vessels call at Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly Gizo (opt.), Honiara and Vani-

Dep. Hongkong June 7, Lae June 18, Honiara June 22, Melbourne June 26, Brisbane June 30, July 3.

Ex-Brisbane northbound, May 27, Hongkong June 22, Sandakan June 26, Brisbane July 10, Sydney July 14, Melbourne northbound, August 5.

Dep. Hongkong May 2, Manila Sandakan May 19, Lae May 27, May 30, Honiara June 3, Brisbane

Northbound ex-Sydney, June 25, Ex-Brisbane northbound, May 30, Dep. July 8, Manila June 10,

July 15, Lae July 25, Rabaul Honiara August 1, Brisbane Aug. 9, Northbound, Aug. 27, from Wm. Wilhelmsen Agency

30 Pitt St., Sydney, or Islands R. Tebb, Lae; Town Transport. A. Strachan, Madang; BSIP Trading Co., Honiara).

Island-Fiji-Tonga-Samoa

ofua maintains a service from to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return and. Next sailings from Auckland: June 17.

atua maintains a service from to Lautoka, Suva, Apia, Suva, Wellington, and return to Auckland. Next sailings from Auckland: May 6.

from all offices of Union Steam of NZ.

N. Zealand-Cook Is.

passenger vessel Maui Pomare a regular service between and the Cook Islands.

on application to NZ Government of Island Territories, or to any office of the Union of NZ Ltd.

ey-New Hebrides-BSI-Rabaul, Etc.

ag, 10 passengers, leaves Sydney k. Vila, Santo, Honiara, Tenaru, Pepesala, Gizo, Kieta, Arigau, Numa, Soraken. Next Sydney approx. June 20 (sailed May 8), from Burns, Philp & Co., Street, Sydney.

ey-N. Caledonia-Tahiti

of Messageries Maritimes Line, from Marseilles, via West Indies, call about every six weeks. Vila (New Hebrides), Noumea, and return by same route. It on this run are the motor-ahitien and Caledonien. Next sailing: Tahitien, May 14; Caledonien, Aug. 14.

ynesie (Messageries Maritimes) about monthly passenger sailings between Sydney and Noumea and Hebrides. Next Sydney sailings: June 6, July 4.

from Sydney agents: Messageries, 36 Grosvenor Street, Sydney.

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

avill's new one-class all-passenger Northern Cross makes four round-

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

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

BURNS PHILP (New Hebrides) LTD.

Registered Office: VILA, NEW HEBRIDES
Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Customs Agents

Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.
San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC.,
215 Market St.
London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "THORSISLE" and "THORSHALL"

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

and

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

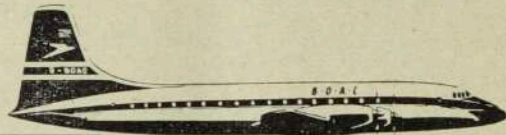
GENERAL STEAMSHIP CORPORATION LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd. NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des LAE—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides. SYDNEY—Birt & Co. (Pty.) Ltd.

FLY WORLD-WIDE



B.O.A.C. BRITANNIA

— world's fastest, smoothest jet-prop airliner



The magnificent new B.O.A.C. *Britannia* is now serving U.K., U.S.A., East, Central and South Africa, Middle East, Pakistan, India, Ceylon, Singapore, Malaya, Australia, Hong Kong and Tokyo.

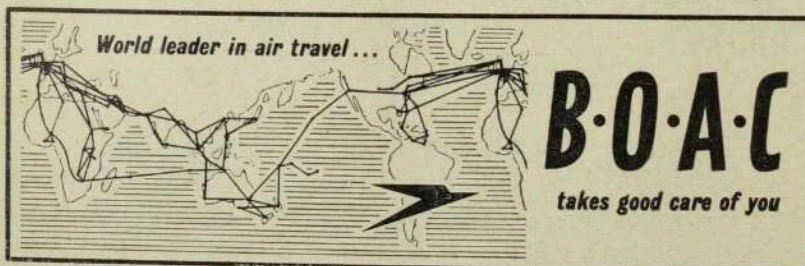
The *Britannia* is the pride of B.O.A.C.'s world-wide fleet . . . to fly in one is to enjoy *perfection* in air travel!

Speed, comfort, courtesy . . . all these

words mean *so much more* than ever before. Every minute of your journey will be a revelation . . . a new, wonderful experience.

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Information and bookings from all leading Travel Agents and Qantas Empire Airways (B.O.A.C. General Sales Agents for Australia).



BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A94/AUa

the-world voyages per year, to bound, then two east-bound, to Suva and Papeete every trip. Next Dep. Southampton outward via Africa, May 29; dep. Sydney, homeward via Wellington July 15, Tahiti July 20, Panama Indies, etc.

N. America-Fiji-Hebrides

Pacific Islands Transport Line's Thorsisle and Thorshall main regular service from Pacific Coast American ports, with sailings on days. Some ports depend on offering.

Thorshall: Dep. San Francisco Los Angeles June 17, Papeete Nukualofa (open), Pago Pago Apia July 8, Suva July 13, Noumea 18, Pago Pago July 31, Los Angeles 16.

Thorsisle: Dep. San Francisco Los Angeles Aug. 8, Papeete Nukualofa (open), Pago Pago Apia Aug. 29, Suva Sept. 2, Noumea 8, Pago Pago Sept. 11-12, Los Angeles 26.

Details from General Steamship Corporation Ltd., 432 California Street, San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks per cargo service from Los Angeles, Ventura, Alameda, Sierra and Southern terminal ports vary with offering. Vessels call at Papeete, Pago and Suva, depending on Next sailings approx., Ventura from Brisbane northbound; Sierra bound, dep. Brisbane approx. Sonoma, dep. Melbourne approx. Alameda, dep. Sydney May 23.

American Pioneer Line, has eleg (Pioneer Gem, Isle, Glen, Reef, Co Tide, Gulf) on Australia - Panama Atlantic Coast service with Papeete on southbound voyage, approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of subsidiary of W. R. Carpenter & Co. a service three times yearly with 10,000 ton, 98-passenger vessel along the above route. Accommodation is entirely First Class, two-berth Next sailing from Sydney: Early with calls at Suva, Lautoka and Honoluli.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge Street.

Sydney-(or NZ)-North America

The four cargo vessels, Wairuna, Waikawa, and Waitomo, operated by the Union Steamship Co. of NZ Ltd., maintain a service across the Pacific, from Sydney to Vancouver and USA ports, via Lautoka, Nukualofa, and Apia, as offer. Occasional calls are made to Pitcairn Island. They have limited passenger accommodation. Next Sydney (approximately): Waikawa, May 18, hemo, June 18; Waitomo, late Wairuna, sailed Sydney April northbound Vancouver.

The Waitemata, from NZ ports, 3-4 trips yearly to Vancouver (via Tonga and Papeete).

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

Line's Mariposa and Monterey and passenger trips from Pacific East American ports to Australia, New Zealand and New Zealand

Southbound, dep. San Francisco 18, Los Angeles May 19, Papeete 29, Auckland June 4-5, Sydney June 1. Dep. Sydney, northbound, June 18, Honolulu June 23-24, San Francisco June 29.

Southbound, dep. San Francisco 11, Los Angeles June 12, Auckland June 20-22, Sydney July 1. Dep. Sydney, northbound, Auckland July 7, Suva July 11, Honolulu July 17-18, San Francisco July 23.

from Matson Lines, Berger 2 Elizabeth Street, Sydney.

ed Kingdom-Australia- Port Moresby

ederal Steam Navigation Co., Ltd. ended its regular quarterly UK service to Port Moresby.

ssels sail from Liverpool via Suez, y, Brisbane, Townsville, Cairns, Moresby. Next sailings:

ath: Sailed Liverpool April 2, Moresby about June 2.

Will sail Liverpool approx. due in Port Moresby August 25.

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

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

(First and Tourist Class available all Services.)

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

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

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

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

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

Tues. and Sat.: Melbourne, Sydney, Nadi (Fiji), Honolulu, San Francisco, New York, London.

Wed., Thurs.: Sydney, Nadi, Honolulu, San Francisco.

Fri.: Sydney, Nadi, Honolulu, San Francisco, Vancouver.

SOUTHWARDS

Tues. and Fri.: London, New York, San Francisco, Honolulu, Nadi, Sydney, Melbourne.

Thurs., Fri.: San Francisco, Honolulu, Nadi, Sydney.

Sun.: Vancouver, San Francisco, Honolulu, Nadi, Sydney.

(Note: International dateline crossed between Nadi and Honolulu).

TEAL super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tues., Wed. and Fri.; and on Sat. and Wed. at Nadi for the southbound flights.

Qantas Wed. and Fri. services ex. Sydney connect with BOAC London services at San Francisco (dep. Thurs. and Sat.).

BOAC services ex. London Tues. and Thurs. connect at San Francisco Thurs. and Sat. with southbound Qantas services.

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

Every Wed.: Sydney (dep. 11 p.m.) Nadi, Honolulu, Vancouver, Amsterdam.

Every Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.

Every Sat.: Dep. Amsterdam at 11 p.m. for Vancouver (dep. 1.30 p.m. Sun.), Honolulu, Fiji and Sydney.

Every Mon.: Dep. Amsterdam at 11 p.m. for Vancouver (dep. 1.30 p.m. Tues.), Honolulu, Fiji and Auckland.

(Note: Crosses date-line en route).

FIRST-CLASS HOTEL ACCOMMODATION IN PORT MORESBY



-Appointed Dining-
m, with Trained and
Courteous Service.

A Glimpse of One of the
Hotel's Cool and Pleasant
Lounges.

DROKO HOTEL

Phone: Port Moresby, 5181

er the Personal Management of Mr.
and Mrs. Wal. Morrissey.

*The New, Modern, Bungalow-Type Hotel Estab-
lished in the New Port Moresby Suburb of Boroko
Caters for Every Need.*

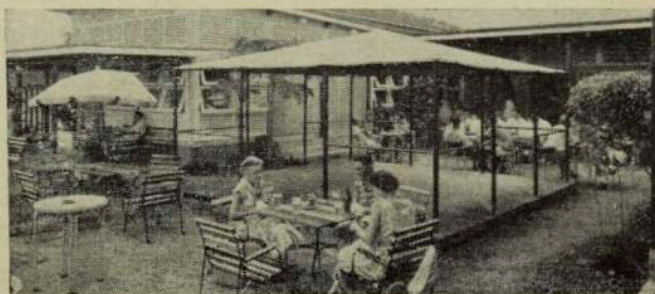
Beautifully-Appointed
Dining-Room

Bar Planned to Carry Most
Modern Equipment

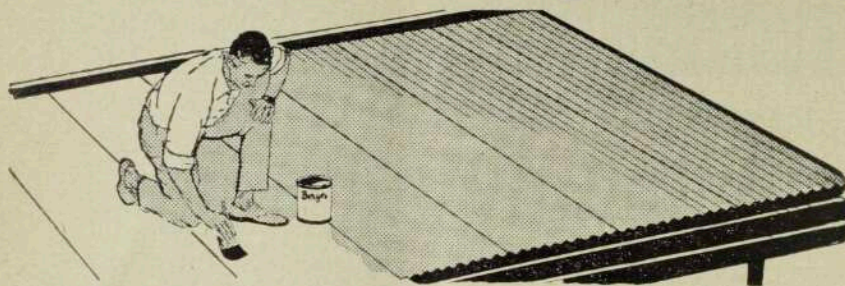
Kitchen is Completely
Electrical

Bedrooms Equipped to
Provide Maximum Tropical
Comfort

SPECIAL DINNER PARTIES ARRANGED :: ORCHESTRA
EVERY WEDNESDAY AND FRIDAY EVENING



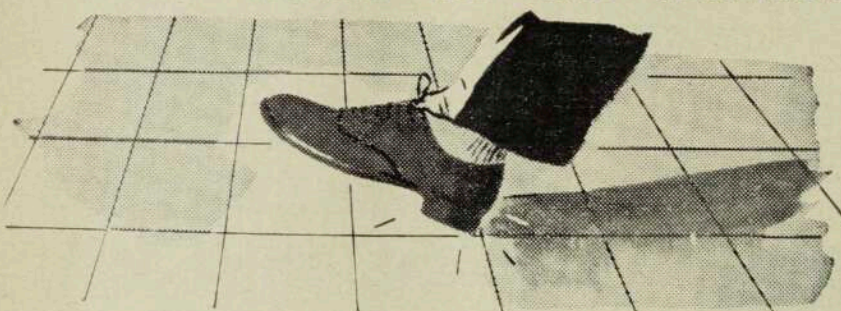
Rust-proofing saves Money!



A simple application of colourful Berger Roofmaster paint protects your roof against the viciousness of moisture laden air. In bright tropical colours, Roofmaster decorates as well as protects.



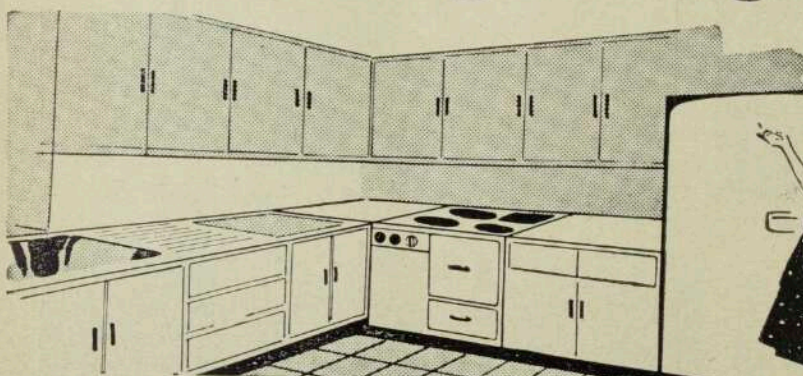
Made to be walked on!



Yes, anywhere that foot traffic is the enemy of painted surfaces, Berger Pave-ol will take up the challenge. Have a think about your porch and verandah floors — and cement paths. Maybe they could do with a freshening up. Pave-ol is washable in hot or cold water, resistant to oils, benzene or kerosene.



For the brightest “gleam” ever!



Kem-cote Full Gloss looks, wears and washes like baked enamel. Unaffected by tropical humidity and impervious to water, steam and cooking vapours. Kem-cote is ideal for every interior surface and for outside furniture and toys in a lovely range of colours.



FULL GLOSS

OBTAINABLE FROM ISLAND STORES EVERYWHERE

NATIONAL SERVICES IN PACIFIC

Sydney-New Guinea

by Qantas Empire Airways
(Skymasters)

NORTHWARDS

Mon. Arrive:
1.30 p.m. Brisbane, 9.10 p.m.
10.10 p.m.

Tues. Arrive:
Townsville, 1.50 a.m.
2.50 a.m. Pt. Moresby, 6.35 a.m.
7.35 a.m. Lae, 9 a.m.

Tues., Wed., Fri., Sat.
Arrive:
Brisbane, 10.40 p.m.
11.45 p.m.

Wed., Thurs., Sat., Sun.
Pt. Moresby, 6.35 a.m.
by, 7.35 a.m. Lae, 9 a.m.

Thurs. Arrive:
Brisbane, 10.40 p.m.
11.45 p.m.

Fri. Arrive:
Cairns, 4.20 a.m.
30 a.m. Pt. Moresby, 8.20 a.m.
by, 9.20 a.m. Lae, 10.45 a.m.

Sun. (Thrill Class Service)
Arrive:
Brisbane, 10.40 p.m.
11.45 p.m.

Mon. Arrive:
Pt. Moresby, 6.35 a.m.
by, 7.35 a.m. Lae, 9 a.m.

SOUTHWARDS

Mon. (Thrill Class Service)
Arrive:
Pt. Moresby, 11.45 a.m.
by, 12.30 p.m. Brisbane, 7.5 p.m.
8.30 p.m. Sydney, 11.10 p.m.

Tues. Arrive:
Pt. Moresby, 11.45 a.m.
y, 12.30 p.m. Townsville, 4.15 p.m.
y, 5.45 p.m. Brisbane, 9.25 p.m.
10.10 p.m.

Wed. Arrive:
Sydney, 12.50 a.m.

Wed., Thurs., Sun. Arrive:
Pt. Moresby, 11.45 a.m.
y, 12.30 p.m. Brisbane, 7.5 p.m.
8.30 p.m. Sydney, 11.10 p.m.

Fri. Arrive:
Pt. Moresby, 2 p.m.
y, 2.45 p.m. Brisbane, 9.20 p.m.
10.20 p.m. Sydney, 1 a.m.
(Sat.)

Sat. Arrive:
Pt. Moresby, 11.45 a.m.
y, 12.30 p.m. Cairns, 3.20 p.m.
10.10 p.m. Brisbane, 9.25 p.m.

Sun. Arrive:
Sydney, 12.50 a.m.

NG Internal Services

Operated by Qantas

LANDIA (Dutch New Guinea)
(DC3)

(May 28, June 11, 25, etc.).
Lae 11.00 a.m., calls at Madang
Wewak, and arrives at Hollandia
a.m. Every alternative Thurs.
29, June 12, 26, etc.) departs
ia at 9.30 a.m., and with calls
at Madang, arrives Lae at
n.

MORESBY-KIKORI (Catalina)
Is., Kerema, Vaimuru: Alt. Fri

returning same day (May 23, June 6,
20, etc.).

PORT MORESBY-DARU (Catalina)

Direct service each fourth Friday, return-
ing direct same day (May 30, June 20,
etc.).

Via Kerema, Kikori, once every four
weeks, returning Port Moresby from
Daru direct (May 16, June 23, etc.).

PORT MORESBY-SAMARAI (Catalina)

Pt. Moresby, Samarai, Pt. Moresby: Alt.
Tues. (May 20, June 3, 17, etc.).

PORT MORESBY-RABAU (Catalina)

Alt. Tues. (May 27, June 10, 24, etc.)
Port Moresby-Moewe Harbour-Talasea-
Jacquinot Bay-Rabaul, returning via
same ports (May 29, June 12, 26,
etc.).

NEW BRITAIN-BOUGAINVILLE

(Catalina)
Alt. Wed. (May 28, June 11, 25, etc.),
Rabaul, Buka, Teopasino, Kileta, Buin.
Returning same day.

LAE-MADANG-WEWAK-MANUS-

KAVIENG-RABAU SERVICE

(DC3)
Mon.: Dep. Lae 6.30 a.m., Madang arr.
7.35 a.m. Wewak, Manus, Kavieng,
Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., 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, call-
ing at any of Nadzab, Kalapit, Gusap,
Aiyura, Finintegu, Rintebe, Sena 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., Finsch-
hafen 2.20 p.m., arrive Rabaul 4.30
p.m.

Saturdays: Depart Rabaul 5.45 a.m., direct
to Lae, arr. 8.25 a.m.

Sundays: Depart Lae 11 a.m., Finschhafen
noon, Rabaul 2.10 p.m.

Mondays: Depart Rabaul 5.45 a.m., Finsch-
hafen 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. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines
(Super Constellation Service)

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

DC3 aircraft link Biak with Hollandia,
Sorong, Merauke, Tenah Merah, Manok-
wari, Niemofoer, Ransiki, Genjem, and
Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft.

Every Monday depart Lae 6 a.m.: Finsch-
hafen, Rabaul, Buka, Vella Lavella,
Yandina, Honiara (BSI), arriving 5.25
p.m.

Every Tuesday depart Honiara 7 a.m.:
Yandina, Vella Lavella, Buka, Rabaul,
Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea- Auckland

By Transports Aeriens Intercontinentaux.

DC6B aircraft depart Paris every Sunday
for Athens, Karachi, Saigon, Darwin,
Brisbane, Noumea, Auckland. Leaves
Auckland every Thursday on return.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd.,
With Sandringham Flying-boats.

Return flight usually each Tuesday and
Saturday.

8. Sydney-Norfolk Is.

(By Qantas, with Skymaster)

Alt. Fri. Dep. Sydney midnight, arr.
NI 6.45 a.m. Saturday; dep. NI 5.30
p.m. same day for Sydney, arr. 9.30
p.m. Alt. weeks makes NI-Auckland-
NI flight. (See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Weekly)

Thurs.: Sydney dep. 11.45 p.m., arriving
Tontouta, 7 a.m. Fridays.

Fri.: Tontouta dep. 8.30 a.m., arriving
Sydney, 2 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

Tuesdays: Depart Tontouta 8 a.m.,
arrive Santo 11.10 a.m., arrive Vila
1.45 p.m., depart Vila 2.15 p.m., arrive
Tontouta 4.30 p.m.

Fridays: Depart Tontouta 8 a.m., arrive
Vila 10.20 a.m., arrive Santo 12.5 p.m.,
depart Santo 1.30 p.m., arrive Tontouta
4.40 p.m.

(Over)

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New Caledonia-Fiji- Wallis Is.

TAI with DC3 Aircraft
from Noumea to Nadi (Fiji)
Wallis Is. first Saturday in each
month. Next flights: June 7, July 5,
August 3, September 1, October 1,
November 1, December 1.

Norfolk Is.-Auckland

QANTAS, by Qantas (charter)
Return flight Norfolk (dep. 8
a.m., arr. Auckland 11.45 a.m., dep.
Auckland 1.15 p.m., arr. Norfolk 4.15 p.m.)
Table 8 above).

3. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft.
and Sat.: Dep. Auckland 9.30
a.m., arr. Sydney 1.00 p.m.
Wed., Sat., Sun.: Dep. Auckland
9.30 a.m., arr. Sydney 9.45 p.m.
Departs Auckland 11.30 a.m., arr.
Sydney 3.30 p.m.
Dep. Sydney 3.00 p.m., arr. Auckland
6.30 a.m. following day.
Dep. Sydney 7 a.m., arr. Auckland
11.30 p.m.
Dep. Sydney 11.30 p.m., arr. Auckland
6.30 a.m. following day.

Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Dep. Christchurch 5 p.m.,
arr. Sydney 8.40 p.m.
Dep. Sydney 8 a.m., arr. Christchurch
3.10 p.m.
Dep. Sydney 3.00 p.m., arr. Christchurch
10.10 p.m.

Christchurch-Melbourne

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

Auckland-Melbourne

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

New Zealand-Fiji

Tasman Empire Airways, with
Super DC6 aircraft.
d., Fri.: Dep. Auckland 4 p.m.,
arr. Nadi 9 p.m.
Sat.: Dep. Nadi 10.30 a.m., arr.
Auckland 3.30 p.m.
p. Nadi 30 min. past midnight
Auckland, 5.30 a.m.
Tasman Airways, with Skymasters
s., Thurs.: Dep. Auckland 3.30
a.m., arr. Nadi 10.35 p.m.
s., Thurs.: Dep. Nadi, 12.30 a.m.,
arr. Auckland 7.50 a.m.

17. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.
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 April 17, May 15, June 6, 13,
20, 27, July 4, 11, 18, 25. Leaves
Papeete May 4, 18, June 8, 15, 22, 29,
July 6, 13, 20, 27.

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 April 14, May 21.
Crossing International Date-Line and
leaving Satapuala April 13, May 20.

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., Drovler Aircraft.

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

21. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports
Aeriens (TRANSPAC), with Heron and
Rapide aircraft.

Noumea (Magenta), Lifou (Chepenehe).
Noumea: Tues. a.m., Wed. and Thurs.
p.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 con-
ditional call as Plaine des Gaiacs):
Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Ile des Pins, Noumea: Saturday
and Monday afternoons.

22. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored
amphibious flying boats, TOA operates a

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23. French Polynesia Inter- Island Service

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Wednesday: Papeete, Raiatea, Bora Bora,
Raiatea, Papeete.
Friday: Papeete, Huahine, Raiatea,
Papeete.
Booking agents in Papeete: Messageries
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NOTE: To obtain the equivalent
of Australian currency in other
currencies (Sterling, Fiji, New Zea-
land, French Pacific francs) see
page 163.

FROM SYDNEY (Aust. currency) TO—

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

FROM SYDNEY (Aust. currency) TO—

	£ s. d.	£ s. d. No.
Honolulu	252 5 0	454 1 0 1
S. Francisco	312 10 0	562 10 0 1
Vancouver	312 10 0	562 10 0 1
Apia	109 5 0	197 14 0 1, 17
Papeete	107 10 0	193 10 0 16, 17
Aitutaki	146 3 0	264 2 0 1, 17
Blak	90 0 0	162 0 0 4

FROM AUCKLAND (NZ currency) TO—

	£ s. d.	£ s. d. No.
Apia	55 10 0	99 18 0 16, 17
Aitutaki	85 14 0	154 6 0 16, 17
Nadi	39 7 0	70 17 0 16
Norfolk Is.	19 15 0	35 11 0 12
Papeete	107 10 0	195 10 0 16, 17

FROM SUVA (Fiji currency) TO—

	£ s. d.	£ s. d. No.
Apia	25 0 0	45 0 0 17, 18
Aitutaki	57 15 0	103 19 0 17
Papeete	82 14 0	148 18 0 17

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

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lished late June. It will contain 300
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FIJI

Branch: McGowan Building,
Thomson Street, Suva.
C. H. Cornish, Manager.

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Australia**

Pacific Commerce and Production

Burns Philp Profit Sets New Record

By the Finance Editor

Burns, Philp & Co. Ltd. earned the best net profit in its history in the year ended March 31 last.

NET profit of £530,122 for the year was an increase of £44,099, or 8.2 per cent.

This was equal to an earning rate of 14½ per cent. on capital of £4 million, or 11.6 per cent. on capital of £5 million after the proposed one-for-four bonus issue.

Gross earnings rose by £371,728 to £2,880,499 but were still below the record £3,086,742 established in the 1952 year.

Net profit was struck after depreciation £491,995 (up £149,643); provision for tonnage replacement £450,000 (up £200,000); provision for property replacement £50,000 (same), and taxation.

Dividend is unchanged at 10 per cent. for the sixth successive year and absorbs £400,000. General reserve is increased by £150,000 to £2,850,000, and carry forward is £30,122 higher at £373,794.

During the year stockholders funds increased from £11,554,631 to £12,680,562, of which only £4 million is capital.

"Keen Competition"

Gross earnings proved satisfactory but keen competition and the impact of increasing operating costs and taxes made it very difficult to show a reasonable net return on funds employed states the chairman, Mr. James Burns.

Volume of traffic in the Singapore and Islands shipping services was well maintained but some heavy losses were experienced due to port interruptions which substantially increased demurrage costs, and caused delayed sailing involving cancelled passenger bookings and fewer voyages.

Mr. Burns added that the company was making its bonus issue to commemorate the 75th anniversary of the company.

For review of balance sheet of Burns Philp (South Sea) Ltd., see page 31.

Papuan Apinaipi Programme

Papuan Apinaipi Petroleum Company has begun a survey aimed at exploring the possibility of finding oil beneath the sea in the Gulf area north-west of Port Moresby. This survey will be carried out by a two-man team supplied by the Bureau of Mineral Resources.

Survey is to cover an area extending miles out beyond the coastline, starting from Galley Reach, about 30 miles from Port Moresby, to Kerema, about 100 miles further along the coast.

This appears to be an ambitious company with limited funds, and an investment climate that seems to be fair against oil investment at the moment. Oil exploration costs are always high, known to be on a much higher plane when off-shore drilling is involved. So, in fact, that it is known that the overseas company engaged in another venture in Australia refused to contemplate such a venture for its drills. It is nevertheless a venture which will be watched keenly.

Timor Oil Outlook

Timor Oil has done no more drilling in the past month following the cessation of its one and only Aliambata field. The company is now faced with the need to make extensive geological investigations deciding on the site of a new well. The company's capital and it is suggested the remaining funds may have to be used on geological work aimed at finding a drilling prospect to put before shareholders with a request for new capital. The sound course but it would obviously be a popular one after statements that original capital would be enough to develop five wells.

Dylup Mechanisation

Dylup Plantations, Ltd., near Madang, has set out on a programme of plantation mechanisation and improved production methods, countering rising costs. Chairman, Douglass, says that use of a tractor is expected to be built through sections of difficult access. Cost of grass is expected to be materially lowered by purchase of a slasher. Extensive experiments have been carried out towards oilfruit copra drier. These are reaching a stage such a scheme will be practicable. Automatic control will reduce dependence on labour for this work.

In addition, the grade of copra produced will be improved, says Mr. Douglass. There have been added to the cocoa farms another large machine is expected next year. Additional cocoa areas planted, he adds.

Bulolo Dividend Steady

Bulolo Gold Dredging, Ltd., has a final dividend of 25 cents a share, unchanged total of 50 cents for the year ended May 31, 1958. This will take the company's total dividend for the year to 500,000 dollars although profit for the year is expected to fall by about 70 per cent. to around 250,000 dollars. The company, operating only one dredge compared with three in the previous year. As a result, the nine months to February 28, 1958, produced 20,524 oz fine gold against 39,501 oz in the comparable period of 1957. Value of gold rose from 1,382,535 dollars to 718,340 dollars.

Papuan Rubber Production

Rubber output increased on three of the four main estates slightly in March but declined slightly on the fourth. Steamships Trading Co., Ltd., reports as agents, it supplies the following: Kerema, 33,060 lb (Feb., 33,500); Milne Bay, 78,792 lb (73,084); Rubberlands, 1,000 lb (33,000); and Lolorua, 42,018 lb. Another company, Koitaki, reports a total of 91,700 lb in April against 104,400 lb in March.

Holdings Profit Up

Guinea Airways Ltd., successor to the once-named Guinea Airways company, and now known as an Adelaide-based investment company, earned a slightly higher profit in its first year but only by heavily reducing its operating provision. Profit figures rose by £46,145 after tax provision had been reduced by £10,000 to £17,000. Guinea Airways within South Australia and to Broken Hill has announced that its airline operation will stop when the economic life of the mining aircraft ends. Thus approaches the end of a famous link with the early days on New Guinea.

Asian Petroleum Co.**Well Opened, One Abandoned**

Asian Petroleum Company spudded in a well, Kuru No. 3, on April 30—the last well in the programme. It has reached a depth of 11,815 ft. and at 17 ft. But Komewu No. 2 has been abandoned because brine was found. Drilling of the well has reached 11,815 ft. and at 17 ft.

Creek Yield Down

by Sandy Creek Gold Sluicing, Ltd., March was 60 oz 10 dwt compared with 65 oz in February. This came from an area of 3,000 cubic yards against 3,500 cubic yards during the previous month.

Goldfields Output

Guinea Goldfields, Ltd., reports for the month of March that the Golden Ridges mill treated 3,724 tons of ore, 2,951 tons ore and 172 tons of concentrates. Golden Ridges Alluvials produced 878 (754) oz fine gold, and 1,081 (954) oz fine gold. Koranga dredged 153,659 (85,020) cubic yards of ore, 205 (205) oz fine gold. Tributes produced 145,135 super feet to 180,277 super feet.

Rise of NG Yield

Production of New Guinea Gold and Petroleum NL produced 82 oz retorted gold from 26 tons of development ore during the month. This was a big rise in values from the previous month's yield of 38 oz from 26 tons of ore.

Stock Market

Asian Stock Exchanges have shown a widespread fall in share prices in the latter stages of the past month. In the last week, the fall exceeded 10 index points in more than a week, making an overall fall of about 5 per cent. from the highest level of the year. Reasons are to be found in the wool and metal exports, reduced demand, and an atmosphere of greater uncertainty in the business and trading world.

Factors include the heavy calls for capital market for more money by the companies, totalling almost £16 million in the past month.

A Commonwealth Loan was being floated, and a fairly substantial amount of investors' money was being reserved for a number of prominent companies, including the big flour company, a new bank-sponsored finance company, Commercial and General Acceptance, and anticipated Bushells Tea float.

SYDNEY SALE PRICES

	April 8	May 7
oilp	67/3	66/6
oilp (SS)	45/3	45/3
oilp	£41	£40

Dylop Plantations	10/11	11/6
Hackshalls	43/9	43/-
Kauri Timbers	20/-	21/-
Kerema Rubber	10/6	10/2
Koifaki	12/-	11/6
Lolorua	6/9	6/3
Mariboi	5/7	5/6
Norfolk Island Whaling . .	4/2	4/6
Queensland Insurance . .	69/3	70/-
Rubberlands	5/-	5/3
Stn. Pacific Insurance . .	56/-	55/-
Steamships Trading	46/-	45/-
W. R. Carpenter Hold. . .	12/3	11/6
Timor Oil	2/10	3/7

OIL AND MINING SHARES**FIJI**

	Aug., '39	Apr. 8, '58	May 7, '58
Emperor	b/9/11	—	s6/-
Loloma	s25/6	—	b28/-

PAPUA-NEW GUINEA

Bulolo	b124/-	—	b33/-
N.G.G. Ltd.	b1/10	b1/11	b1/10½
Oil Search	b3/11	b2/-	b2/-
Ent. of N.G.	—	b6d	b3d
Papuan Apin.	b4/11	b11d	b11d
do. opt.	—	—	b3d
Placer Dev.	b68/6	b85/6	b91/-
Sandy Creek	b1/5	b3d	b3d

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(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 168 Pac. Frs.; \$US 2.20-2.30.)

COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

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Splendid home in 8 acres; 2 m. from Terrigal. 3 bedrooms; 2 glassed-in sleep-out; 30 ft. lounge-dining room; picture window; log fire-place; deck; glassed-in sun verandah; dinette; 50 ft. venetian blinds; canvas awnings; kitchen fuel electric stove; tiled bathroom. water throughout. Built-in wardrobes and cupboards. Garage, workshop and storage space under house (12 sq.). Septic toilet; ample water supply; 2 electric pumps. building 50 ft. x 18 ft., with electric saw-bench and 3-hp. stables; fowl houses. Lovely garden home orchard, ocean view. main road, 5 miles from Gosford N.S.W., within 1½ hours of Sydney. Bus passes door. Price £27,000. Write: "Country Home", c/o Box 3408, Sydney.

with premiums up to £3A per ton fair dried.

"Tentative" Price For New Guinea

January, P-NG Copra Board announced "Tentative Prices", from January copra delivered at main ports: Hot-dried, £A47 per ton; FM Standard, smoke-Dried, £45/7/6.

No Government control—producers are they wish. Bulk of copra goes through mill in Suva, whose price is announced each week. May 5, 1st grade, £F55; 2nd £F53/12/6; 3rd grade, £F52/7/6.

TERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at net FM grade rates, plus premium up to £Stg.3 per ton for hot-dried. 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 company Philippines prices, and part open market.

MONS:—All production marketed through official Copra Board, at prices on Philippines market. Price December: 1st grade, £A53/10/-; 2nd £A51/10/-; 3rd grade, £A47.

RT AND ELLICE:—Production in Europe through official Copra at prices based on Philippines less "stabilisation fund" charges.

MOA:—Producers receive 4 cents lb. or £A40 approx. per long ton), bonus, if average proceeds exceed buying price and expenses.

HEBRIDES:—May 8: 7,400 Pac. about £A43/5/9 delivered Vila/

ISLANDS:—Local price is based 50 per ton, f.o.b., Rarotonga, minimum of 50/- (NZ) for top grade d. Shipping, handling, shrinkage charges reduce the outer price to about £NZ30 per ton, e.

OTHER PRODUCE

Islands prices are based on the Ghana cocoa which on May 8 g.346/5/- per ton, c.i.f., London.

May 8: From £A400 to c.i.f., Sydney, depending on

MOA:—Price quoted early May, o.b., Apia.

E:—P-N.G.: May 8: Good grades from 4/9 to 5/2, c.i.f., Sydney, supplies still freely available but ion expected to improve during winter.

TS:—P-N.G.: May 8: Kernels store; Virginia bunch, in shell, cleaned, 10d to 1/- del. Sydney, ops expected soon from Kingaroy, id.

R:—P-N.G. price is based on rate, which on May 6, was: RSS, spot, 71.75 Straits cents (st. approx.) per lb.

A BEANS: Victor Karp, Tulk & ney, reported on May 8: New f., Sydney, Tahiti White and abel, processed standard packs en 64/-.

Australian:—Price from May 1, G.: Dry brown and dressed, gs, 5 tons and over, £61/10/- f.o.w.; under 5 tons £62 per mised and enriched white, 112 5 tons and over, £68 per ton, nder 5 tons, £68/10/- per ton.

Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—May 8 quotation by independent pearl: Sound, £A750; D, £A550; E, £A375; EE, £A205 (in store Sydney). Prices remain unchanged from April. **Cook Is.-Penrhyn:** f.o.b. Rarotonga. Market expected to drop following fall of one-third in price of Tahiti shell in Germany.

TROCHUS:—Market still weak. Quotes nominal, NG, £A340; BSI, £A325; New Hebrides, agent reports "No business offering". Prices are less rejects and based on Sydney weights.

GREEN SNAIL:—Merchants report "no business", nominal price £A330, c.i.f., Sydney.

London and US Quotations

Copra:—London, May 7: Philippines in bulk May-June \$197.50 (seller). Straits/Borneo, fair merchantable, del weights, c.i.f., UK/Nth. European ports, May-June, £Stg.70/10/- (buyer). Philippines, c.i.f., US Pacific coast port, \$190 asked. (£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil:—London, May 7, Straits, crude, bulk, c.i.f., May, £Stg.104/5/- seller. Ceylon, in bulk, c.i.f., fair, UK-Nth. European ports, May-June, £Stg.111, seller.

Rubber:—London, May 6: RSS No. 1, spot, 21d Stg.; July-September, 21½d Stg.; April, 1959, 20½d Stg.

EXCHANGE RATES

FIJI:—Through BANK OF NSW, ANZ BANK and BANK OF NZ, Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London,** basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji,** basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA:—Through BANK OF NZ, Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. **Samoa-London,** basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ,** basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji,** basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby) and **NATIONAL BANK OF 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 \$.

W. SAMOAN COPRA OUTLOOK

APIA, May 1. Although banana production is increasing in W. Samoa, the copra industry, on the other hand, shows a less promising outlook. During the first four months of this year, the copra production and export amounted to less than half of normal, mainly owing to the unattractive rates paid to producers, and to weather conditions.

To try and increase production, the Government Copra Board has increased the buying rates by 4/- per 100 lb. The

new prices, according to districts, are 27/- to 28/- for hot air dried copra; 25/- to 26/- for Samoan first grade quality; and 22/- to 23/- for ordinary quality (sundried second grade).

The increase was decided on in view of improvement in the London copra market, the Copra Board passing on resulting profits to the growers.

THE NEW RICE PRICE

As advised in the April issue of PIM, the price to be paid for rice in Papua-New Guinea for the 12 months beginning May 1 has risen by 10/- per ton for all varieties. (See Island Produce columns).

The price for rice exported to all other Pacific Islands will remain the same as for the previous year—i.e., dry, brown, £A70 per ton f.o.w., Sydney or Melbourne.

Through an arrangement with the Papua-New Guinea Administration, Australian rice enjoys a monopoly in the Territory. Its price for the year is fixed each May.

Last May the price fell by £1 per ton for all types and this year producers made a strenuous effort to get the £1 back, claiming rising costs, etc. However they were met only half way, and got a 10/- rise all round. (Papua-New Guinea imports about 15,000 tons of rice per annum).

£250,000 DISTRIBUTION TO P-NG COPRA PRODUCERS

The Papua-New Guinea Copra Marketing Board announced on May 13 that it would distribute to planters undrawn profits from the Board's operations in the years 1954, 1955 and 1957. (The undrawn profits for 1956 were distributed to planters in 1957).

Planters will get something like £250,000 altogether—13/5 per ton for the 84,957 tons they delivered to the Board in 1954; for the 80,979 tons delivered in 1955, 5/1 per ton; and £2/4/8 per ton for the 68,651 tons on which no distribution had been made in 1957.

The "tentative price" for 1958 copra, declared by the Board in January this year, has not been raised—but there was a hint that it might be revised (in the light of recent copra rises in UK) after June.

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Index to Advertis

Akta-Vite	60	Kiwi Polish	
Amalg. Dairies	96	Kopsen & Co.	
A.M.L. & F.	86		
Angliss, W. & Co.	114	Lawrence, A.	
Appleton, N. V.	126	Lysaght, J.	
Arnott, Wm.	140		
Armstrong Bros.	103	MacRobertson	
Aspro	112	McIlraith's	
Austin Cars	34	McPherson's	
Autohall	144	McNiven Bros.	
		Marine Spar	
B.A.L.M. Paints	50	Mason Bros.	
Baglin, D.	30	Medical Bene	
Bank of NZ	50	Fund	
Barton, C.	161	Mendaco	
Bank of NSW 48	137	Millers Ltd.	
Berger Paints	156	Morris, H.	
Betawear Footwear	28	Morris Cars	
Bethell, Gwyn	153	M. H. Ltd.	
Blaxland-Rae	101	Mungo Scott	
B.O.A.C.	154		
Boroko Hotel	155	Nathan & W.	
Bradford Mills	100	N. & R. 44	
Braybon Bros.	1, 38	Nestles	
Bristol Myers	121	NG Aust. Lin	
Brit. Aluminium	132	Nile Product	
British United		Nixoderm	
Dairies	92		
Broadway Motors	152	P.A.A.	
Brunton & Co.	95	Pac. Shipbuil	
Bunting, A. H.	68	Co.	
B.P. 85, 94, 143, 153		Papuan Print	
		Parke Davis	
Cadbury	5	Penfolds, W.	
Carlton Breweries	64	Philips	
Carpenter Ltd.	74	P. I. Line	
Case Tractors	32	Piccaninny	
Cecil, The Hotel	56		
Coldstream P/L	62	Qld. Insuran	
Colgate	58	Qld. Milling	
Colmans French			
Cream	45	Ransomes Cos	
Colonial Meat	66	Reckitts Blue	
Colyer Watson	92	Rohu, Sil	
C'wealth Bank	4		
Crammond Co.	54	Sariba Slipwa	
Crane, G. E.	10	Seward Ltd.	
Cyclone Co.	122	Shaw Savill	
Cystex	51	Silvo	
		S.T.C. Co.	
Dangar, G. & M.	106	Stapleton, J.	
Davison Paints	3	Stewarts Lio	
Dettol	46	S. P. Breweri	
Donald Ltd.	93	Sth. Pac. Co	
Douglass, W. Co.	136	Sthn. Pac. I	
Dunlop Rubber	108	Sullivan Ltd.	
		Tait, W. S.	
Econo Steel	iv	Tatham, S. I	
Edge, W.	115	Taubmans Ltd	
Et. Donald	55	Tilley Lamp	
		Thornycroft O	
Franke & Hiedecke	36	Tillock & Co	
Frigate Rum	93	Tongala Milk	
		Tooth & Co.	
Gardner Eng.	98	Turners &	
Gilbey, W. & A.	6	Growers	
Gillespie Bros.	72	Tyneside Eng	
Gillespie, R.	1, 110		
Gordons Gin	36	United Insur	
Goroka Hotel	63	U.R.D.	
G.P.H. (Suva)	152		
Grove Ltd.	38, 141	Ventura	
		Victa Mow	
Halvorsen, B.	102	Vincent's AP	
Halvorsen, L.	104	Vi-Stim	
Hanimex	9		
Hari, G. B.	76	Walkers Ltd.	
Harris, K.	108	Warnock	
Hastings Diesels	130	Wau, Hotel	
Hellaby Ltd.	73	Westfield Me	
Hemingway Robert		Weymark Pty	
son Institute	124	White Rose	
Holbrooks	63	Wills Ltd.	
Hytex Co.	118	Wrigley's	
		Wunderlich U	
International			
Harvester	i, 20	Yorkshire In	
Johnson, S. C.	28		
		Zevenboom,	
Keens Curry	43		
Kennedy, Capt.	101		
Kerr Bros.	39		

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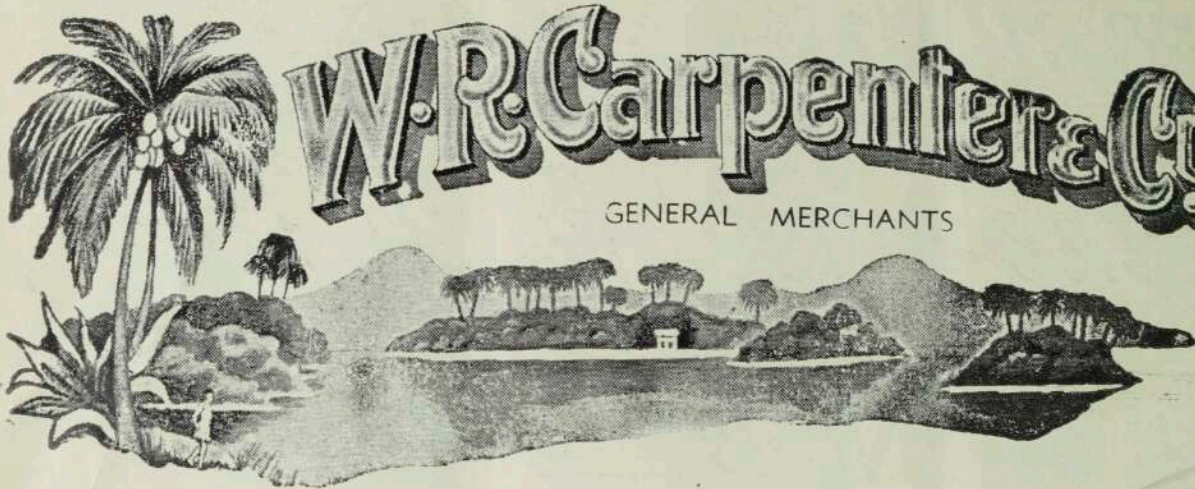
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