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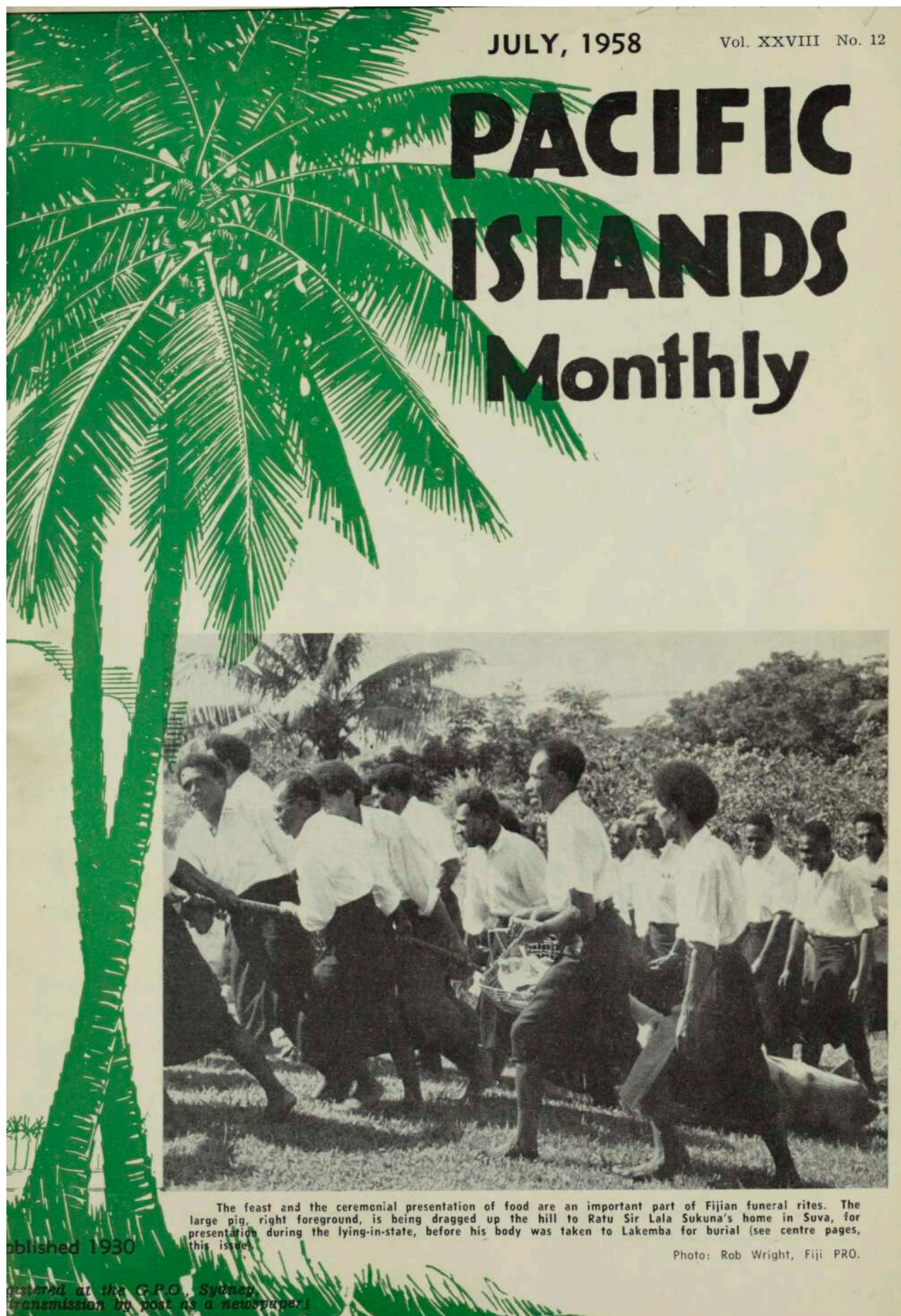
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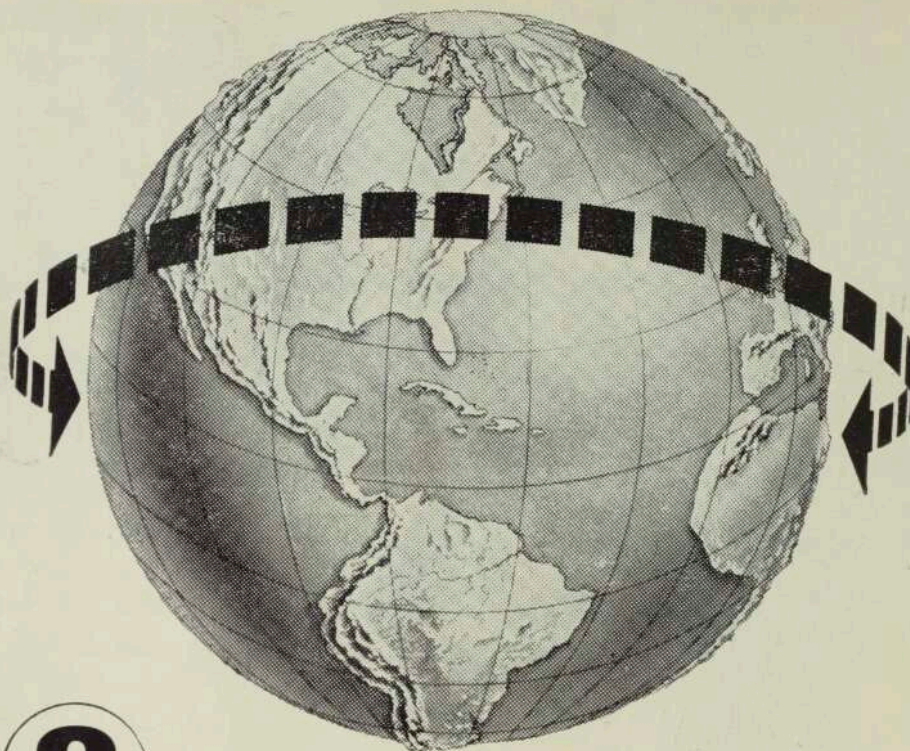
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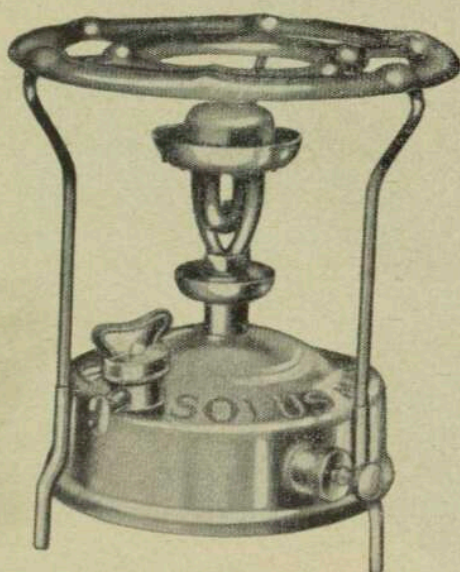
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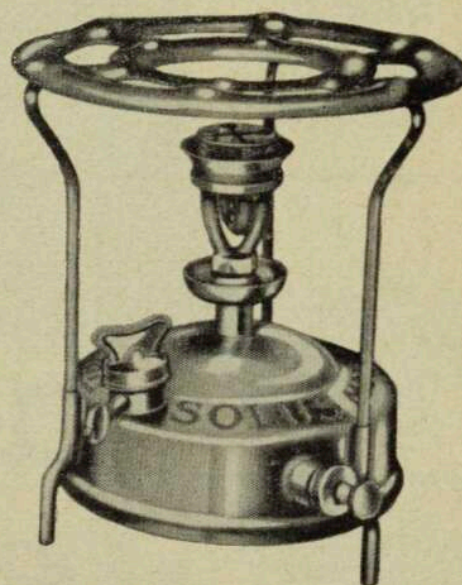
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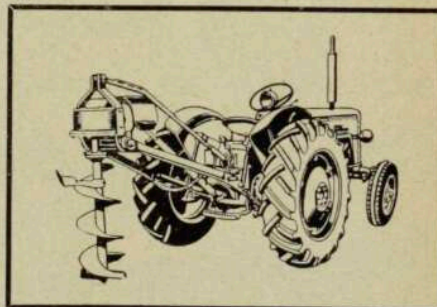
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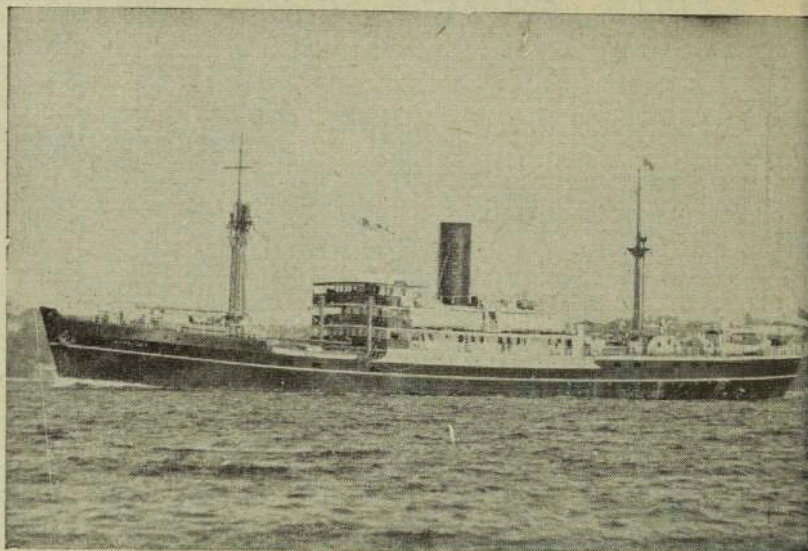
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PEOPLE

Mr. Geoffrey Horsfall, who was District Magistrate in Fiji between 1948 and 1953, has been appointed District Judge in Zanzibar. He is at present District Judicial Commissioner in the British Solomon Islands. He was born in Australia, called to the Bar in London, and served the British Consular Office in Nigeria and Sierra Leone.

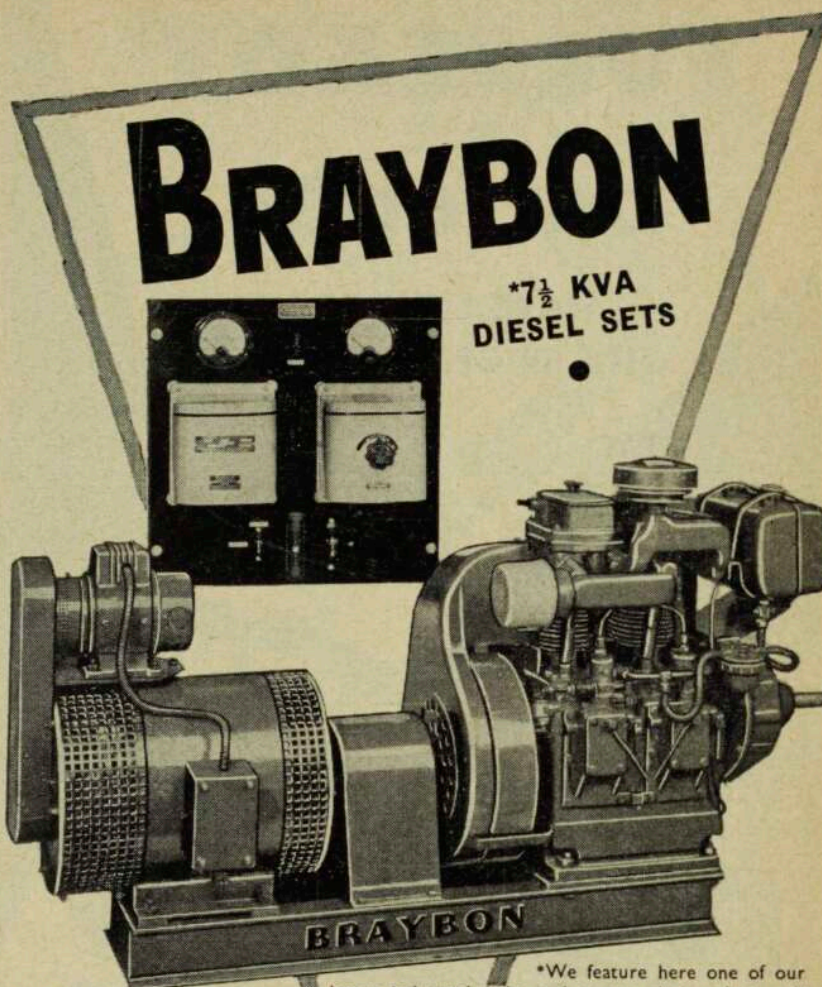
Returning from Sydney in July 1958, for five months leave in the United Kingdom, were Mr. and Mrs. A. W. Garnett. Mr. Garnett is a surveyor, New Hebrides Consular Commission Government.

Mr. Carl Jacobson, after some time spent in New South Wales, returned to his plantation outside Port Moresby, New Guinea, on the June 10.



J. A. van Beuge, special attaché for New Guinea affairs with the Netherlands Consulate in Canberra. His recent appointment is part of the Australian-Netherlands plan for co-operation between their New Guinea territories. Mr. van Beuge has previously been Netherlands delegate to the South Pacific Commission and has visited the Pacific territories where this photograph was taken.

P. W. Dill-Russell, chief of Medical Services and of the Pacific Health Service, returned through Port Moresby in July on his way back home. He had been attending a Health Conference meeting in Honiara. He had a number of interesting things to say to Port Moresby reporters—indicating something about the dramatic change that has come over the Yaws situation since the discovery of antibiotics. Yaws, once a number-one health problem of native Pacific Islanders, had virtually been wiped out where yaws campaigns (sponsored by the World Health Organisation) had been conducted.



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The retiring Governor of Fiji, Ronald Garvey, KCMG, and Garvey, expect to leave Fiji in October, and already are engaged in a round of farewell ceremonies.

They have been at Government House since 1952; and they spent many years in the South Pacific before the war. Sir Ronald reached gubernatorial rank in British Honduras in 1949.

The Council of Chiefs in Fiji last month said an emotional farewell. Flattering and appropriate remarks were said, on behalf of the Council by Ratu Penaia Ganilau.

The Governor was presented with some valuable Fijian articles—among others an ancient tanoa (bowl for mixing kava), and a walking stick richly embossed, made from Nambeby ebony.

The Chiefs also handed to the Governor an address, expressing their loyalty and devotion, which they asked should be presented to the Queen. His Excellency promised that it would be delivered by him in person, at Buckingham Palace.



Miss Wendy Renfrey was a Port Moresby June bride. She wed Mr. John McDonald at the Taurama Chapel, on June 21.

Papuan Prints R

Back to Papua to make a sentimental journey to the Kokoda Trail (but this time by car) went English journalist William Courtney, in June. He had covered the Australians' retreat and advance along the trail in 1942 for British newspapers, and was also with the Australians the next year when the fighting had moved to Morobe.



Exotic shirts, ex-Japan and the Islands, worn by these happy travellers, Lucky Hill and Tex Foote, who met at the Polynesian Association in Sydney. Mr. Foote left Sydney soon after and is now in Tahiti.

A Tele-Photo

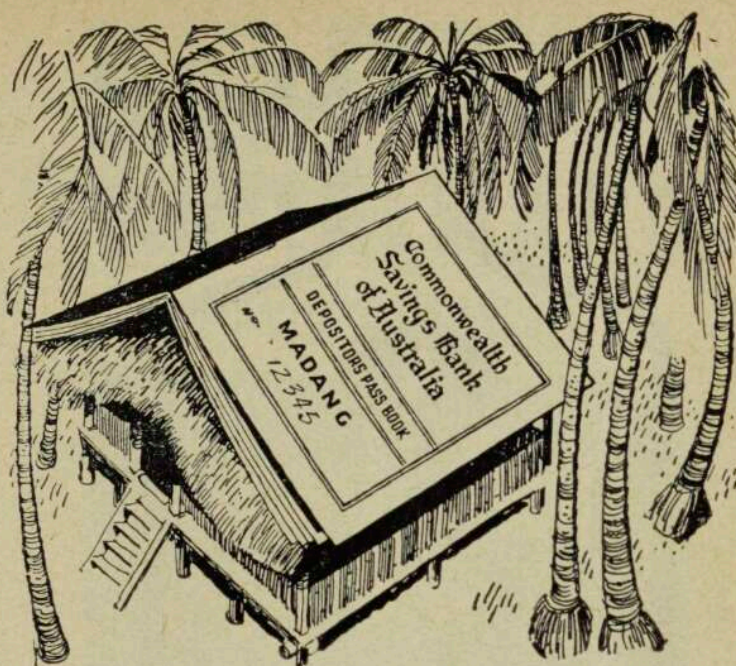


charming bride, shown with her bride-
Mr. Burt Jonkergouw, cutting their
cake, was Miss Frances Bryant, a
nursing sister. They were married in
Francis Xavier Catholic Church, Rabaul,
Photo: Larry Chin

atches from the New Guinea
were well known during the
c war.

man who has been in and out
New Guinea for the past 25 years
ed there again in June. He
D. Williams, who this time
to Lae to become Vacuum
company district manager for
Mr. Williams first went to
Guinea in 1934. That time it
also to Lae, for Guinea Air-
He transferred to W. R.
nter and Co. in 1936, and was
with them when he enlisted
e AIF. After war service he
l Vacuum Oil, went to Rabaul
hem, and was later trans-
to Port Moresby. He left
in 1955 for headquarters in
urne, as sales manager, Pacific
is branch. Now it is back to
territory. Mrs. Williams went
him.

Samuel H. Elbert, Professor
cific Languages at the Hawaii
rsity, left Honiara by Qantas
ne 17 after spending over six
as in the British Solomon
is protectorate. (Over)



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In addition, 57 agencies operate throughout Papua-New Guinea, 5 agencies in the Solomon Islands, and others at Fanning Island, Lord Howe Island, Nauru and at Vila and Santo (New Hebrides).

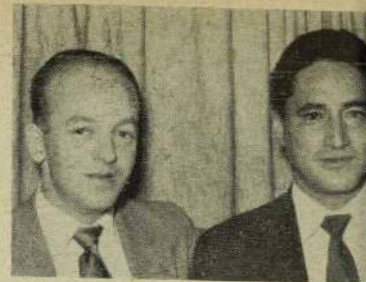
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Mr. Murray Rider, second engineer of well-known Union Co. vessel "Waihemo", Mr. Terepo Rahui, from Rarotonga—both visitors to a Polynesian Assn. party in Sydney recently. A Tele-

Professor Elbert, who specialises in the study of Polynesians, is attempting to trace by language relationships their settlement in the Pacific. He has travelled widely throughout Polynesia and his visit to the Protectorate will complete his survey.



High Chief A. P. Laovao, Speaker in the House of Representatives in American Samoa, who was a member of the Special Industries Committee recently deliberating on wages in Pago Pago. The committee has proposed 10 cents per hour for workers in the tin cannery; not less than 52 for those in the petroleum marketing industry; and 40 cents in miscellaneous industries.

—Pan American Press

The greater part of his stay was spent on Rennell Island, an outlying island to the south of the main Solomon Group populated by Polynesian-type people. There he was able to compile a Rennell Dictionary.

He subscribes to the theory that the Polynesians came possibly from Malaya and travelled by way of Indonesia. He is of the opinion that the outlying islands of the Solomon Group were populated from Wallis Island. The idea that South America

the original home of the
nesian Race has now been com-
ely discounted. Well, that is
t Professor Elbert reckons, any-

rs. Ellen McGrath, a Papua
timer, has been residing at St.
a, Brisbane, with her daughter,
Mick Healey, wife of the
rict Commissioner at Kavieng,
Guinea. She is in poor health.

r. Tom Farelly and Miss
reen Elliott met and became
ged in Port Moresby, but they
elled about 2,000 miles to
dulla, on the NSW South Coast,
be married from the bride's
er home. The happy event
place in June. They will re-
to Port Moresby to live.

aking his first visit to New
ea end of June, was Mr. T.
h, Secretary-General of the
h Pacific Commission. He
ed Rabaul to inspect the
ities at the site of the fourth
h Pacific Conference which is
e held there next year. (The
ous three were held in Suva,
e, and Noumea).

P's visiting New Guinea in
-July were thick as copra
es. Just three of them: Aus-
an Minister for Labour and
onal Service, Mr. Harold Holt,
was making his first visit; the
Commissioner for Pakistan,
-General Mohammed Yousuf,
for the first time; and Sir
p McBride, for whom it was
d time round. The Ministers
that their visit was so that
could "follow more realistically
osals put forward for the
opment of the country during
ng meetings of Cabinet".

s. M. T. V. Head, of Niue
d, was awarded the MBE in
recent Birthday Honours for
services to Education".

. W. C. Groves, who has been
iated with New Guinea for
years, and since the resump-



V. Harris was married to Mr. A. Heath
Roman Catholic Church, Port Moresby,
ne 6.
—Papuan Prints Photo..

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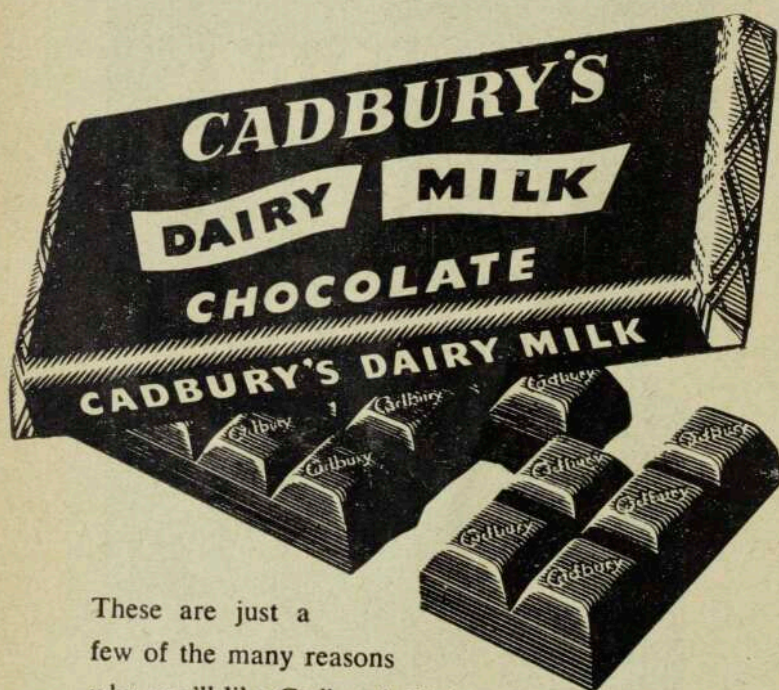
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tion of Civil Administration, Director of Education, retires Australia in August. At the June meeting of the P-NG Legislative Council, occasion was taken to contribute to the very valuable community work of Mr. Groves. I has been an official member of the P-NG Legco since its inauguration



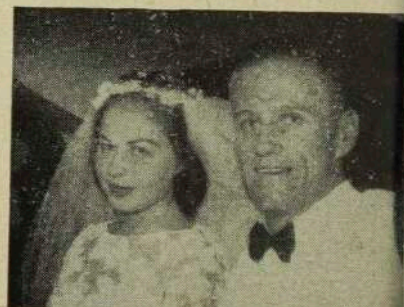
Mr. and Mrs. Cedric Hulse after the marriage in the Roman Catholic Church, Port Moresby, on June 20. The bride was formerly Miss Paula Maher. Papuan Prints Photo

Former District officials of Papua were interested in the recent announcement that Mr. Alwyn Watkins had been selected as Liberal candidate for the Federal seat of Newcastle.

Mr. Watkins was in the Papua public service prior to World War II—he was ARM at Buna Bay in 1940. He was a son of David Watkins, MP. Former colleagues recall that he once pointed to his baby son and said: "There goes the future member of Newcastle — is an hereditary seat, you know".

David Watkins, a Labour stalwart held the Newcastle seat from the inauguration of the Commonwealth until 1935. His son, David Olive Watkins, also Labour, followed on. David now is retiring from Parliament, and the Newcastle Labour people have selected as their candidate Ald. C. K. Jones, a former Newcastle Mayor.

But Alwyn Watkins—"Buddy" to his friends—feels that the family's political record is in danger of slipping—so he goes in to Newcastle to oppose Alderman Jones, as



Mr. and Mrs. K. Baldwin after their marriage at the Ela Beach Church, Port Moresby, at end of May. The bride was formerly Miss V. Eedla. Papuan Prints Photo



Fay Jones was recently married at the of England, Rabaul, to Mr. Selwyn e. They are shown here with her e-of-honour, Mrs. Joyce Lambert.

Photo: Larry Chin

al candidate. His chances are ated high.

* * *
e Venerable H. Mayo Harris been appointed Archdeacon of raki, Auckland, and vicar of mport. Ordained in 1927, he me Archdeacon of Fiji and e-General of the Diocese of nesia in 1934. During the he served as an officer in the N and at the conclusion hostilities became a naval lain. In 1949 he received the

* * *
-Ministers of a Pacific Islanders regational Church, erected by islanders, and opened recently okoroa, the centre of the NZ and paper industry, are the R. L. Challis, of Auckland, the Rev. L. I. Sio.

* * *
ss Rachael Leighton, matron of TB and leprosy hospital on o Is., Port Moresby, since left Auckland in May, to con her year's furogh in her native ania. She is using her leave n opportunity to make known work of Papuan missionaries, had visited both islands of NZ. no Hospital, a Government ital, staffed and run by the on Missionary Society, is self-ained, with a church and ol).

* * *
Rev. S. G. Andrews, who was ged in Methodist Mission work ji for 20 years, and who sub-ntly was secretary of Methodist gn Missions Board in NZ, has acting as Chairman of the odist Solomon Islands District cent months. The Rev. J. F.



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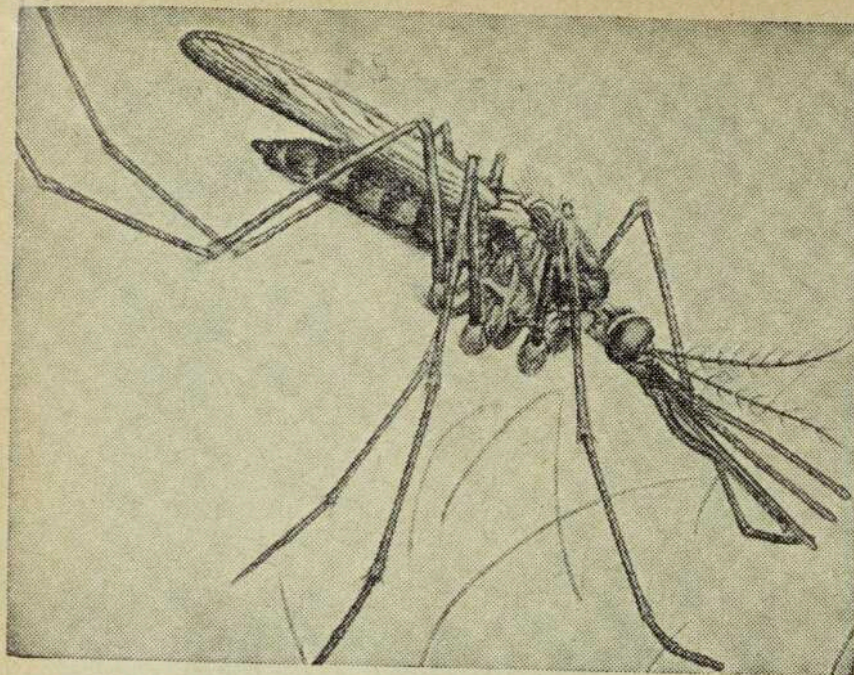
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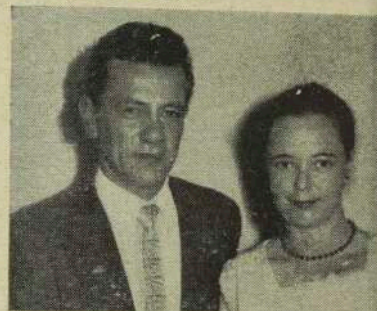
IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

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Metcalfe, who retired from Solomons early this year owing ill-health, and relinquished Chairmanship, is now living in toria.

For the first time for six years there is a Fijian Assistant Superintendent of Police in Fiji. He is Josefata Kuboutawa, 29, who as a police inspector recently returned from six months training at the Metropolitan Police Training College at Hendon, near London. Assistant Superintendent Josefata's progress through the Fiji Police Force has been phenomenal. He enlisted in 1947 and has risen from the ranks. During his six months in the UK, he did a course of training at the Guard's Training Depot in Surrey. There he had the distinction of being the only one allowed on parade without headgear. He has "big hair", and that headgear enough.



Mr. Fred Hennings, of Suva, Fiji, with his friend, Miss Rita Young, at a recent gathering in Sydney of the Polynesian Society. A Tele-Pic

Mr. M. D. I. Gass, who until recently was Permanent Secretary to the Minister of Interior, Ghana, who now has been appointed Chief Secretary of the Western Pacific High Commission, is expected to arrive in Honiara in August to take up his new duties. Mr. R. J. Minnett, whom he succeeds, has now reached England with his family and is taking his pre-retirement leave. He spent 23 years in the Colonial Service—the last half-dozen in the Solomons, but the rest of them in Hongkong (including four years' internment in Japanese hands). Residents of the Solomons and other of the WPHC Territories were sorry to see the Minnetts go, but wish them well in their new life.

British Judge of the New Hebrides Condominium Joint Court, J. Brownlee, left Vila after a two-year term, at the end of May, but his successor, Judge C. F. Macaskie, did not arrive until July—he had gone first to Fiji to sit at the Fiji Court of Appeals. Judge Macaskie will hold the NH appointment only until a permanent Judge is recruited. He performed a similar service for



Parkin Christian, 73-years-old resident of New Hebrides, meets a guard at the US Consulate in Washington. Christian was a delegate to the 48th world conference of Seventh Day Adventists which began in Cleveland, Ohio, on 1st June.

New Hebrides on another visit—in 1955.

Attracting plenty of attention in New Hebrides in June were a 6 ft 5 in. tall chief, his wife and their two daughters. He was Ratu Sese Mara, She is Adi Lala, and her two daughters, aged six and seven, are Adi Ateca and Adi Kolla. Mara, a District Commissioner for New Hebrides, is on leave and is showing his family the United Kingdom. It was Adi Ateca who last February, won true Fijian grace and dignity, and presented the bouquet to the Queen Mother when she passed through New Hebrides on her way to Australasia.

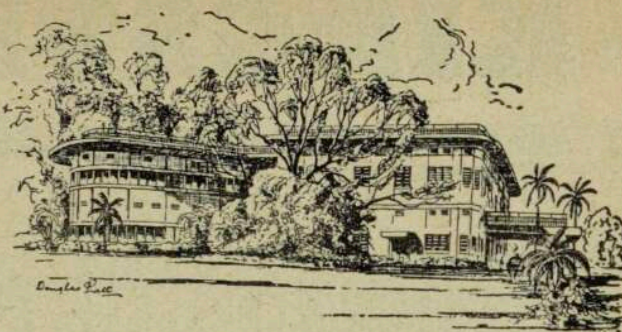
Lynn Wilson, from "back of the bush", has been enjoying a spell of leave in Brisbane. He is a New Zealander, but has been so long in Papua and New Guinea that he has accepted New Guineaite.

Hobart Spiller, a planter well known on the northeast coast of New Guinea—his place is Menapi—has had a good recovery from a severe malaria operation. He is continuing in North Queensland, and will complete a visit to Europe, and return to the Riviera, later this year.

George Christie, well known in the Australian Territories, is back in New Guinea again. He visits his home in New Guinea every 3 or 4 years.

Long Territories folk enjoying a visit in North Queensland at present is Mr. Bill Bellingham, a New Guinea planter. Maybe not a "rubber farmer"—he retains his interest in rubber, a private rubber plantation which, rumour says, he pays less than 40 cent.

(Continued on page 167)



Hotel Cecil, Lae

The kitchen, under the control of Chris Alexiou so widely known as chef to the patrons of Caprice and Princes Restaurants in Sydney and the Royal at Hayman Island, provides a cuisine that will satisfy the most fastidious.

Evening meals are available from 6.30 p.m. onwards for visitors in addition to house guests.

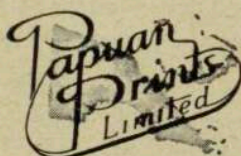
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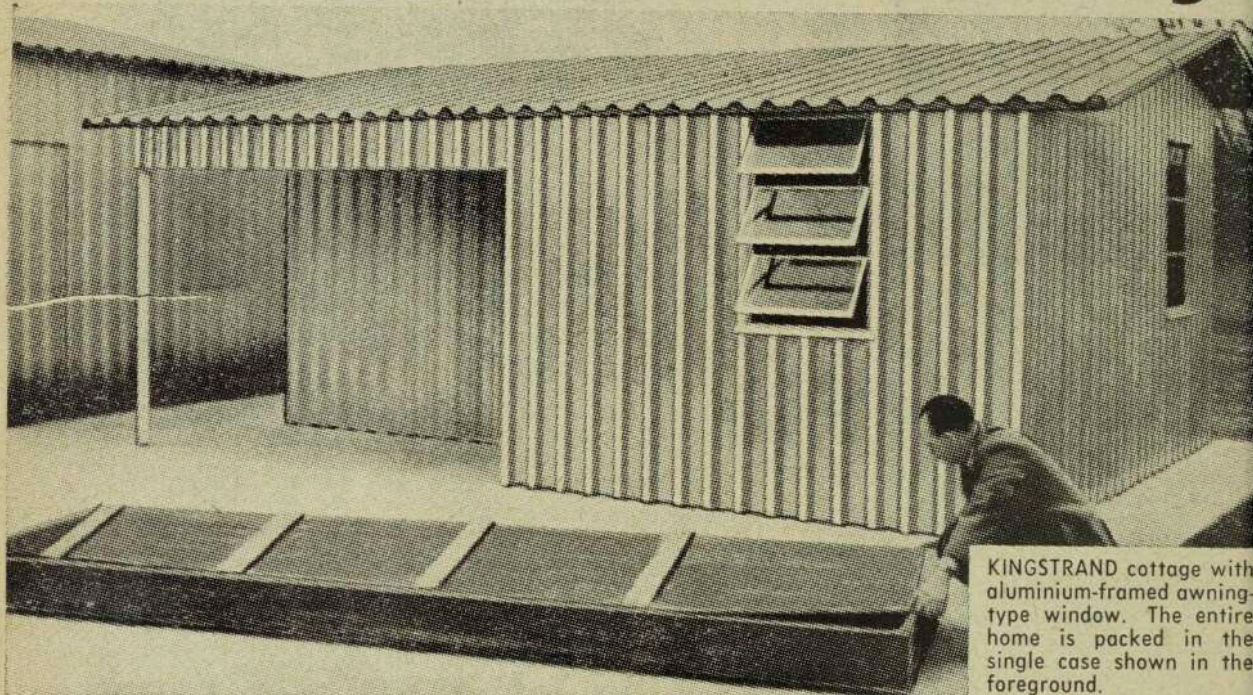
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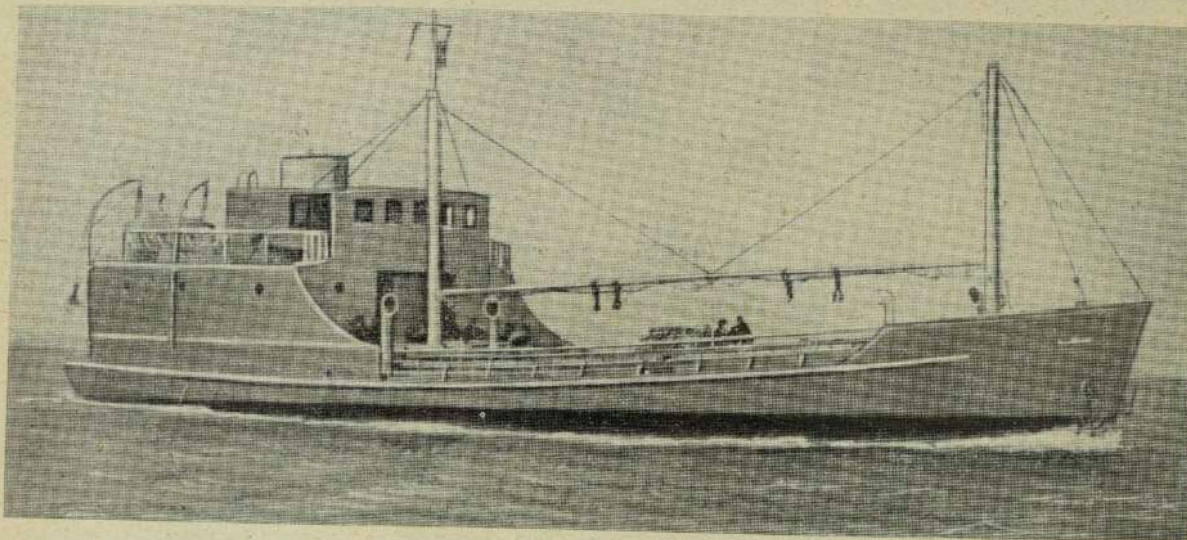
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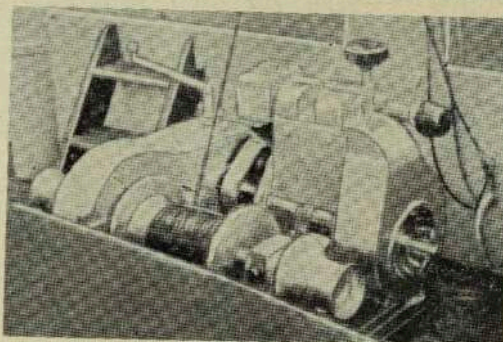
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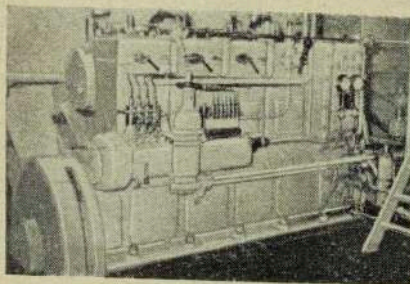


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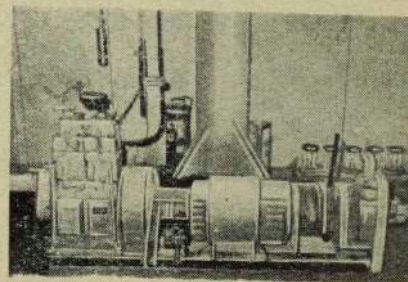
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Class Hatred Flares Up

GVERNOR'S ACTION SAVES N. CALEDONIA FROM CIVIL WAR

The political situation in New Caledonia, by July 10, had been brought under full control.

The machinery of government, directed personally by the Governor, is functioning quietly and efficiently, although the country remains divided generally between Rightists and Leftists, some of whom are snarling savagely at each other.

There is one man who comes out of it all with credit—the Governor, M. Aime Grimald. He was fortunate for New Caledonia that there was someone like Grimald, with wisdom, tolerance and strength, to take charge of the local volcano that erupted so early on June 18. (PIM, June, 1958.)

Grimald inherited this trouble—the political and economic conditions which dominated New Caledonia for many years.

Low Class Hatred was Bred

For too long, the big French colony was ruled by powerful special interests represented in metal industries and certain big companies. Governors and administrative officials were their complaisant tools.

As life was made easy and comfortable for the upper classes of the Colony, and there was order and good government. But there was no worthwhile place in it for (a) the poorer classes of farmers; (b) the large number of mixed blood people who live close to the earth in NC; (c) the native people—Melanesians, closely akin to those of New Hebrides and Solomons.

The population today is made up approximately thus—

European and Mixed-race people living as Europeans	22,000
Melanesian natives	36,000
Chinese	2,700
Indonesians (Tonkinese)	5,000
Islanders	1,000
Others	1,300
Total	68,000

For a good many years longer was necessary, the poorer classes endured the arrogance, and political injustice at the hands of the rich traders and top-bureaucrats. Thus was bred, a degree of class hatred that, in the late 'Forties, was becoming deadly.

This class feeling really became acute after World War II—probably the result of the American occupation.

When France surrendered to the Allies in 1940, New Caledonia and the rest of Oceania were left politically

and administratively and economically adrift. For a time, until De Gaulle's Free France began to function, they were actually without a government.

The first of the American divisions arrived in NC in March, 1942; and thereafter, until late in 1945, the French Pacific Territories were governed nominally by De Gaulle, but actually by the military commanders of the Allies.

New Caledonia, desperately poor for the three years following 1939, suddenly became rich. Hundreds of middle-class people, who counted little in pre-war NC, owned masses of US dollars when the war ended, and France resumed control.

Those economic changes reached from the middle into the lower classes and changed the political balance. The downtrodden people of pre-war still hated the privileged classes; and the dollars gave them something effective to hate with.

Effect of 'Anti-Colonialism'

Nothing much happened, politically, in NC, for a few years—until about 1951, when colonies of France felt the effect of the changes in the

PACIFIC REPORT

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

Pacific Is. Society for NZ; New Fijian Leaders; W. Samoan Banana and Tourist Income; Territorial Protests about NG Passionfruit—121. Papuan Residents Who Died in War; Howls at Fiji Customs Dept.—123. Suva's Scarce Industrial Land—125. US Consulate Back in Suva; Where NZ Fought Japs—127.

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PIM's New Strip—Masta Ben and Buka—145.

French Colonial Empire, brought about by the Fourth Republic's attempt to save the Colonial Empire from the wave of anti-colonialism now sweeping across the post-war world.

It came to New Caledonia and



All the Fixings for a Siege

The driver of this car does not seem unduly perturbed as a gendarme examines his car for arms at a road block on the main road into Noumea, in July, during the political troubles. (See article this page).

French Polynesia and (more recently) to New Hebrides in the shape of the French Union, under which all classes of persons in the French Colonies — Europeans and indigenes and mixed race—became entitled, wherever possible and practicable, to equal voting rights in electing their representatives to the French Union Assembly.

In July, 1951, Maurice Lenormand, a well-educated French pharmacist, regarded as ardently pro-native, who had demonstrated his deep interest in ethnology by marrying a Melanesian native, closely related to the Colony's highest native chief, got sufficient native votes to secure election to the French Union Assembly (sitting in Paris)—a position he has held ever since.

In 1952, France decided to enlarge the NC Assembly to 25—16 to be elected by Europeans, and nine by natives. Lenormand immediately challenged and fanatically fought (in Paris) the new measure; and—despite bitter opposition by the better-class Europeans of NC—he succeeded eventually in the introduction of a common roll, for all classes. (*PIM*, April, 1952, p. 12).

A period of turmoil was followed by the Loi Cadre, and when the rolls closed, in 1957, they carried the names of 13,406 French and 18,964 Melanesians.

The inevitable result was the election of an Assembly, in 1957, dominated by Lenormand and his nominees, some of whom were Melanesians.

By now, the Party led by Lenormand was called Caledonian Union, and the opposition party

(mainly Rightist and De Gaullist) was mainly Republican Socialists.

The latter was led by an alert and energetic attorney, George Chatenay. Chatenay challenged Lenormand for the position on the French Union Assembly, but Lenormand again won the poll (January 8, 1956) by some 5,000 majority.

Excesses by Leftists

There was a similar development in French Polynesia, where also a common roll for Europeans and Islanders was introduced. A Leftist Party, led by Jean Baptist Celan-Jerusalem and Pouvanaa a Oopa took control of the Government, and caused a Rightist revolt (May, *PIM*, p. 14).

Both the Noumea and Tahiti Assemblies, having Socialist majorities, introduced, in 1957, measures which the Rightist sections regarded as oppressive.

In Noumea, for example, M. Lenormand appointed a governing Council of seven Ministers, two of whom were natives and four of whom were recent arrivals from France, and suspected Reds; and these Ministers awarded themselves salaries equal to no less than £485 per month Australian, plus perquisites—a figure that would have been regarded as outrageous even in Australia, where the politicians' snouts are so often thrust into the trough of public finance. It was sinful in NC, where declining metal prices have introduced a really lean period.

For years, the NC administrative pendulum had swung a long way

The Happy Tax-Gather

P-NG Commissioner of Taxation, G. W. Toogood (he's only got a H Tax yet, but he's hopeful) announced joyfully as June drew to a close that they would probably do a great deal better out of the first attempt Territory direct taxation than was expected. Maybe even £10,000 more, the year ended June 30.

Under Capitation Tax regulation every male over 18, living in Territory for more than six months must pay £2 per annum tax. When it was first introduced about months ago it was thought that yield would be about £100,000. Early in June, Mr. Toogood already had £4,000 more in the sock than had anticipated, and appeared to think that another £6,000 would forthcoming before he closed off books at the end of the financial year.

About £15,000 of the £110,000 comes from Europeans and Asians, and the rest from the natives, most of whom do not understand what it is about but paid up.

The success of the tax collection was commented Mr. Ian Downs, MLC, Goroka in mid-June, was due to discipline, good order and loyalty of the native people, and to nothing else.

Few people—unless it is the general who thought up this silliest tax of time—would care to disagree with him.

to the Right. Now, understanding it was making a compensating swing away over to the Left, that reflection did not make property-owning sections any resentful of what was going on.

The Melanesian natives wholly behind Lenormand.

Revolt by Rightists

The dissatisfaction of the French Empire with the French Parliamentary system confirmed merchants and traders of New Caledonia in their anger and discontent. Thus, when the Chamber Deputies collapsed, and handed power over to De Gaulle, the anti-Lenormand sections in New Caledonia were ready for action.

They were deceptively quiet, some weeks. But it now is clear that some underground organisation was proceeding.

They made their own opportunity on June 18. They assembled at De Gaulle statue (memorial to battle of Free France in 1940—) and made salutation; and then they marched directly upon Government House, and demanded the removal from office of Council Vice-President and Premier Lenormand and his coterie of Ministers.

It was apparent that this demonstration was organised by the Republican Socialist Party, and George Chatenay was its leader and chief spokesman.

Governor Grimald naturally hesitated. Lenormand's Government was legally in power, elected according to the laws of the French Union. The Governor had supreme authority over the Colony; but was

(Continued on page 145)



M. George Chatenay, Noumea lawyer, leader of the Republican Socialist party (Right Wing, in spite of its name), and a member of the Assembly Territoriale, harangues the crowd on June 18, demanding that the Government be dismissed.

Announcement Soon

AUSTRALIA AND NEW ZEALAND RE-APPRAISE S. PACIFIC AIR REQUIREMENTS

From a Suva Correspondent

An announcement about the future operations of TEAL will probably be made by the NZ and Australian Governments together before the end of July.

The announcement was ready for early July, but NZ Prime Minister Nash queried some of it at the last minute—and then the NZ Budget was upon him. When the announcement comes it

will make at least half-a-dozen main points which will in effect restate the whole South Pacific routes involving TEAL and Qantas.

TEAL will give away some ground, and gain elsewhere.

One of the things Qantas will probably get is the right for direct flights between Fiji and NZ, and the right to fly the Tasman on their round-the-world flights.

(It is unlikely that Qantas will compete with TEAL in trans-Tasman traffic, but Qantas will have the right for its passengers travelling between say, Sydney and San Francisco, to break their journeys in NZ. Sydney office of Qantas has stated also that when Electras are in use, TEAL will not need more than 1½ planes to do its trans-Tasman job, and that Qantas will likely charter the spare half.)

The Coral Route

TEAL, it seems certain, will be able to keep its Coral Route going until it can get enough landing fields for land-based aircraft, and this part of the Pacific basin will have no complaints about that.

For TEAL's name is high here. People would be genuinely unhappy

New Governor Arrives



Accompanied by Mr. J. C. Baarspul who had been Acting-Governor, Dr. P. J. Platteel (the new Governor of Netherlands New Guinea) arrives at the airport, Hollandia, on July 3.

On the day, Dr. Platteel assumed the duties of a public ceremony. In reply to a message of welcome he said that he realised the job ahead of him was not an easy one and that already he had considerable work to do for what officials had done in the past, often in the face of considerable dissension and great physical difficulties.

Dr. Platteel succeeds Dr. J. van Baal who was Governor from 1954 to March.

Sydney's Bit Of Papua

Most soldiers who walked Papua's Kokoda Trail during the war remember it for its mud rather than for its stones. But by its stones it will be remembered.

Two huge specimens from the trail weighing 60 lbs in all (and worth about £15 in air-freight if it were charged) arrived in Sydney by Qantas from NG in early June.

They were sent down, on request, by the RSSAILA in the Territory, and will be built into a wall in the Anzac Memorial Hall at St. Augustine's Church of England, Mosman, as a memorial to those who lost their lives during the Pacific War.

if they thought TEAL were going to get the worst end of the stick.

TEAL is "All Right"

But the people who are directing TEAL don't seem to be worrying too much—that, anyway, is the impression I got from chairman Sir Leonard Isitt, and general manager F. A. Reeves, who were in Suva early July.

Sir Leonard said, "We didn't get the aircraft we want, it's true; but we got a good one, and anyway the type of aircraft is only a small part of the overall picture.

"That part has got a lot of publicity. But the whole pattern is what counts, and we did all right. We have no complaints."

NEW AIRCRAFT FOR RAI; NEW ROUTE FOR TAI

THE Sydney office of Transports Aériens Inter-Continentaux (the French international airline) confirmed, in mid-July, that their Paris-Noumea service would be extended to Bora Bora, French Polynesia, in September. This followed an earlier announcement from Suva.

The "tentative schedule" for a September beginning for the projected service, announced in Suva, follows confirmation of the purchase by RAI of Sir Gordon Taylor's flying-boat Frigate Bird III. Sir Gordon delivered the aircraft, painted in RAI's colours, to Papeete in June. (RAI (Regie Aérienne Interinsulaire) is an associate company of TAI.

It was announced in Suva at the end of last year, that TAI would begin a service between Noumea and Bora Bora (passengers then be-

ing ferried to Papeete by flying-boat) in January, 1958. However, this service did not eventuate.

It was certain that sooner or later, TAI would extend its operations to Bora Bora (there being no landing area on Tahiti) thus paralleling the present TEAL Coral Route service from Auckland.

The lone Solent now doing this TEAL chore will be withdrawn soon for extensive survey, and will be out of operation for some time. No provision for contact with the Cook Islands and Samoa has been made, but presumably some limited provision for services with DC3 land-planes has been made.

It is understood that RAI will use its Solent on normal routes in French Oceania, but that it will be available for Bora Bora-Papeete work when the Noumea-French Oceania link is in operation.

Will Ye No

Come Back, Again?

LAE AND ITS TOURIST SHIP

From Pat Robertson

WE may not blame any individual for the fiasco of Lae's first tourist ship's visit; but from the resultant performance it is hoped that those responsible for the ship have learned enough to make the next visit—in August—more of a success.

The *Duntroon*, full of tourists, was scheduled to arrive in Lae on June 30. Clubs arranged dances—with specially printed tickets—townspeople made their cars available, charter flights to the Highlands were arranged, and shopkeepers dressed their windows.

However, as there was no wharf available on June 30—the *Bulolo* was in—the *Duntroon* was directed to Rabaul, to visit Lae on the way back.

She was to have arrived at 1 p.m. on July 3, and *Thorsisle* moved out to accommodate her.

But it was 3.30 p.m. before she was sighted. Another hour passed before she tied up. By the time passengers got to the town it was too late to do anything much except take a quick look around.

Two Meris, One Kundu

The so-called "sing-sing" provided by about a dozen dirty-looking wharf-labourers, and a couple of dilapidated Meris, equipped with one kundu and decorated with a few croton leaves over dirty shorts, was a disgrace to the town. Especially so, when we know that the natives love an excuse for a "sing-sing", and there was plenty of notice of the ship's arrival. Apparently, no one told the natives about it.

The Lae Club and the RSL Club put on orthodox dances for the visitors in the evening. But the majority of the visitors expressed disappointment that, owing to all this muddling, they were not able to visit our famous inland centres.

At 10 a.m. next day they sailed away—with what kind of an impression we do not know, but fear to think.

Back to Lae, New Guinea, unexpectedly, in early July, went Mrs. Dorothy Stewart and her small son Macgregor, she to take over again the management of the Hotel Cecil. It has been expected that Mrs. Stewart would go to Mt. Hagen, to conduct the new hotel that Morobe Hotels Ltd. (owners of the Cecil) plan to build there. But the Mt. Hagen project is not advanced as far as was expected,

HOME BASE

By
Sydney'sider

Sydney is the hub of the South Pacific, and its news is your news. Here are some of the things that made July headlines

SYDNEYSIDERS showed they still had hearts by contributing, in the space of just 48 hours, something close to £6,000 to the Help the Hurseys appeal opened by the *Sydney Daily Telegraph*. (The Hurseys, father and son, Hobart waterside workers, have suffered six months of victimisation since they refused to pay a compulsory levy to Labour Party political funds and were blacklisted by other members of the WWF. On June 21, they declared they were down, broke and at the end of their tether; on June 22 the *Telegraph* opened its fund; two days later there was over £5,000 in the kitty).

The New South Wales Government Railways Dept. excelled itself by having a record deficit of over £8 million for the year. Commissioner McCusker blames last summer's drought. Getting down to domestic facts, it means that every man, woman and child in the State should have spent over £2 more per head travelling by train.

How they are to be induced to do so when every five of them owns one motor vehicle, and the trains are comfortless, filthy, old-fashioned, inconvenient and very, very expensive, is Mr. McCusker's problem.

He says that no matter what, he won't raise fares. He'd better not. Every time the fares go up, more people use bikes, cars, motor-scooters or shanks' pony—and down goes Railways revenue.

Another transport revolution occurred beginning of July when, for the first time since the Harbour Bridge was opened in 1932, trams stopped running into the city from the North Shore.

The two tram tracks on the Bridge are to be converted to car lanes, at a cost of £1½-£2 million and 12 months' work.

Change-over from trams to buses has pleased motorists (because of freer-flowing traffic) and made suburban commuters froth at the mouth. Some have stood for an hour in bus queues, and those at intermediate stops must watch full buses sail past during peak-hours. Sydney is well on with its plan for rooting out all trams—on overseas advice. But in spite of the experts, buses

are not as convenient, nor do they lift the crowds like old-fashioned, toast-rack trams.

HIGH FINANCE: But it is not all debit. The State this year expects £4,700,000 from its rake-off on lotteries; £2,903,000 from racing and betting taxes; and £730,000 from licensed poker-machines.

THE PRESS: Although the popularity of the *DT* Hursey Appeal (see above) and the speed with which the donations (mostly in small amounts), flooded that newspaper office were surely newsworthy, all the other daily newspapers were too busy biting their nails in chagrin to mention it. Neither did the ABC see fit to give space on its aseptic air to the fact that the *Tele* had done something that made every citizen, not a Commo, want to go in and pat the management and staff on its collective back.

CULTURE: The Opera House Fund has reached £218,000—which means that only another £1½ million or so is needed before Sydney can have its Sails-on-the-Harbour Opera House on Benalong Point. By the time that sum is collected it is likely that what was a revolutionary design a couple of years ago will just be old stuff.

SPORT: The Empire Games Team left by Qantas for UK and Cardiff on July 2, and returned to Sydney on the morning of July 3, having flown 1,200 miles out and then been turned back by bad weather at Nadi, Fiji. The party—about 70 strong—got off again on the 4th, but the smiles of July 2 had turned sour as trainers and managers thought of ruined training schedules.

FASHION: Previously instructed by French, Italian, American and Irish mannequins, a bevy of German models, who will show how things are done in Berlin, are currently circulating. On arrival they were noted for three things; the shortness of their three things; the shortness of their fact that four had no international vaccination certificates. After initial reluctance, they submitted and were re-vaccinated—on their shapely hips, should you be interested.

h Anniversary of
ns-Pacific Flight

AMERICAN HALF OF SMITHY'S TEAM WILL SEE OLD BUS DEDICATED

• Towards the end of this month, the two surviving members of the four-man crew that made history in 1928 by flying for the first time across the Pacific between America and Australia, using the 3-engined monoplane, Southern Cross, will relive that flight by flying again those 7,000-odd dramatic miles.

At this time they will be doing it in a Super-Constellation, as the guests of Qantas, in roughly one-fourth of the 83 hours 29 minutes flying-time taken on that occasion.

The men, of course, are Harry Lyon, of Maine, who is now 73; and Charles Warner, of California, who is in his 60's. Lyon was the navigator on that pioneer flight; Warner was radio-operator.

Their two companions on that epic flight, Charles Ulm and Charles Kingsford-Smith disappeared in separate ocean flights in 1934 and 1935.

The "Southern Cross" reached the base on June 9, 1928, but the anniversary celebrations have been delayed somewhat—for the opening of the memorial pavilion at the base airport which will permanently house the Old Bus.

This is to be opened by the Minister around August 17, the trip of Warner and Lyon (and their wives) from the United States has been designed to fit in with this event. They will arrive in Suva on August 6, and before that will have spent two or three days in Honolulu and another in Suva.

The Hell-Raiser

Captain Harry Lyon calls himself a "nefarious character" but seems to have done pretty well for himself in the intervening 30 years. He is described as living the life of a country squire in his whiteonial mansion in Maine, and is obviously a solid, respectable man who seems to have filled in at one time and another.

But he looks back with a chuckle at the days when he was a ship's main, "rum runner, pioneer flier, village hell-raiser".

At the time Smithy and Ulm were looking for crew in 1928, he was "on the beach" looking for a job.

He didn't know anything about aerial navigation but "navigated the way I would on a ship—faster". As a method, it worked.

They hit the right spot in Hawaii after 27 hours in the air. This had been done before, of course, and it was the next 3,000 miles to pinpoint the dot in the Pacific that made the fliers regard the flight as difficult.

They accomplished it "right on the nose", says Lyon, with 20 minutes reserve of fuel, and after almost 35 hours non-stop flight in considerable discomfort.

Warner, too, was "on the beach" when the Southern Cross trip was being planned. He had just been discharged from the Navy after 16 years service as a radio man. He was "pedalling pants in San Francisco and finding it dull", when a mutual friend told him that Lyon had tangled with a couple of Australians who were aiming to fly the Pacific.

The Radio Operator

Warner thought Lyon must have gone crazy, but he looked him up—and the Southern Cross got its radio operator.

Today, Warner is an unremarkable, grey-haired man, who has a little difficulty with his hearing. He is in the real estate business and lives in a quiet suburban street in Hayward, California, not so far from where the Southern Cross rumbled into the dawn, just over 30 years ago.

When he and Lyon returned to the States in 1928, it was to a heroes' welcome. California news-

papers collected over \$12,000 for the pair of them, but, says Warner, "I was a real green pea—16 years in the Navy hadn't prepared me for the variety of sharpies that were after me". The money was gone inside two years and he went back to fixing radios until the Navy recalled him in 1940.

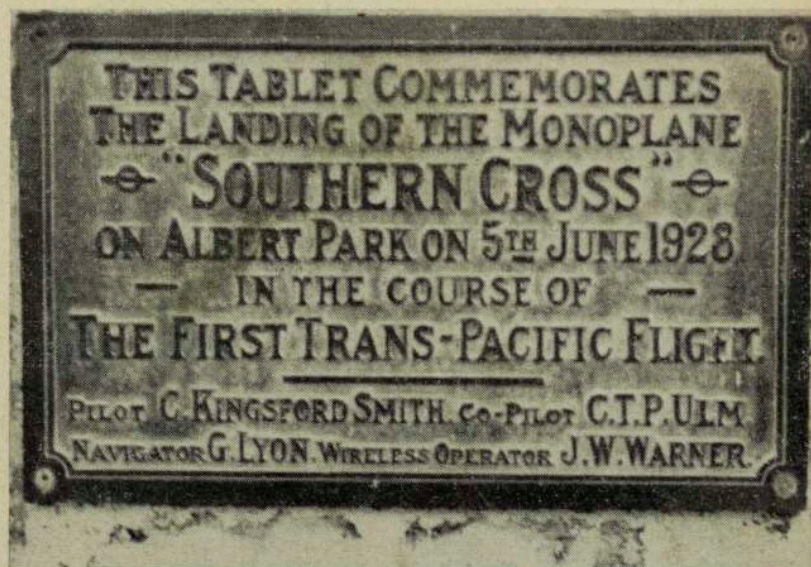
A trip back to Australia has been a thing he has dreamed about occasionally, and now in company with Lyon—their trails don't appear to have crossed in these 30 years—the dream will become reality.

It's Different Now

And they are going to find a lot of things that are different. When they are flying at 20,000 ft in the big pressurised cabin of the Super Constellation, drinking champagne cocktails and eating food delicacies from half the world away, they may recall the lumbering gait of the Old Bus, which flew at 100 knots and sometimes so close to the sea Warner had to reel in his radio aerial.

And when they stretch out and sleep in foam-rubber comfort, they may remember that that first flight was a strictly immobile affair, as not once during flight could they move from their quarters crouched behind the 750 gal. drum of petrol; and that radio messages from Warner, and navigational instructions from Lyon, were passed to the pilots, Ulm and Smithy, pinned to a long stick with a clothes-peg.

Next month, the Old Bus in its new home in Brisbane, will be dedicated as a permanent memorial not only to Australia's own Kingsford-Smith and Ulm whose dream of trans-Pacific flight was the genesis of aerial ocean crossings that are today commonplace, but to these two Americans who helped make their dream come true.



In Suva, Lyon and Warner will examine this bronze tablet which commemorates the pioneer flight of the Southern Cross.

THEY RAN AN AERIAL BUS SERVICE

IT'S N. GUINEA'S MOST UNIQUE OCCASION

BY PAT ROBERTSON

FOUR DC3's, flying almost tip to tail, were an unusual sight for even blase Territorians on June 29. Most of them were headed in the same direction—to carry 160 passengers from Lae to the Goroka Show, now the chief annual event of the New Guinea Highlands. This was their third Show.

Produce, ranging from peanuts to passionfruit, was housed in specially built, kunai-roofed, pavilions. The timber and labour were supplied by native and European timber-lease holders.

Coffee beans (the "Brown Gold of the Highlands") predominated; but exhibits of tomatoes, peas, potatoes, parsley, bananas, kau-kau and passionfruit, could have taken an honoured place in any Australian Show.

Although Sunday was the third day of the Show; and was the "official opening" by Assistant Administrator Dr. Gunther—whose lengthy speech about wages, conditions and education for natives was listened to respectfully by the Europeans and ignored by the natives—enthusiasm was not blunted.

In fact, it reached its peak when groups of traditionally dressed natives—some in costumes rarely seen outside their villages—swooped down on the crowds in mock attacks, and provided fine material for the hundreds of amateur photographers.

Natives Provide Highlights

Another unique event was a demonstration of bird-catching by a native, whose tribe keeps the method a closely-guarded secret.

On bamboo lines, stretched between tall trees, the native did a "Blondin"—and came back with the bird dangling by a string from his teeth. Administration officials said he had spurned the soft kunai laid beneath the lines in case of accident, because he would rather be killed in the fall than lose face by falling.

Coffee for Lady Slim

Also on exhibit—a spontaneous and patriotic gesture—was a surprise gift of 200 lbs of coffee-beans for Lady Slim, which was grown by natives of Samogozuha, about four miles out of Goroka.

When Lady Slim visited the village last year she was scheduled to stay ten minutes, but was so impressed that she remained two hours. In the meantime, the coffee has been processed, packed in two

100 lb tins and, after the necessary formalities, will be flown to Canberra.

Another highlight was a plate of scones, baked by the native cook-boy at the Goroka Hotel for exhibition in the native cooking section. Inadvertently, the scones were entered in the European cooking section, and won second prize.

Gaily decorated floats in the Grand Parade were overshadowed when a large group of natives (Tambora, or spook men), covered from head to toe with mud, and with evil-looking hoods of the same material, whooped into the ring, doing a rather obscene symbolic dance. They had not been seen before outside their villages, and camera enthusiasts took over the arena with complete disregard for the less colourful and familiar sights.

Natives Hide Millions of Shillings

There was another interesting item at the Show week-end, when Bank officials at Goroka revealed that a huge quantity of silver, in Australian shilling pieces, is now hidden in the Highlands by these primitive natives.

At the rate of about £100,000 worth of shillings a year, which have disappeared from circulation—and which in many cases could be lost forever—this Bank has used up £40,000 in shilling pieces, in eight

months. So even though there "silver in them thar hills", the banks must be getting mighty short of the nimble "mark".

A bank officer said that on occasions a labour line would change as much as £400 into shillings, one time. The reason? A shilling—or, in Pidgin, a mark—is the recognised currency of the native. If a note is buried it will rot, whereas the silver lasts forever.

It is hard for the native's relations, of course. A native rarely keeps a written record, or will and so the money can remain buried, and forgotten.

No Flood but Maybe a Trickle

Government officials and others in New Guinea have been pooh-poohing the suggestion that Asians naturalised in the Territory will descend on Australia in a flood.

Why should they, they ask, when they have their businesses—usually prosperous—their homes and their families in the Territory? However, it will be unusual if in time some of them do not go South to live—a number already own property in Australia.



They're Minding Noumea's Telephones

The military was called out during the June-July "troubles" in New Caledonia. This dozen or so soldiers are not taking their ease, as you might think. They are seeing that no one interferes with Noumea's automatic telephone exchange. Australian tourists who were in Noumea during the period, came back and said they hadn't known a revolution was on. (See story, p. 17, this issue).

Posties in New Guinea Unnecessary, Not Wanted

According to the Papua-New Guinea Director of Posts and Telegraphs, Mr. W. Carter, Territorians are not anxious for door-to-door mail deliveries. They are quite happy to have them directed to the post office box of their place of business, where they are picked up by messengers. Wives are content to wait till Pop brings home the mail at lunch time.

There has been a campaign for years for mail deliveries in Suva, and recently it was suggested that it might be a good thing for PNG towns.

But, says Mr. Carter, the P & T Dept. there can't afford European postmen—and when they find native employees who can read they have far more important jobs for them to do than tramping round delivering letters.

Final Decision—Yet

PURARI POWER FOR ALUMINA

WELL-INFORMED people discount the report (widely publicised in Australian papers in June, and referred to on page 19 of June PIM), that German Krupp interests are likely to develop the North Queensland Atholl coalfield; and that power generated on that coalfield would serve in refining alumina from the vast bauxite deposits recently discovered in North Queensland.

There have been definitely indications that the proposal that alumina ore be taken from Weipa (on the Peninsula) across Torres Strait to a port behind Yule Island (off of Papua), to be refined with hydro-electric power from the Purari River (which flows southwards out of New Guinea and Papua), has not been abandoned.

Surveys still are being made (as stated in PIM, May, p. 13), of possibilities of (a) Purari hydro-electric power; (b) the use of the large quantities of gas tapped by oil-boring in Papua; and (c) the use of power generated by coal from the Blair Atholl field; and no decision has been reached, or yet indicated.

It is beyond question that the Weipa bauxite field is of great value, and will be worked on a very large scale. Also, it is believed that some source of almost unlimited power must be tapped, to provide the massive heat needed in the final stage of producing alumina.

It is believed that the final decision will be between Purari hydro-electric power and Blair Atholl coal-generated power; with the chances—at the moment—in favour of the Purari.

A couple of indirect references by the Australian Prime Minister (Mr. R. G. Menzies) to the importance of the oil and metal riches still to be exploited in North Queensland and Papua, strengthen the belief that the two plans which affect Papua (oil boring and hydro-electric generation) will not be readily abandoned.

Many believe that Australian Government grants will take the place of Vacuum Oil Co. (which is withdrawing) to enable the APC to carry on the boring programme in Papua.

The Crack-up

The first photograph received of the fatal crash of RAI's Catalina in Raiatea Lagoon, French Oceania, some months ago. It was Fr. Oceania's first fatal crash and 15 people lost their lives. Raiatea was without a service for several months; it resumed at the end of May. Photo: C. Brotherson.



Residents of Fiji & WPHC

HONoured BY THE QUEEN

AS well as the KCMG to the Governor Designate of Fiji, K. P. Maddocks (PIM, June, p. 16), the following Birthday Honours were announced for Fiji and the Western Pacific High Commission territories:

FIJI

Order of the British Empire: Arthur Dignan Leys, Mayor of Suva.

Member of the British Empire: Miss Audrey Dorothy Harcourt, private secretary at Government House; Ben Mohammed Jannif, a prominent worker in the Boy Scout movement; Miss Ada Gertrude Naylor, Principal of Suva Girls' Grammar School; the Rev. Norman Harvey Wright, Chief Probation Officer; and Robertson Ramsay ("Rob") Wright, photographer for the Public Relations Office.

Member of the British Empire (Military Div.): Commander Stanley Branson Brown, FRNVR; Major James Alexander Sangster.

Colonial Police Medal: Superintendent Harold Stanley Sell.

BSIP

Order of the British Empire: Miss C. M. Woods, Matron, Honiara Hospital, Certificate of Honour; Pelope Lomae, Marine Dept., Honiara.

NEW HEBRIDES

Order of the British Empire: Dr. T. J. K. Jamieson, Presbyterian medical missionary.

G & E COLONY

Certificate of Honour: William Paul Schutz.

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COMMENTARY

Caledonian Events Are Lesson For Others

THE historical background of the political disturbance in New Caledonia (fully described in an article on page 17 of this issue) of interest to all South Pacific territories which are moving towards self-government, and where racial communities wish to peaceably together.

Originally, France planned a self-governing Assembly for New Caledonia, to be constituted by the election of 16 members by European voters, and 9 members by Melanese voters. In view of the vastly different rights, privileges and loyalty of the racial groups, this was fair enough—at any rate, it was a move in the right direction. But the very devoted M. Lenormand—whose judgment obviously had been warped by his intense native sentiment and his horror of political and economic injustices suffered in the past by the Melanese—fought bitterly and successfully against that plan; and eventually he succeeded in having a common roll introduced.

The outcome was inevitable. New Caledonia was delivered over to the unbalanced and intransigent Lenormand and his seven "Ministres"; and oppression and injustice transferred swiftly from the Melanese onto the Right. (The same sort of thing happened in French Indochina, where the same sort of electoral law was introduced). The collapse of the French Parliamentary system, in May, and the transfer of all governmental power to De Gaulle, gave the NC Rightists a chance. They rose in revolt on June 18; whereupon the Lenormand administration was suspended by the Governor, and probably will remain suspended until De Gaulle's revised new Constitution has been introduced with in France towards the end of 1958.

In a crisis, the French are realistic. They now must realise that in communities like New Caledonia and French Polynesia, the common roll is impracticable; and, never and however adopted, it will lead to injustice, oppression and ultimately, revolt.

"Democratic" Parliaments, elected on the common roll system, were the ideal of the one-community nations. They worked, well enough, until their purpose was frustrated by political "machines". The Parliaments are no longer democratic, and appear to be in the process of decay and collapse. They

can be saved only by drastic and far-reaching reforms in the voting system.

The one-man-one-vote system, on a common roll, never can produce democratic government in a country where there are sharp ethnic divisions in the population. An administrative system, so based, could work only on a totalitarian basis. If we are to have a common roll in places like New Caledonia, Fiji, French Polynesia, New Guinea, we might as well shorten the process by changing over directly to Communism.



Comic Opera War Is Over

BY the end of June, the comic opera civil war in Indonesia was over.

President Soekarno's "sea, land and air forces" had taken possession of the rebellious areas in Sumatra and the Celebes.

The "fighting" was notable for its painlessness, and lack of casualties. A most commendable war!

Now the "forces" are looking for new worlds to conquer.

Soekarno, conscious of the steadily deteriorating economic condition of his distracted country, has decided to direct attention elsewhere by stirring up the Dutch New Guinea issue again.

There is a likelihood that the Indonesian "forces" will turn south-eastwards upon New Guinea. The Dutch decided to send a cruiser and a few more men into Western New Guinea. The Indonesian Government, about July 1, declared all residents of Dutch New Guinea to be "citizens of Indonesia".

Immediately, the less responsible metropolitan newspapers of Australia—which is most of them—began sensation-building.

"Our Defences Are Down!" "No Planes in New Guinea", "Northern Gate is Unguarded"—those were typical headings of the kind of newspaper agitation that creates panic and builds wars. Newspaper correspondents began nagging at the Australian Ministers for External Affairs, and Defence, asking what measures Australia is taking to meet "this new threat to our security".

There is no Indonesian military threat to the security of the South Pacific countries. In that respect, Indonesia is no more dangerous than a grasshopper plague.

If Soekarno should turn his victorious soldiers towards West New Guinea, they could be dealt with easily by a Dutch destroyer

and a couple of well-trained companies.

The Communists may—as is suspected—have supplied some modern aircraft to Indonesia, but the small but very efficient RAAF is quite capable of protecting Australian New Guinea.

The danger lies, not in the military activities of Indonesia, but in its disintegration.

If the country should suffer economic collapse—and the more it plays at soldiers the more the process is hastened—the way is opened to the establishment of a Communist regime. The Communists are there waiting in organised force.

The appearance of a Communist Government, at the head of 83 million people—even if they are only Indonesians—would be an ugly thing for the South Pacific.

Meanwhile, preparations are afoot, for a conference in October, in Port Moresby or Canberra, of Dutch and Australian officials, who will discuss the co-ordination of plans for the better development of both West and East New Guinea.



Islands Federation: Possible or Impossible

THE new West Indies Federation came into existence on January 3, 1958. It is not completely self-governing; but it hopes that within a few years it will be a self-governing State within the British Commonwealth.

It has a total land area, within these numerous islands, of about 7,800 square miles; and the total population is close to 3,000,000. The capital is Port of Spain, on the island of Trinidad.

The following are the former administrative areas which have entered into the Federation:

	Area (square miles)	Population
Leeward Is.	715	123,000
Barbados	166	223,000
Jamaica	4,450	1,500,000
Trinidad	1,970	678,000
Windward Is.	516	300,000
	7,817	2,824,000

All these areas were in the care of the British Colonial Office. That made the constitutional procedure fairly simple.

Some similar Federation has been suggested for a section of the South Pacific Islands, as a means of solving a series of problems which arise in connection with their administrative and economic future. There are now 16 administrative areas in the South Pacific, namely:

	Status	Popula- tion
Fiji	Br. Cr. Colony	375,000
Papua	Aust. Territory	350,000
N. Guinea	Aust. Trust	1,250,000
Solomons	Br. Protect.	100,000
N. Hebrides	Condominium	50,000
N. Caledonia	French Territy.	60,000
W. Samoa	NZ Trust	100,000
E. Samoa	USA Territy.	23,000
Gilbert & Ellice	Br. Cr. Colony	40,000
Cook Is.	NZ Territy.	17,000
French Oceania	French Territy.	55,000
Nauru	Aust. etc. Trust	3,500
Norfolk Is.	Aust. Territory	1,000
West N. Guinea	Dutch Territy.	700,000
Micronesia	US Trust	60,000
Tonga	Ind. Br. Prot.	55,000

At first glance, the idea of a Federation here seems constitutionally impracticable. Here are two British Colonies, two British protectorates, four Trust Territories, two French Territories, two Australian Territories, one American Territory, one Dutch Territory, one Condominium—how would they ever get together?

It may be noted, however, that—except for West New Guinea, New Caledonia and French Polynesia—the official language in all of them is English. Another point is that Britain, or a British Dominion, already is responsible administratively for 10 out of the 16.

It is not an easy problem—but it nevertheless is a problem, and it will not get any less through being ignored.

A way to a solution was indicated when the six nations concerned set up the South Pacific Commission, in 1949. If an orthodox Federation is not practicable, some sort of a union certainly is, even if only a Customs union.



Fiji Now Consults A Professor

THE latest plan produced by the British Colonial Office for the solution of the numerous and peculiar and growing social-political problems of Fiji is the engagement of Professor O. H. K. Spate.

Professor Spate, Professor of Geography at the Australian National University, and a Research Scholar of Pacific Studies, has been commissioned to inquire into and report upon the working of the Fijians' communal system.

The engagement is on all-fours with the recent appointment, as Governor of Fiji, of a 51-years-old administrative official who has spent the whole of his working life in West Africa.

What can the worthy West African official, and the distinguished Professor of Geography from Canberra, tell the British Colonial Office about Fiji's racial and communal problems that is not already available to British officials in Fiji, by contact with educated

and well-equipped people in Fiji who have lived close beside those problems all their lives?

How weary one becomes, in this harassed workaday world, of the way in which the bureaucrats try to dodge their responsibilities, and avoid decisions, by referring to outside experts the problems which—if they were fit for their highly-paid jobs—they should be capable of handling themselves!

There is no mystery about Fiji's communal problems, to call for the mumbo-jumbo of a University professor.

It is simply a question of how the Fijian way of life can best be changed, from a communal village existence to a condition where they may (a) make better use of their lands and (b) more effectively meet—economically, socially, politically—the impact of the Westernised and educated Indian community.

All the necessary know-how already may be found in Fiji. It is a matter of creating a Government that is wise enough and strong enough to direct the necessary measures.

The embarrassing day of reckoning is coming close, in Fiji. Whitehall is not going to postpone it, or make it any less embarrassing, by importing a Professor of Geography or a Scholar of Pacific Research, to waste months of time in compiling conclusions and recommendations that any one of a dozen experienced men in Fiji could make right now.



£A1½ Billion Spent On The Colombo Plan

From when the Colombo Plan came into operation on July 1, 1951, up to mid-1957, the Colombo Plan countries have given the Southeast Asian countries no less than 3,500 millions of dollars (£A1,576,000,000). Of this, Australia contributed £3,242,688.

In addition, since 1949, the International Bank has given the same countries loans totalling £A264 million.

Under the Colombo Plan, some 13,000 Asians have travelled overseas for professional and technical training, and hundreds of European experts, directed by United Nations and Colombo Plan managers, have gone to Asia to train Asians.

It is an idealistic conception. Many people have no faith in it.

They believe that no effort of this kind can prevent the swamping of the European countries in the Pacific Ocean by Asian migrations. They argue that the enormous expenditures of the Colombo Plan could have achieved immense sociological good in the donor countries, whereas their effect on the vast populations of the Asian countries is practically negligible.

Why Do They Hate Americans?

IN the last 20 years, the United States has made a gift to the "free world"—in efforts to restore the economy of nations directly and indirectly blasted by two world wars—of no less than seventy thousand millions of dollars, (\$70,000,000,000) which is pretty close to forty billion pounds (£40,000,000,000).

Many people have wondered how America has been able to give away this colossal sum and remain solvent. Now they have something else to wonder about.

Why do an increasing number of the world's so called free nations display an increasing hatred of the United States?

America does nothing to injure other nations. Americans abroad are friendly, helpful, generous people. And very many nations have been kept out of bankruptcy by American funds, given without strings.

Yet, lately there have been anti-American demonstrations in France, in Middle East, North Africa, and Indonesia. Vice-President Nixon, making in South America a good will tour of the Latin republics, was cursed, jeered at, spat upon and stoned in so many countries that he finally cancelled further visits and returned home.

Now, we are told, Washington highbrows are visiting each other's offices, trying to solve the problem of American unpopularity.

They may reach the answer in time. It seems apparent to any student of history and human nature. It leads back directly to the fact that the overwhelming majority of people are not yet fit to exercise the privileges of the freedom which has been ladled out to them, mainly under American direction, in indigestible chunks, during the past couple of decades.

Up to about World War II, Great Britain ruled an enormous Colonial Empire, exercising dictatorial power with wisdom and justice. There was not much political freedom among her countless masses of Asian, Africans, etc.—but there were peace and order, sufficient food, no oppression, and reasonable contentment. No attempt was made to buy their love with lavish gifts. They may not have loved the British, but they respected and trusted them, and there were few—if any—manifestations of popular hate.

Now all of Asia and much of Africa are "free and independent". The inhabitants—no better off, no likely to be—seldom miss a chance of being unpleasant to the West.

The Editors' Mailbag

Jews: No Future

your note from a reader in
a:

note what PIM says about the
bility of introducing income
in this Territory. It does not
rise me. Some years ago a man
me that this country was no
and there was no future in it
use there were no Jews here.
aid, and proved it to me, that
always were in places where
was a profitable future.

es Murdoch Died Years Ago

om an official in the Gilbert
Ellice Islands Colony:

e lady concerning whom there
an inquiry (Agnes Murdoch,
ghter of the late George
loch, of Abemama, G & E
ay), and whose correct name
Mrs. Agnes Tokatake, died on
ber 10, 1951.

an article in the May issue of
there were references to
s Murdoch. She was the half-
ertese daughter of George
loch; she was well-educated in
ed States; and was a charming
attractive young woman when
married the heir to the Kuria-
ama king-ship, some 50 years
Her son reigned briefly as
mount chief in Abemama.

Cost of 'Buying sh'

ll-known Sydney merchant,
es Sullivan, refers to an article
ne "PIM" (p. 14), "Nadi Face-
wherein the contractors for
irport enlargement stated their
tion of using only British-made
ines. He comments:

ey apparently are making a
re of necessity, as they have
ternative.

chines of foreign origin would
to pay extra duty (I think,
r cent.) and the dollar short-
top of this, would put the
s right out—even though the
t tyro knows that the Yanks
the world in this type of
inery.

s 25 per cent. penalty in Fiji
o many foreign goods makes
dearer and harder for the
residents (as it does for the
itants of other British colonies)
s doubtless largely responsible
ecent breakaways, just as it
for the "Boston Tea Party."
ey will never learn.

the latest trade figures I have

for United Kingdom show that *their*
principal supplier for 1953-54-55
was the USA, the 1955 figures being,
imports from USA, 421 millions
Sterling and exports thereto 183.1
millions.

Australia, of course, unlike the
USA, always buys more from Britain
than she sells there, despite our im-
port restrictions.

I note in the latest statistics that
for the ten months dated April, 1958,
our imports from England were
£272 millions, while our exports
thereto were only £184 millions;
and some of our exports, such as
dairy products, meat, etc., are
heavily subsidised and show us a
handsome loss, including about £12
millions on butter alone, while
much that we import from England
could be purchased more cheaply
elsewhere.

Profligates, aren't we!

Canada is so different and so much
more adult than we are. *They* don't
keep sterling balances in England,
nor appeal to the Privy Council, or
even recommend any of their
citizens for Imperial titles; and
grateful Britain always buys far
more from Canada than she sells
to Canada. Canadians are obvi-
ously much better patriots than we
are, even if they did in 1955 (my
latest statistics) buy nearly nine
times as much from the USA as
they did from Britain.

BP Ships Lost in World War II

From an executive of Messrs.
Burns Philp & Co. Ltd., com-
menting on "There Was History In
These Old Pacific Ships," in June
"PIM":

That very interesting survey
ended with the internment of the
Induna during World War I. In
addition, there was the *Matunga*,
captured by the Germans between
Sydney and Rabaul.

It is worth recording that in
World War II, Burns Philp lost the
Macdhui, *Neptuna*, *Tulagi*, *Lakatoi*,
Mamutu and *Matafele*; and the
Malaita was torpedoed but man-
aged to reach port and was laid up
for the rest of the war.

The *Mangola* went ashore in
Torres Straits and was afterwards
towed off, over several hundred
yards of reef (where she was high
and dry) by an American salvage
ship.

The two vessels of special in-
terest were the *Tulagi* and *Mamutu*.

The *Tulagi* was torpedoed south
of Colombo, and only two rafts,
with seven men each, got away. One
floated for from 50 to 60 days be-

fore it was washed ashore in the
Seychelles. The other raft was never
seen again.

There were a great many lives
lost on *Mamutu* and (if I remember
rightly), only one survivor, who
was seen in the water from a
plane which came over after the
SOS had been sent out. This man
gave a very good description of
the attack on the vessel, and the
sinking of the boats which con-
tained any survivors.

There is a very descriptive account
of the sinking of the *Tulagi* in
Sydney *Sun* of the 7/8/44. The three
European survivors were Chief
Engineer R. T. Ward, 2nd Officer T.
Charles, and Purser D. S. Jacobs.

Also, there is the rather interest-
ing episode on the loss of the
Malabar. It was supposed to have
been wrecked because, when
approaching Sydney in a dense fog,
the captain gave the order "2 points
to starboard", and the man at the
wheel by mistake put the vessel 2
points to port—at least this is the
story that was told to Burns Philp.
However, where the vessel went
ashore the name of the locality was
changed and to-day it is known as
Malabar, a suburb of Sydney.

That Old Colonial Magic

A note from Stuart Inder, who is
doing a stint on the *Fiji Times*:—

Here they are all wondering about
the new Governor, and what he
will be like. And with some the an-
ticipations are not too optimistic.
But others say that they have heard
that he is "charming", and a "gentle-
man".

Others can't get over the fact
that his hobby is walking. They
think it's a pity that it isn't just
fishing, like Sir Ronald Garvey.

Another Bounty Bible

A second Bible associated
with the "Bounty" and its
mutineers has been discovered
in the United States.

This one is believed to have
been owned by the leader of the
mutineers, Fletcher Christian.

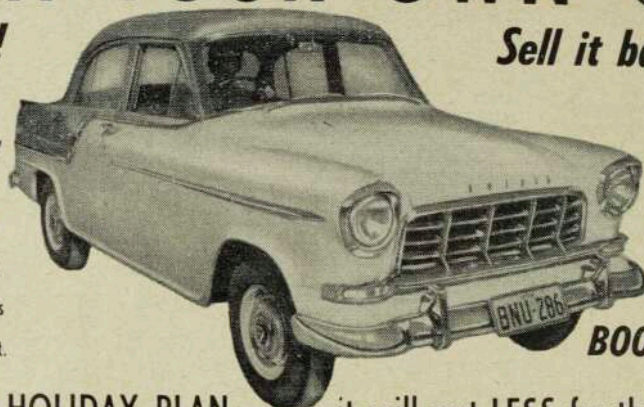
The first Bible, discovered
some years ago and restored to
Pitcairn Island, where it now is
housed in a special glass case,
was the official Bible of HMS
"Bounty", and apparently was
taken ashore on Pitcairn when
the mutineers destroyed the
vessel.

Christian's Bible is owned by
the New York Public Library
but has been hidden, dust
covered and neglected, for years.

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TERRITORIES TALK-TALK

By Tolala

Take a Look, Jimmy!

It was indeed a happy thought of the *South Pacific Post*, of Port Moresby, to put a pen back in the hand of Jimmy James and give him space to air his thoughts. Though always in the public eye since the war, by various utterances and actions, and an honest endeavour to keep the Legco on an even keel, we have missed many of his pungent comments from the editorial chair of the now defunct *Port Moresby Courier*.

Personally appreciated his references to the uphill task we had, immediately after the war, of attempting to re-establish the Press in Moresby, Lae and Rabaul.

A member of the staff of the *Port Moresby News* (mentioned in June 1946), Syd. Richardson, who also worked with ANGAU, has made good progress along the Inky Way since Lae days.

He started in 1946 by acquiring the *Port Moresby Post*, since then he has added the *Camden News*, *Campbell-Ingleburn News* and the *Port Moresby Advertiser* to his newspaper interests.

Philatelic

The natural enemy of philatelists, stamp forgers, have been on the go for recent months, and faked stamps have alerted detectives in three countries.

The story includes a reference to a forged 2d issue of the Harbour Post, printed and circulated in Moresby, which was "the only attempt they recall to forge postage stamps in Australia."

Of which reminds me of the forgeries when some pretty hefty profits were made of the old New Guinea stamps during the GRI when Australia administered the colony in '14.

These forgeries appeared on the market in the '20's (if I remember rightly) and the faking in connection with the surge—not the actual stamp.

The original overprinting was done at the Government Printing Press in Rabaul and as a result of careless feeding at times by the pressman there were numerous similarities in registration. Some of these "errors" became valuable from a collector's viewpoint and explained the reason why a Garrison NCO approached one of the local printers with a

proposition to overprint a number of old German "ship" stamps with the valuable "errors."

It was turned down. Some time later however, the forgeries were discovered in London. I don't recall now whether they ever caught up with the bloke or not.

It seems, however, that it's only a matter of time when postage stamps, wonderful revenue-producers that they are, will be ruined by this pernicious (to me) system of bulk-postage-stamping which shows only uninteresting mechanical markings on the envelope.

Only recently I received one such from Aden, so it is not only the big cities which adopt the mechanical gadgets.

Where Warriors Rest

Brigadier Brown, General Secretary of Imperial War Graves Commission, makes another visit to war cemeteries this month in P-NG, where over 8,000 Aussies sleep in

warriors' resting places at Moresby, Lae and Bitapaka.

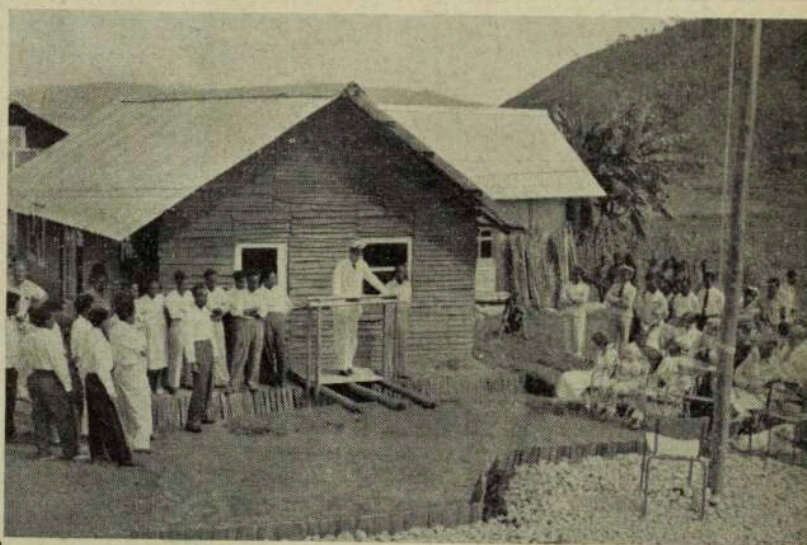
These are hallowed areas and deserving of careful upkeep which, I understand, they generally receive, and doubtless are well maintained when the Brigadier arrives.

Were I the Brig. I would be inclined to keep my itinerary on the secret list and pop in unexpectedly to see that these sacred acres are well maintained at all times. It is the least we can do for those who gave all for our present way of life. (The cemeteries are kept beautifully, at all times—not just when the Brigadier calls—Ed. PIM).

Not far from Bitapaka cemetery is the oldest site in the Territory chosen as a war memorial centre, and its selection is somewhat unique.

In 1934, a move was made in Rabaul to form an automobile club, with the result that a car picnic was organised by local motoring enthusiasts and Tom Ellis (then chief clerk of the Lands Dept.) who, incidentally, didn't own a car, suggested that the venue of the picnic should be in the vicinity of where the first Australian soldiers fell in the First War.

This was on the Kabakaul-Bitapaka road where Australian troops first met the enemy and the casualties included Captain Pockley (who should have received a decoration for his action in giving his medical brassard to a wounded German being sent back for treatment. It was a brave act.) (to p. 32)



20 Years of Dutch Rule

At the end of May, 1938, a Dutch police patrol in charge of Mr. J. P. K. van Eechoud pitched camp at Enarotali, on the Wissel Lakes, in Netherlands New Guinea, and made the first steps towards bringing this area under control.

Recently, on the 20th anniversary of this event, there were celebrations at the outstation, and as it happened that the founder of the post, who has in the interval become a well-known writer of novels with a New Guinea background, was revisiting the Territory, he became one of the honoured guests.

The photograph shows the present District Officer, Mr. Jan Massink, addressing local headmen who had come in for the occasion.

ADVERTISEMENT



The average person "just DOESN'T
KNOW HOW to remember," says
Langford-Penny!

As the guest speaker at, say, a Rotary Club dinner, Sydney psychologist Mr. W. Langford-Penny not only **REMEMBERS THE NAMES OF NEARLY ALL PRESENT**, but will also, by way of further demonstration, ask his audience to write down, each under the other, the figures 1 to 10. To then call out 10 different five-figure numbers, one at a time, and write them down alongside the key-figures 1 to 10. Within a minute or two, a list something like this will have grown:

1. 50131	6. 51734
2. 88288	7. 56943
3. 76364	8. 46351
4. 89791	9. 43607
5. 85279	10. 18439

Langford-Penny will then ask someone to stand up and read the completed list of numbers once through. He has then **HEARD** these 10 numbers — **TWICE ONLY** !!! At no time has he actually **SEEN** the figures!

Yet he will give, from memory, the 10 sets of figures, in correct order—backwards or forwards! Or at random! "What is number 6, please?" Like a flash comes the answer—"No. 6 is 51734." Or, half-hoping to trick him, someone may ask—"number 89791, how about that?" "That," Langford-Penny assures him, "is the fourth number on the list!"

AT THE END OF HIS ADDRESS, having spoken for an hour or more, with no chance whatsoever to give further thought to the numbers, it is found that they are still tucked securely away in his memory. He can still give them all—without hesitation or error. He explains that he could, if necessary, retain them to the end of his days.

Amazing? Not Really!

AMAZING? "Not really," says Mr. Langford-Penny, "merely a matter of **KNOWING HOW** to remember. It's as easy as all that!"

He then goes on to say that he once had—or **THOUGHT** that he had—a very poor memory. A business man, he was constantly embarrassed, as just one example, by his inability to remember people's names. "Heaven knows I tried hard enough," he says, "I used to **REPEAT THE NAME OVER AND OVER AGAIN** in the back of my head when meeting a person, but, invariably, the conversation

took over, and, ten minutes or so later, the name would be completely gone . . . I used to write down a list of the things that I had to do. Excellent idea! Provided that I could remember where I had put the confounded piece of paper!"

But all that belongs to the past. For, just about the time that he was really worried about his "poor" memory, he read something to the effect that—" . . . the average person is **NOT** using more than 10 to 15 per cent. of his **REAL, INHERITED memory-power**". This set him rocking back on his heels. His living was being made, not by using the muscles of his arms, but by the intelligent use of whatever mental power he might possess.

" . . . IF," he reasoned, "IF I HAVE A MENTAL POTENTIAL OF 85 PER CENT., OR MORE, WHICH I AM NOT USING, simply through lack of know-how, then I most certainly **WANT TO KNOW HOW** !!!"

Langford-Penny further reasoned that every intelligent man, woman and child would likewise be interested in learning **HOW** to

The man WITH TH

UNDERSTAND and **USE** — **INTELLIGENTLY** and **EFFECTIVELY** — his or her memory-powers.

He studied, experimented and researched for seven years before feeling qualified to put pen to paper. Particularly was he anxious to get away from the ideas of the spate of memory-training courses that came into existence in the early 1900's. "Who today," he reasoned, "would buy a vintage car when the late models offer so many vast improvements?"

Langford-Penny's course of instruction — "**YOUR MEMORY: HOW IT WORKS! HOW TO USE IT!**"—copyrighted and registered under the trade name of "**TRENT**" met with instant success. To prove to the public that "**TRENT**" was 100 per cent. sincere, genuine and efficacious, Mr. Langford-Penny approached the N.S.W. Police Department. The course was rigidly tested by the Criminal Investigation Branch of the Police Department and came through all tests with flying colours. Newspapers



"GEOGRAPHY, TOO, IT MATTERS NOT WHAT YOU ARE STUDYING, YOUR JOB IS TO—REMEMBER!", Langford-Penny explains to 11-years-old Maree Brownlee, at a Sydney suburban school.

SEMENT

MEMORY'

zines and radio stations carried success story to the four corners of the Globe and soon letters of inquiry came pouring in from all parts of the world.

Erky-Perky Old History is Now Good Fun!"

Recently, at a Sydney suburban school, Langford-Penny addressed the Sixth Class of boys and girls (average age of 11 and 12 years) on the subject of memory. He spoke to them for twenty minutes, he handed a copy of the morning newspaper to the class teacher and invited the teacher to select, at random, 10 items of news, to number them 1 to 10. Mr. Langford-Penny then read the ten news items, slowly, to the class. He read each item—ONCE ONLY! He then handed the newspaper back to the teacher, inviting her to ask ANY boy or girl in the class to give the number from 1 to 10.

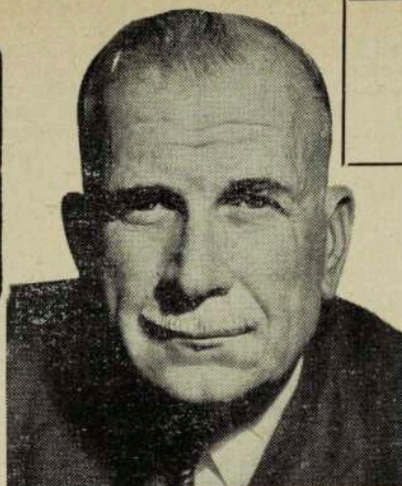
In each and every case, by USING the technique which Mr. Langford-Penny had explained in his 20-minute talk, the boy or girl concerned was able to INSTANTLY recall from memory, details of the news items corresponding to the numbers called out. (11 and 12-year-olds mind you!)

THEY HAD PROVED, BEYOND ALL SHADOW OF DOUBT, THAT IT IS POSSIBLE TO REMEMBER DETAILS HAVING HEARD THEM — ONCE ONLY! THEY DIDN'T SEE THE ITEMS OF NEWS, MARK THEM OUT!

TRENT MIND AND MEMORY DEVELOPMENT PTY. LTD., 14 Pitt St., Sydney, Australia (next Lyceum Theatre),

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MR. W. LANGFORD-PENNY

History books were then opened. A page was selected that was new to the class. A cursory run-through—to get a general idea of what it was all about. Then EXACTLY THE SAME TECHNIQUE as was used with the news items was applied. Imagine the excitement when it was then discovered by the children that they could, promptly and correctly, answer questions (even trick questions) shot at them by the teacher and Mr. Langford-Penny. "Erky-perky old history", was, they agreed, "quite good fun, exciting and interesting" when it was learnt this way. AND HOW EASY TO REMEMBER!

Subsequent periodical tests showed that the subject matter—intelligently acquired by the CORRECT USE of the children's memory-powers—was just as easily RETAINED in their memory.

School child or managing director, air lines pilot or planter, accountant or public servant, trader or Service man, clerk or housewife—it matters not WHO you are, says Langford-Penny—anyone so wishing can quickly develop a memory which is trustworthy and efficient. It is just a matter of correct instruction. This correct instruction is available in the "TRENT" course, written and presented by Sydney psychologist, Mr. W. Langford-Penny.

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Thirty-odd years ago, Mr. Langford-Penny was supercargo and wireless officer of the B.P. steamer "Malinova", trading out of Levuka, Fiji. Today he is recognised as a leading authority on memory.

A few weeks ago he returned to Sydney after a three months tour of New Zealand, during which time he addressed members of a Government body in all cities throughout the Dominion. His New Zealand visit was so well received that his Company is now advertising the "TRENT" course in all the N.Z. periodicals. Many hundreds of New Zealanders have already enrolled for the course, and enquiries continue to pour in.

Under the trade name of "TRENT", Mr. Langford-Penny's course—"YOUR MEMORY! HOW IT WORKS! HOW TO USE IT!"—is available, at a reasonable fee, to all serious-minded persons who fully realise the importance of having a THOROUGHLY RELIABLE MEMORY. It is made available only under strict, yet fair, conditions. The course is in the form of SEVEN booklets, designed specifically for COMPLETE HOME INSTRUCTION. The instruction is so simple that even school children, with parental guidance, can gain immediate and lasting benefit. ALL MEMBERS OF YOUR FAMILY CAN BENEFIT! Rigidly protected by copyright, "TRENT" is the ONLY course of its kind in existence. A WRITTEN GUARANTEE accompanies every course.

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I am genuinely interested in what I have read, and would like to receive, without obligation, full details of the "TRENT" course of MIND and MEMORY development.

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PIM78

Though the number of cars was limited, some thirty owners turned up and an association was formed and was known as the Automobile Club of New Guinea, with Dr. N. B. Watch as president.

Well do I remember the start of the field day from Tex Roberts' garage in Casuarina Avenue, and Mrs. Rhoda Coote cut the ribbon.

It was a great picnic, held near Kabakaul, and as a result of public interest in the site having been awakened, it was decided that a memorial should be erected in "this vicinity".

Tom Griffiths, the then Administrator, gave his approval and Bill McGowan, of the Public Works Department, designed the memorial and the last public appearance made by Tom Griffiths before handing over to Brigadier McNicoll was

his attendance at the unveiling ceremony.

There are few remaining of those who took a principal part in that ceremony: Tom Griffiths, "Nobby" Clark, Tom Brennan, Tom Ellis, Bill McGowan, Jock Bennie and Phil Coote. They have all gone to their long rest.

Another Automobile Club—Why Not?

All that is left of the Automobile Club (insofar as I know) is an occasional Club badge (also designed by McGowan) and a long-forgotten bank credit of some £30.

Someone with automobile club aspirations in Rabaul might now resuscitate this old-time organisation, adopt the old badge (which was cast by Amor, of Sydney) and collect the £30 as a starting fund.

Coffee Units For Sale

Goroka Coffee (Holdings) Ltd was not original in its idea of offering units in a plantation instead of the usual shares. Rugen Harbour Coffee Estates, tried out the same scheme for a property down in Bougainville, but it did not prove the success anticipated, nor did it resemble the money-making unit re-afforestation schemes in NZ, or about that time.

So far as I can recall, Rugen was the only unit-selling company in the TNG. It folded up just 20 years ago.

The name was a bit confusing. Rugen Harbour is situated on the SE New Britain coast; the property was located inland from Raula Bay in Bougainville. Reason. When the company was first formed it was intended that the Rugen Harbour area should be developed but a change of venue switched it to Bougainville.

To Drink or not to Drink . . .

That is the question insofar as the indigenous population of P-NG is concerned. This local Territorial problem has received some ventilation in recent weeks as a result of the metho-ising of the Malagunas on the outskirts of Rabaul. (Poor old Malagunas seem destined to be a focal point in the more unsavoury affairs of New Britain. It was here the strikers foregathered in 1929 when there was a general walk-out of Rabaul labour.)

Father Dwyer produced some statistics that, although described as startling by some people, were accepted more or less laconically by more experienced residents who have been able to foresee coming events.

Ever since the Bill to legalise native drinking was introduced in 1953 there has been controversy and of all the pros and cons which have been tossed about in the P-NG Legco, I still like best the remarks of Mrs. Doris Booth who, when amendments were brought forward in March, 1955, described the absence of booze in Manila (PI) where she attended a South East Asian Conference and concluded: "Let us give to the native peoples what is good in our way of life, not those things which will help to destroy them."

But those words were spoken over three years ago, don't forget, and in P-NG, where Speed governs. Change, official opinion tends now—more than ever—to favour discriminate native drinking.

The metho sprees outside Rabaul will probably be used as arguments in favour of permits being granted to privileged parties and that, doubtless, will be the ultimate decision of the Administration which



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erto has always adopted a
rnal interest in the natives
er its trusteeship.

y own opinion is that the
ting of any permits would be
stake before three or four years'

adjustments during the transition
od have by no means been con-
ed. There are very few natives
en amongst the sophisticates—
can safely be given their heads
the matter of independence.
e of them have become ment-
intoxicated with the superficial
ledge we have given them; let
ot add physical intoxication by
lling them to obtain grog.

at, when the time does arrive,
a selected men may be granted
nits to drink, let's consider
ing available a good wholesome
with a low alcoholic content.
a two breweries in the Terri-
this should now be possible.

Guys

ow and then, as I browse
ugh news items dealing with
ent-day P-NG affairs I have
impression that the Territory—
all modern countries—is
ring its quota of "wise guys."
course, the trouble with this
of *homo sapiens* is that he is
essed of that "little knowledge"
h is said to be a dangerous
g, added to which he invariably
a chip on his shoulder.

the days of long ago, when I
running a labour line, planting
uts which are now over forty
old, I remember only too well
one or two wise guys in the
ex boats-crews who had
elled overseas; one-time boss-
demoted for some misde-
mour, and now and then a lad
had worked in Samoa or Fiji.

often I noticed that these
stified sophisticates constituted
little cell of discontent in the
of plantation life.

variably they attracted other
ontents within their influence.
e wise-guys must have room in
h to develop their somewhat
-eyed ego. I singled them out
some "specialist" job in order
ay up to their ego. And it paid
ends.

think the Administration
d be well advised to follow this
m in dealing with present-day
isticates (whether capable or
who return from scholastic
es overseas. Satisfaction breeds
ty; dissatisfaction breeds dis-
on and, which is worse, creates
e ground in which to sow
of subversion.

No Drinking

see where Keith McCarthy
s the metho ball back into the
erra court, pooh-poohing the
that natives picked up the
from the Japs during the
ation, or even before, from
on fishermen.

I agree with him. During my 3½
years in the boob at Rabaul I don't
remember a single case of metho-
drinking by the Jap troops, not even
in 1944, when their grog ran
short. When saki and beer supplies
diminished, the Japs turned to local
plonk, made from pawpaws, rice,
bananas and coconut toddy. I heard
of specially favoured natives being
given saki by the Jap services—
usually the Army, seldom the
Navy, but there was a fair amount
of liquor pilfered by the more dar-
ing indigenes.

It is pretty obvious that metho
drinking was introduced by a poor
type of white in most cases, and this
was rife (sad to relate) when our
troops were in Rabaul before the
Japs landed.

In passing, it is interesting to
note that in TNG during the 1937-
38 period there were 129 natives
convicted of possessing or drinking
liquor, and no Europeans or Asiatics
convicted of supplying it. The
amount of metho imported into the
country for that same period was
valued at £572.

Even Canberra must face up to
the fact that metho-drinking is a
typical Australian aberration.

Empire or Commonwealth?

In June *PIM* (p. 119) we read
of the "Burns Philp empire. . ."
Does this, in fact, refer to the BP
common wealth or just its "vulgar
riches"? (Over)

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22/6 doz.

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2 oz. tin, 3/11; 8 oz., 15/9

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17 oz. cartons, 22/6 doz.; 32 oz.,
41/- doz.; 48 oz., 61/6 doz.

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4 oz. tins, 11/3 doz.; 8 oz.,
18/9 doz.; 16 oz., 29/6 doz.

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19/6 doz.; 28 oz., 33/- doz.

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This is a Handbook which any person dealing in any way with Papua and New Guinea must have on his desk.

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NAME

ADDRESS

Since the one-time conservative Royal Empire Society has become the Royal Commonwealth Society one cannot help but wonder where the definitions of Empire stop and Commonwealth start.

Rather strangely, perhaps, the word "Commonwealth" to me conjures up days of Cromwellian austerity when Britain's monarch had his head lopped off. But then, that was some 300 years ago.

So far as I'm concerned, the word "Empire" will still retain its original meaning, whether our Asian neighbours like it or not.

With No Ties Attached

Many eyes from all global points are watching with interest the P-NG experiment with regard to merging of social interests. Many theories have been advanced from those with practical experience.

In recent issues of *South Pacific Post*, D. M. Fienberg, a one-time Officer of the District Services who became an official on Australia's UNO staff, has written some interesting articles dealing with current political and social matters existing between the European and P-NG indigenes.

An outstanding feature is that his ideas conform in many ways to the Rules laid down by the Highlands Committee some months ago, and of which Ian Downs was one of the prime movers.

According to this policy there must be inalienable co-operation between the Europeans and natives in order to carry on. That may be possible for the Europeans, but will the native, with his new gained knowledge, be prepared for such a partnership?

Modern history records that, once one-time "underprivileged" races have attained their independence

they want no inter-racial partnership.

NEW WHARF FOR HONIARA

THE construction of port facilities at Point Cruz, Honiara, is well under way and completion of the first stage of the project is expected to be finished by year end.

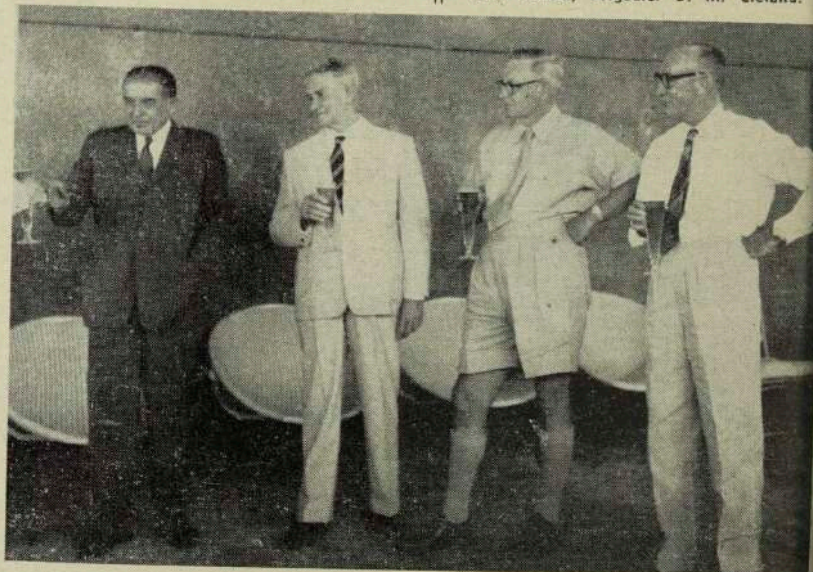
The new wharf, of steel sheet piles, will be 415 ft in length and the estimated cost of £190,000 is being met from proceeds of Japanese war assets.

Two hundred and seventy feet of the wharf will have a minimum depth of water of 10 ft and the remainder decreasing to a minimum of 4 ft—which still isn't much use to overseas vessels.

However, the construction of a mooring dolphin adjacent to the wharf is under consideration to enable these larger vessels to be accommodated.

Point Cruz has had a wharf before, of course, American built but by and large Honiara is an unsatisfactory port. Tulagi, a small island about 20 miles away, with good harbour was the capital before the war, and was used for discharging cargo for some years after it. But, alas, like many other similar wharves in the SW Pacific it fell into disrepair.

The sudden illness of Morobe District Commissioner Mr. Horrie Niall—shown here far right—on June 18 shocked Territorians. He suffered a stroke and was admitted to Lae District Hospital, later being flown to Port Moresby. This was one of the last functions he attended in Lae—the opening of the new brewery on June 4. With him, left to right, are Mr. R. Meier, the brewer, Mr. Lee Ashton, a director of the company, and the Administrator of Papua-New Guinea, Brigadier D. M. Cleland.



Over-age Trees, Unattractive

ces

COPRA AS FACTOR IN W. SAMOA'S ECONOMICS

(From Our Apia Correspondent)

It is a well known fact that the current financial difficulties facing the Samoan Government are a result of the wrong financial policy of the past years were caused to some extent by economic problems connected with Samoan agricultural development. W. Samoa's economy is almost exclusively dependent on agriculture.

While at present the banana export industry is booming with export to the New Zealand market, and while Samoan cocoanuts are meeting with a strong demand at rising prices from overseas, the oldest branch of Samoan agriculture, and for many years the mainstay of the Samoan economy, the copra industry—is not only stagnant, but shows the lowest production figures for many years. This is combined with a decrease in price which seriously affects producers.

The decline of the copra industry is attributable to various causes. During the first months of 1958, the copra crop was seriously damaged by very dry weather conditions and was therefore much smaller than normal. The ravages of the rhinoceros beetle were another contributing factor for the decline.

With more shipping space and everly increased quotas for banana offering in 1957, and particularly in 1958, Samoan producers are inclined to concentrate on banana growing and neglect cutting copra at much reduced prices. The Government grading of copra, which was unpopular from the beginning, was an additional deterrent to Samoan producers.

The Department of Agriculture started a campaign to encourage Samoan planters to produce more and better copra and, in 1958, to attempt to at least, obtain the minimum quantity of 10,000 lbs of copra which was to have been delivered to the Unilever Company, under contract. But as looks at present it is extremely doubtful whether the campaign can succeed.

The continuous decrease in copra production was only to be expected in view of the fact that practically all the coconut plantations in Western Samoa are over-age, and that for long years no substantial plantings have been undertaken. It is possible that the present slump of the banana industry may

not last much longer. New Zealand claims that no more than about one million cases of bananas can be absorbed at present and our neighbouring territories of Fiji and Tonga which are good customers for New Zealand products naturally want their shares in New Zealand's banana imports. Though sufficient shipping facilities have been made available to transport bananas from Samoa to New Zealand, distribution of bananas throughout New Zealand is difficult to organise, though there is undoubtedly a large potential market for bananas in New Zealand country towns and districts.

Should banana exports to New Zealand be again restricted from

the present peak, this might induce the Samoan planters to give more attention to their copra output to make up the deficiency in their income.

BULOLO DREDGE SHIPPED AWAY

When the *Thorsisle* sailed from Lae, N.G., on July 8, she took with her one of the original dredges flown into Bulolo in the 1930's.

The dredge, which has been dismantled, has been sold to new Bolivian owners and will be shipped to South America and eventually be flown through a 16,000-ft pass in the Andes to its ultimate destination. (See *PIM*, June, p. 133).



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Third Escaping Party

INCIDENT AT BENA BENA

MORE interest than is normal in an official war history was accorded by *The Japanese War*, reviewed in PIM in January, and in which was outlined some of the early incidents in the war in New Guinea. One of the people to write us about the war—notably about the omission of the full story of the New Guinea Volunteer Rifles from the war—now comes back again, at the Bena Bena incident, and exercised the pens of two readers in April PIM (page 37). He is Roy Macgregor, of Madang, and he says:

As appears from your remarks, as well as from others, that there has been some misunderstanding as to the leadership of parties of men rescued from New Guinea, the number of parties.

From your information there were three parties. The first party was landed at Bogadjim in February, 1942, from the Administration vessel *Thetis*. I had previously brought out the Sepik River with a convoy of other vessels to provision Madang and proceed to New Guinea on rescue work.

The ship, after being victualled, was handed over by me to others. I stopped to take over one of the others which was, by night, storing stores from Madang to Bogadjim for native carrier lines, and took them into base depots and Madang.

Seventeen were on this trip and rest and medical attention were taken by me to Kaigulin on the Ramu River and handed over to Greg Neilson and Reg

The second party arrived about April in the *Edith*, with Lieut. (later Capt. Palmer, MC) from Manus Island from where they had escaped under the eyes of the Japanese. They also were taken by me to the spot and handed over. They were the 1st Commando-Independent Company.

These parties were eventually taken out by planes from Madang.

Now come to the third party. It consisted of four Europeans, Messrs. Luff, plantation manager, Scannell, miner from West Tom, Gallon, road master, and Mr. Law, radio opera-

tor from Bitapaka and Lieut. Dawson with maybe eight soldiers.

I assembled this party at Bogadjim, leaving early August. Messrs. Luff and Scannell were riding horses. The party was brought first to Kianantu, thence to Bena Bena.

Whilst we were at Kianantu, Jerry Pentland had flown in with a Dragon Rapide.

I was working under Navy at the time and on orders from Captain Pengelase at Madang. Whilst at Bena Bena a few days after arrival, I received the following signal. "IN FUTURE ALL EVACUATIONS TO TAKE PLACE FROM HERE REPEAT FROM HERE" (SIGNED) KANGA FORCE, WAU.

On Jerry's first trip back he informed me that he was told back at Moresby that he was to fly back only American Airforce personnel. On being asked for his informant, he quoted Capt. Townsend.

From this information, and acting on the text of the signal received, I decided to go to Wau. At Kianantu I split the party into two. Messrs. Luff and Scannell and one soldier decided to remain at Bena Bena.

The second party I put in charge of Mr. Law (afterwards killed by Japanese behind Saidor with Lincoln Bell). The second party was to leave on the second day behind us and the one lot of carriers, well managed by Police-boys, was to serve both parties.

Eventually, after an uneventful trip down to the Markham River and up the Watut, we reached Sunshine and later Bulwa where the NGVR Headquarters were. Lieut. Dawson with the soldiers proceeded on to Wau.

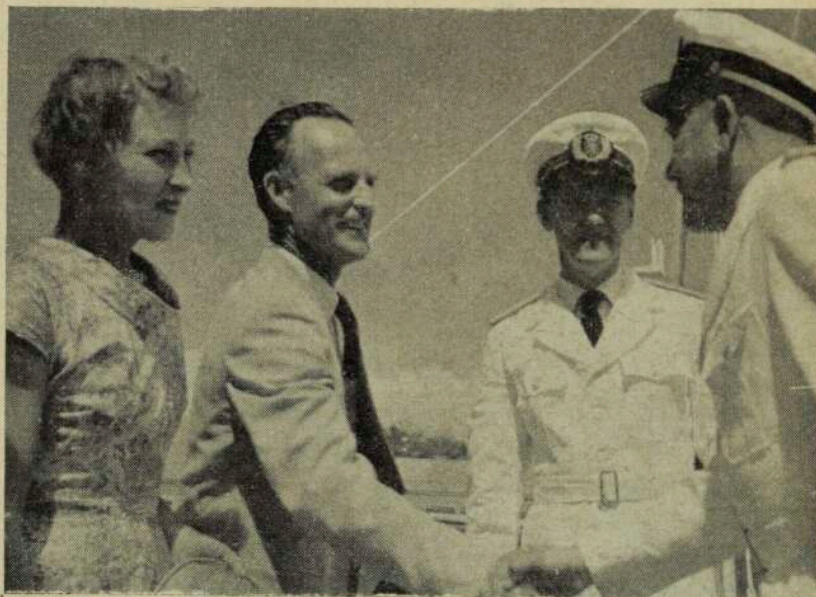
Lieut. Dawson remained at Wau whilst the others were flown out.

The Japanese were at the time dropping bombs in the area and the place was under fighter cover. I, later on, with Jim Leahy took 200 indentured natives (ex. Bulolo Gold and NGG labourers) over the top to Bulldog, where Jim brought back supplies from there to Bulwa. I proceeded on down the Lakekamu eventually reaching Moresby after being seven weeks on the track.

In Moresby I called upon Captain Townsend and asked him about this Wau "order" and he informed me that he knew nothing about it, nor had he any authority whatsoever to make such, as he was with ANGAU, another Unit.

Lieut. Dawson (later Lt. Col. Dawson) was not in charge of the third party as he has stated in your March edition.

In reference to the NGVR Section of the War History as mentioned in PIM, May issue, I may state that no one of the Madang Unit has been contacted. By your reference to the History now having gone into print, it would appear that it will be another incomplete book.



Visitors From Over The Border

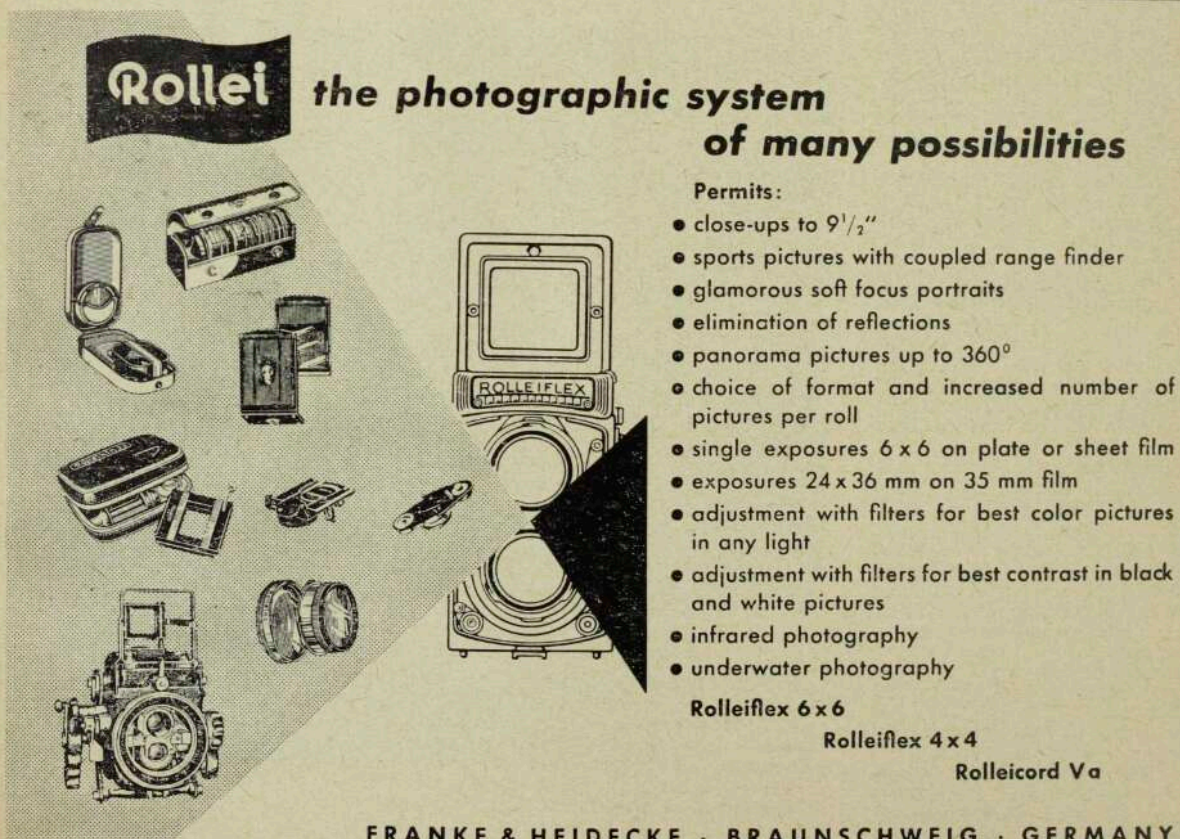
The Dutch-Australian *entente cordiale* is being strengthened by visits between Australian and Netherlands NG officials. Recently the District Commissioner of Hollandia, NNG, paid a visit to Wewak, and in June, Sepik District Commissioner, R. R. Coles, and Mrs. Coles returned the call. Here they are being greeted at Hollandia by District Officer J. W. E. Solcer. Dr. F. R. J. Elbrinka Jansen, DC Hollandia, is shown facing the camera.

Photo: W. E. Tauser.



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Year Old

THE STATE OF PAPUA-NEW GUINEA

• We received the printed annual reports of the Territory of Papua and New Guinea for the statistical year 1956-57 in July, two days after the close of accounts for the statistical year 1957-58.

CONSEQUENTLY, there is not much interest in the figures for 1956-57—their significance may have been altered by the events and developments of the following

June 30, a year ago, there were 2,700 persons in the P-NG service—632 at headquarters, 1,219 in New Guinea, and 318 "unattached".

It might have been supposed that somewhere among the 2,700 there were a couple of efficient people who could have compiled an index, so that the earnest searcher could find in these 411 pages, the particular data or statistics which would show the cost of maintaining 2,700 in Papua and New Guinea. There is no index—and a proportion of the data relating to P-NG is divided between two volumes—the annual reports, respectively, of Papua and New Guinea—and not summarised.

Perhaps, some day, one or two of the 2,700 officials could be spared to compile a few figures which would cover both Territories. After they are treated as one administrative unit; and the seeker after administrative costs, details of revenue, details of population, and so forth—naturally for an over-all figure.

For example, one wants to know the cost of running this Territory. Finance is divided—arbitrarily—between the two Territories; and to get the full picture one has to compile one's own thus:

	Papua	New Guinea	Total
Salaries	1,501,193	2,652,517	4,153,710
Grants by Australia	4,146,911	5,498,179	9,645,090
Grants by New Guinea	5,648,104	8,150,696	13,798,800
Grants by P-NG	5,585,841	8,150,696	13,736,537

Analysis of the expenditure shows that of the £13,700,000, a total of about £1,000 is allotted to capital works, and purchases.

Contemplating the figures thus set out, one is left with three outstanding impressions:

What a sick and sorry Territory it would be if there was no Godmother in Australia to give more than two thirds of the cost of administration. Grants by Australia, in that year, were over £9½ millions. £3½ millions were spent on capital assets. Therefore, Administration service absorbed about £6½ millions more than P-NG earned. In other words, every man, woman and child in Australia, in 1956-7, gave a free and unconditional gift

of 15/- to the Administration service in P-NG—or about £1 per head if we include the money spent on capital works.

• Financial wizardry must have been employed to enable New Guinea, in 1956-7, to spend exactly the amount of New Guinea's revenue, and not one pound more or less—although there were more than 8 millions of them.

It always is interesting to see the population figures of the big Territory. Much of the guess-work is now out of it—the following seems close to the mark:

	Euro-peans	Chinese	Natives	Others
Papua	7,071	*	459,396	1,051
N. Guinea	10,608	2,448	1,297,174	1,280
Totals	17,679	2,448	1,756,570	2,331
Grand Total:	1,779,028.			

* Not given separately.

We have the same fun and games with figures when trying to ascertain the Territory's overseas trade situation in 1956-57. The figures are divided between Papua and New Guinea. Divided, they have little significance—added together, we get this:

Value of Exports	£13,078,814
Value of Imports	£19,580,233

The adverse trade balance is, of course, more than set-off by the gifts of the Australian Government, the sums provided by the oil companies for boring in Papua, and various "hidden revenue".

Since the 1952-53 period, the total exports have grown from £11,786,113. A few months hence, we may know the figures for the 1957-58 period, which naturally have more significance.

A few changes in the quantity and value of exports may be noted—once we have again performed the unnecessary chore of adding the figures from the two reports:

	1951-52	1956-57
	£	£
Copra (tons)	76,903	4,547,492
Coc. Oil (tons)	—	11,339
Plywood, etc. (s. ft.)	—	26 mil.
Cocoa (tons)	475	147,503
Coffee (tons)	34	10,438
Rubber (tons)	290	1,244,259
Gold (oz.)	138,640	1,709,400
Trochus (tons)	*	532
Cutch (cwt)	—	2,304

* Not available.



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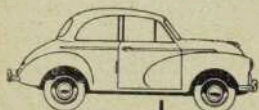
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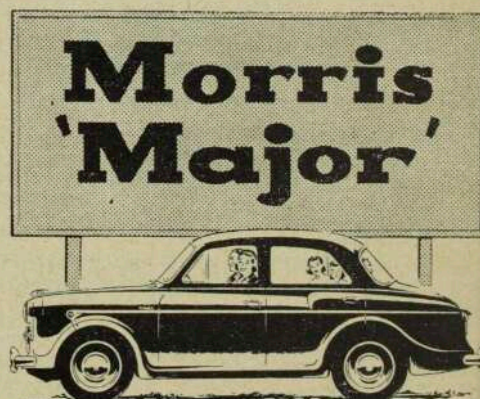


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SEA-GOING TEXAN IS OFF AGAIN

By Alan Fitzgerald

WELL-known yachtsman and author John Caldwell, with his wife Mary, and three kids, set from Sydney end of July in ketch *Outward Bound* on a world cruise which they think may last five years.

John had to work right up till Friday before he sailed because he needed the money for the trip. In the two years it has taken him to build the 45 ft ketch he has used all available funds.

During this time he has worked as a yardman at the Rushcutter Boat Service, a subsidiary of the Sydney Yacht Club of Australia, Rushcutters' Bay, Sydney, where the family lived on the *Outward Bound* while it was being completed.

He also gave lectures at the club on his seafaring adventures.

Family of Enthusiasts

His plans are pretty vague at the moment. He will sail up through the Barrier Reef and around the coast to Darwin, then via Singapore and Suez to England.

Depending on the sales of his book, *Family at Sea* he may spend a year in England before sailing to the States, and then back to Australia which is "home".

John reckons writing is a lot easier way of making a living than repairing the hulls of racing yachts. After he may try his hand at painting. But meantime he hopes to write a book out of the coming voyage on the *Outward Bound*.

His wife Mary, and sons John (7) and Roger (5) naturally all share his enthusiasm for life on the rolling wave. Though we seem to remember from his books that Mary is sick most of the time, except when steering the boat.

Roger was born in Tahiti during the voyage of the *Tropic Seas*, five years ago, and it was this leisurely voyage which provided the material for *Family At Sea*.

He sold *Tropic Seas* after he arrived in Sydney and built a home in the city to face up to suburban life as a personnel officer in a firm. It didn't work out. So he sold the house and set to, to build the *Outward Bound*.

Blue Texan Toes

On the June day on which he sailed me out to the ketch, an icy wind was blowing, and I was in my tweed overcoat while John was barefoot and wearing only a "T" shirt.

Shivering off the cold he said he was born in Texas (in 1919)

where the wind blew down off the "Pan Handle".

Nevertheless his Texan toes were blue with the cold!

Although a seagoing Texan, John Caldwell knows how to put the Australian Slang to good use. "Cripes" he said, and it sounded fair dinkum.

Actually he served with the RAAF during the latter part of World War II, after he was rejected for the US services because of a punctured ear drum.

It was this armed service rejection that sent him to sea. The Merchant Marine was the only service open to him in the States and after two years service in the North Atlantic and South Pacific he found himself in Australia.

Thinking he was putting "one over" the RAAF, he enlisted, only to find out that his "punctured ear drum" had healed.

He assured me that punctured ear drums were far from unusual

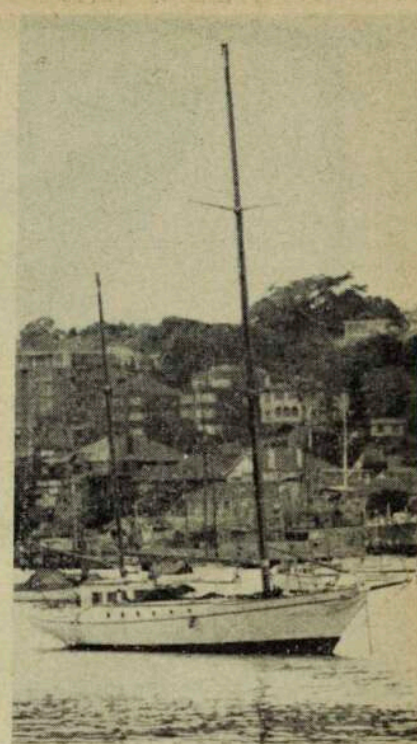
Below, the Texan in his T-shirt (on a winter's day); and at right, "Outward Bound", the 45-ft ketch he will sail round the world with wife Mary and the kids.



in the US. "Frank Sinatra had one and that's why he couldn't get into the forces".

Even the manager of the Brooklyn Dodgers had a punctured ear drum.

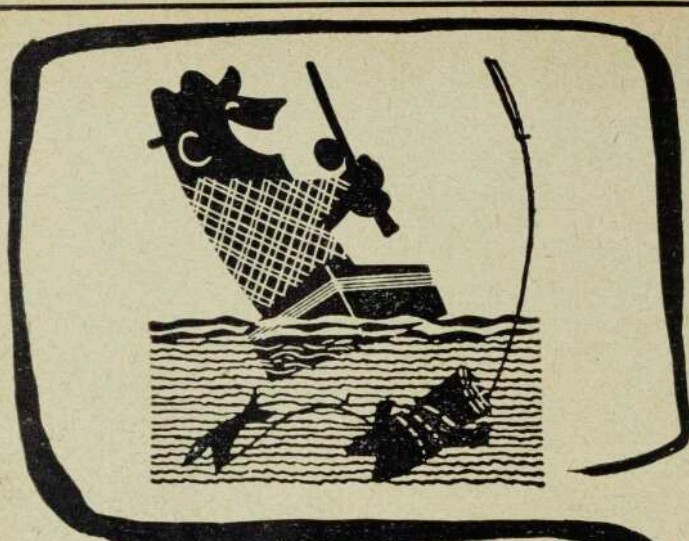
In the RAAF he met Mary and married her. After the War he returned to the Merchant Service and bought the cutter *Pagan* in Panama on the recommendation of Mrs. Peggy Bourke, who with her husband was piled up in the yacht *Venturer* on a coral reef off Queensland last month.



John sailed the *Pagan* across the Pacific — well nearly across the Pacific (he was wrecked in the Fiji Islands)—to rejoin his wife in Australia.

It was his adventures on *Pagan* that provided the meat for his first book *Desperate Voyage* which ran to nine impressions.

He and his wife and son John, then returned to California and with the money from the book bought *Tropic Seas*. The addition to the family (Roger) arrived a few months later in Tahiti.



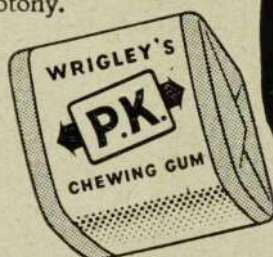
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It's Bigger Than They Think

POLYNESIA'S HIGH INFANT MORTALITY

• According to the figures you find in the official reports, the infant mortality rate in New Zealand's trust territory of Western Samoa is less than that of the New Zealand Maoris.

THE Maori figure is 70-80 deaths per thousand.

The Samoan figure, say the reports, is about 50 per thousand—which compares fairly favourably with the NZ European figure of 20 per thousand.

But, as a matter of fact, official estimates in Samoa are incorrect.

The mortality rate there is 70-80 per thousand—the same as the Maori figure.

The incorrect official figure is not the result of any deliberate figure forgery by Samoan or New Zealand officialdom.

It merely serves to underline the difficulty of getting accurate information from many Island territories.

Experts on Job

But on the medical side, anyway, a team of experts from the University of Otago is attempting to put the records straight.

First results are interesting.

The team has been working for several years. It changes its composition from time to time, but at present it is headed by Professor John Miles, Professor of Microbiology at Otago—a tall, carefree dresser, with an easy manner and a fanatical interest in skin diseases.

Also on it are Dr. Dermot McCarthy, NZ Island Territories Research Officer (currently in the Cooks), and Dr. M. J. Marples, a clever woman who is senior lecturer in microbiology at the University.

Other staff members and students (who make trips to the Islands on vacation) help out.

It was their first-hand investigation that placed the Samoan infant mortality figure at 70-80 per thousand.

Samoan women, queried at home by the investigators, revealed they had given birth to many more children than they had bothered to tell the Government about.

Some had died, and just "gone buried", so what was the purpose of sending in returns?

Among other things, the medical team has found that a well-meaning attempt to improve the health of some of the Islands' children

s in fact been the cause of
ths.

Fish to the Swiftest

n Samoa, as elsewhere (for it
a widespread habit, extending as
as Indonesia) authorities have
ached against the unhygienic
ctice of mothers pre-chewing
d for children being weaned.
ut they haven't always been
e to replace the practice with
omething better.

he result: Younger ones, de-
ved of pre-chewed food handed
by mother, have had to fight
their food against older and
onger children—who hand back
n the scrum odd bits they don't
at.

he older ones retain the fish,
babies get the taro and remain
erfed.

he investigators noted a distinct
rovement in health among
dren old enough to do their own
ting.

In the Cooks it's Higher

ome members of the team have
interested in the high mor-
y rate of the Cooks—120 per
asand at Aititaki, but even
er—300 per thousand, in the
thern Cooks.

et those in the Northern Cooks,
big money from pearl shell,
e been more prosperous than
e in overcrowded, lower-income
taki.

hy the much higher mortality
?

he reason, the medical team has
d, is in this difference in pros-
ty.

he poorer southerners subsist on
and natural foods, for they
no money for anything else.
eir richer northern neighbours,
plenty of work and plenty of
ey, don't bother to fish—but
another can of preserved food.
d thus help to double their in-
mortality rate.—STUART
ER.

ended Training AMP's

order that a department of
l and preventive medicine may
established at the Central Medical
ol in Fiji (where most of the
stant Medical Practitioners of
South Pacific Territories are
ed), The Nuffield Foundation,
ngland, has made a grant of
00.

grant of £15,000 was made some
ago, but estimates showed that
was insufficient. When they
ed this, the Nuffield Trustees
ediate increased the grant
5,000.

'Curios'—And Some Yank Enterprise

A MERICAN passengers on the
freighter *Thorsisle*, here in Lae
on July 4 were notable for
American enterprise.

While *Thorsisle* lay off Apia,
Samoa, a Samoan in an outrigger
canoe came padding along, offering
curios for sale, including the usual
toy canoes.

When he was asked how much he
wanted for his own canoe he was
taken aback a little, but quickly
asked 20 dollars. He sold for 15
dollars, and transferred to a friend's
canoe. The canoe equipped with
paddle and seat was hauled aboard

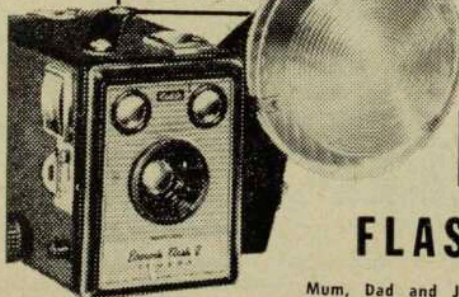
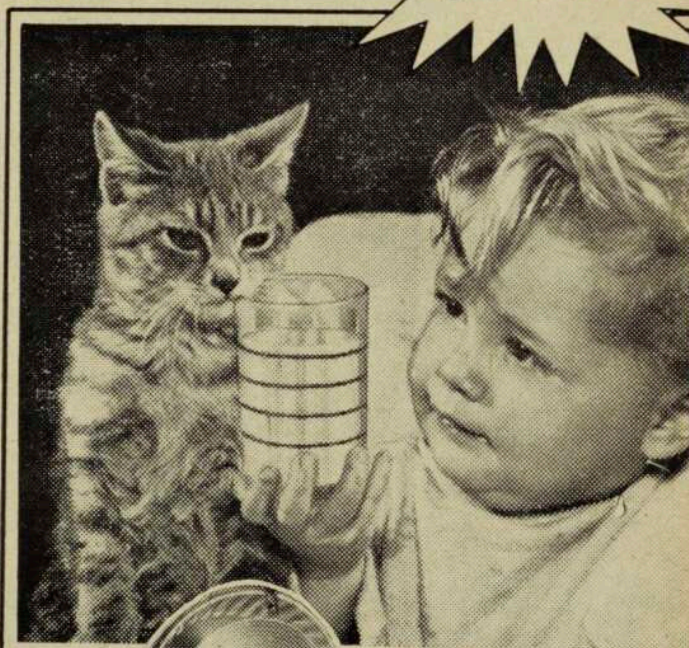
and stowed in the hold.

The purchaser, Mr. Offutt, of
Glendale, California, told us here
that he has three children back
home, and when he puts the canoe
in his own private pool, "those kids
are going to have one helluva time."

He also plans "a New Guinea
room" and so equipped himself with
all kinds of trophies in Lae, includ-
ing bows and arrows and native
carvings.

And in Lae, on July 4, this little
bit of America celebrated Independ-
ence Day with customary fervour.—
PR.

Caught!..in a Flash



with Kodak's easy-to-use

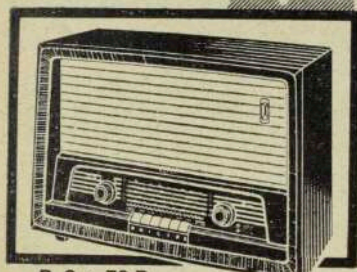
BROWNIE FLASH II CAMERA

Mum, Dad and Junior can all enjoy the fun of picture
making with Kodak's Brownie Flash II Camera. For regular
snapshots outdoors or for flash pictures indoors or at night (with Brownie Flashholder
attached) you can capture family-life incidents in sparkling snapshots.

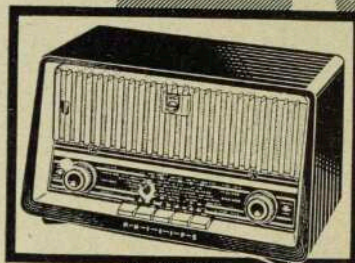
Kodak

(Australasia) PTY. LTD.

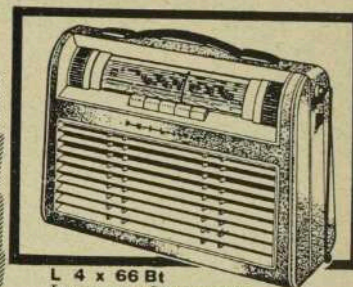
DEALERS THROUGHOUT THE ISLANDS



B 6 x 79 B
Luxury highly economic batteryset



B 3 x 85 B
Worldreceiver



L 4 x 66 Bt
Transistorized Portable radio



Luxury and Efficiency

in PHILIPS' new batterysets

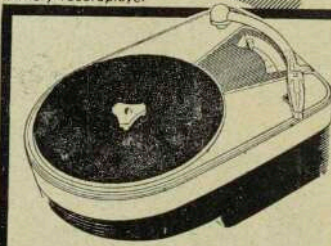
Philips' research workers have gained advance positions in the battle to combat high battery drain of battery-operated radios. Once more it is true, that Philips radios have been designed for use all over the world, in every clime, temperature and condition.

Offering:

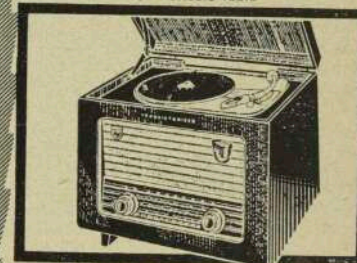
Ultra sensitive speakers, designed particularly for battery sets.

The famous efficient 25 mA valves
Magic eye warning system
Battery saving switch in top models
Special HQ short wave coils. Outstanding sensitivity on SW, etc.

AG 2148
Battery recordplayer



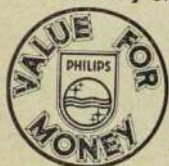
AG 9129
Battery recordplayer



H 4 x 75 Bt
Transistorized battery table-radiogram

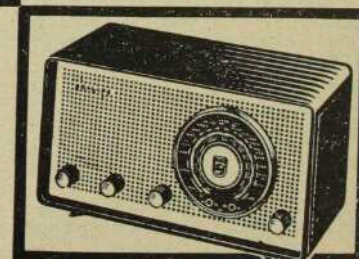


*Greater listening
pleasure
longer battery life*



PHILIPS

British Solomon Islands Trading Corp. Honiara, Solomon Islands.
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Burns Philp (New Hebrides) Ltd., Vila and Luganville.
Burns Philp (South Sea) Co. Ltd., Nuku Alofa, Vavan and Haapai, Tonga Islands.
Burns Philp (South Sea) Co. Ltd., Pago Pago, Eastern Samoa.
Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Victoria Parade, Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby, Madang and Lae.
Société Franco Océanienne, Papeete, Tahiti.



B 2 x 85 B Worldreceiver

Year of Adequate Supplies"

WORLD COPRA MARKET SURVEY

From Material Supplied by P-NG
Copra Marketing Board

THE marketing problems of copra and coconut oil received attention at the Annual Congress of the International Association of Oil Crushers, held in Brussels in June.

Delegates numbering 556 from 28 countries, attended the Congress.

Papua and New Guinea Copra Marketing Board was represented by Mr. G. R. B. Patterson (Senior Government Trade Commissioner, Australia House, London).

The Copra Quality Sub-Committee recommended the introduction of the grading of copra, of a minimum oil content of 66½ per cent., a maximum FFA content of 4 per cent., with reciprocal payments above and below those standards in certain contracts.

It was stated that, as both Oil FFA content are major factors of quality to the processor, the introduction of quality grading on this basis would be a considerable improvement on the present method of visual assessment.

These recommendations were referred to the London and Amsterdam Copra Trade Associations for consideration, but it is not known when any further action will be taken. In the meantime, quality continues to be assessed on the "look and sniff" method.

An estimated world production and consumption of edible oils during 1958, the conclusion reached was that 1958 would be a year of continued adequate supplies, with production nicely balancing consumption.

The 1958 Estimate of Production, in terms of oil or fat, was estimated as 30,070,000 metric tons, as follows:

able" Type Oils, including Cottonseed, Groundnut, Soya Bean ... 11,050,000

"m" oils including 100,000 tons Coconut Oil ... 3,450,000

Industrial" Type Oil—Including Linseed, Castor ... 3,538,000

ean, etc. ... 11,240,000

nal Fats—Butter, ... 837,000

ard, Tallow ... 11,240,000

rine Oil—Whale, ... 837,000

erm, Fish ... 837,000

he quantity of Copra and Coconut Oil available for export in the present year was estimated as follows:

In '000 metric tons

ozambique ... 40 8

ychelles ... 6 —

nzibar ... 2 5

ylon ... 40 60

Indonesia	200	2
Malaya	65	95
Philippines	900	90
Sarawak/NBorneo	18	1
Fiji	1	25
Papua and New Guinea	65	25
W. Samoa	12	—
Tonga	23	—
Other British Oceania	30	—
French Oceania (N. Hebrides, etc.)	50	—
Other Countries	35	—
	1,357	311

Combined Total (as Oil):
1,166,000 tons.

Indonesian Production

Little information was forthcoming during June on production, but a rough guess was that supplies are pretty well back to normal.

Information from several sources indicates that the effects of the prolonged drought in the Philippines will be noticeable for the next four to six months, and there is speculation in regard to the future.

With the extreme difference in prices between liquid oil and coconut oil, further substitution may take place, especially in the European edible field. Should Indonesia resume full shipments and copra

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CHASULL, Brisbane.

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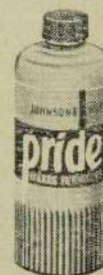
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market at higher prices, a drastic adjustment could occur.

On July 1, the London oil seed market was extremely quiet. It could appear that Unilever and the other consumers have as big stocks as they care to carry in the present world market position, and are reluctant to enter into new contracts.

There are over 100,000 tons of palm oil yet to be disposed of, in addition to considerable quantities of palm oil.

All this could have an effect on prices which have, in fact, fallen considerably in recent weeks.

Prices in New Guinea

The P-NG Copra Marketing Board, reporting on July 1, said copra is still comparatively high in price compared to other oil seeds. The month's price fluctuations have been as follows:

Philippine FM average for May, 1958: £68/18/6 Stg. c.i.f.
Average for June, 1958: £67/7/6 Stg. c.i.f., UK/Continent.

The tentative main ports purchase price, paid by the Board ex-coastal wharves' slings at Government wharves, ex Board transport at warehouse door, P-NG, remains unchanged at:

Hot Air ... £47 0 0 per ton
MS ... £46 0 0 " "
Smoke ... £45 7 6 " "

Delivery to Kabakaul sub-depot, (3/6 less in all grades).

Production in P-NG for the period January/May, 1958, shows a slight increase on the figures for 1957, actual tonnages being:

January/May, 1957, 37,800 tons.
January/May, 1958, 38,200 tons.

On these figures, indications are that P-NG production for the year will be around 98,000 tons or even a little higher, as the second half of the year invariably yields heavier than the first half.

Pre for Giant Snails

A new snail bait has been developed by the New Guinea Department of Agriculture, which will control the giant snails that have caused heavy losses among the banana plantations of New Britain and New Ireland.

The snails were introduced by the Japs as a tasty dish, during the war.

The bait consists of a cardboard box, coated with a mixture of formaldehyde and flintkote, which is put around the seedlings.

An agricultural spokesman said that snails were attracted to the bait, which was "instantaneous" when they touched it.

The Show Expands Into Morobe

A DEVELOPMENT of importance to the Morobe section of New Guinea took place recently when the directors of the Wau Show Committee decided to expand their organisation into the Morobe District Agricultural Society, and to hold the Show at Wau, Lae, and other centres of the Morobe area, in rotation.

The next Show—which will be called the Morobe District Show—will be held at Wau on November 16; and the schedule of exhibits, just issued by Hon. Secretary Noel Owers, shows a number of interesting sections—farm produce, kitchen produce, many varieties of fruit,

live stock, cakes and pastry, needlework, arts and crafts, flowers, children's handiwork.

Coffee has a section to itself, but cocoa is included in farm produce.

An interesting development is represented by sections for native producers, wherein competition is invited in various kinds of crops, fruits and native handicrafts. The Commonwealth Bank, with commendable vision, has given a number of valuable trophies for competition in these native sections; and if the Committee succeeds in getting the natives' interest, the result may be far-reaching.

INQUIRIES ARE INVITED

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Sale of All Types of
Merchandise in the
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The advertisement displays a variety of Unilever products arranged around a central text block. Food products include Continental Chicken Noodle Soup, Tomato Vegetable Soup, Mushroom Soup, Thick Vegetable Soup, Pea Soup, and Solvol. Soap products include Persil, Pears, Lux, Sunlight, Rexona Medicated Soap, Rinso, Mellah, Surf, Velvet, and Pepsodent. A central text block provides information about the products and the local representative.

SOAP AND FOOD products of the Unilever companies are well-known throughout the South Pacific.

Copra, from this area, forms the basic material for a number of Unilever products. These products play an important part in improving hygiene and providing attractive, nourishing foods for the rapidly growing white and native populations of Papua, New Guinea, the Solomon Islands, New Caledonia, New Hebrides, Samoa, the Fijian Islands and Tahiti.

The complete Unilever range of food and soap products is available through Wholesale, Retail and Indent Houses in all areas.

Export Division,
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representatives for the Unilever Organisation,
Lever Brothers Pty. Ltd., J. Kitchen & Sons Pty. Ltd.,
and World Brands Pty. Ltd.

JR.36.SPIM

Man Who Knows How

WOULD YOU LIKE YOUR NAME ON A BUTTERFLY WING?

From STUART INDER, in Suva

Anybody who meets Mr. Wan Wing-Sum cannot help being impressed by his ability to write 3,000 characters on the back of a postage stamp, or print a poem on the antennae of a butterfly.

SPECIALLY when he apologises for having to take off his glasses to do it.

But it seems to me that the more amazing of his many skills is the one that enables him to collect stamps for the personal scrapbook he carries about with him. Heads of government everywhere seem sitting ducks for Mr. Wan's charm. He is a first rate PRO going to

Wan Wing-Sun is a 36-year-old Hongkong born Chinese who is at present on a tour of the Pacific, and, in a quiet sort of way, as "Lynx-Eyed Calligraphist".

He had a look at New Guinea, Australia and New Zealand, and is currently in Tahiti, before going to his exhibition to Fiji in early August.

He's been on his tour for some months, but he'll be on it for some months more, because he's going on to Honolulu and New York before returning to his two children in Hongkong.

His wife is at present in Melbourne, but will catch up with him somewhere along the route.

Not Much Money in it

Money is something of a problem but I gather it could be worse.

Wan says he doesn't make much from his exhibition of calligraphy and painting, but these friends help him get by. His Chinese friends are the ones who help him in these communities everywhere in the Pacific, all of whom seem to welcome him, supply him with accommodation, and help with air fares—which are an expensive item, as everybody knows.

Wan thus visits only the best territories with established Chinese communities.

Whether or not his welcome has anything to do with the fact that he is a member of the Arts Committee of the Chinese Ministry of Education on Formosa, I don't know. He has two business cards, one giving his official position and the other without.

Probably helps, but there can't be much doubt that Mr. Wan's tour

is successful mainly because Mr. Wan is obviously no fake.

He's a clever exponent of the ancient Chinese art of calligraphy.

The Scrolls to Prove it

He has plenty of beautiful scrolls to prove it, and many delicate paintings executed in watercolours on Formosa-made bamboo paper.

But his favourite stunt—and he admits he pulls it as a crowd stealer, or to convince would-be sceptics—is the trick of producing one of his business cards and asking the name of the nearest member of the audience.

Then he removes his glasses, picks up his brush, and with his eyes only a few inches from the brush tip, proceeds to print the name on the card.

When Mr. Wan pulled that demonstration on me in Suva, where he made a brief exploratory visit in July, I had to call for a magnifying glass to read what he'd written without his glasses!

Mr. Wan says he demonstrates that to all the national leaders he has in His Book—but that doesn't

explain how he gets to see them in the first place.

Mr. Wan doesn't show this book to everybody, in case too much handling damages it, but it's worth a half-hour of anybody's time.

Among the people who have had some nice things to say about Mr. Wan in The Book are the Presidents and dictators of just about every South American State—some few of whom, alas, have been bumped off in the last 12 months.

Others, such as President Mag-saysay, of the Philippines, have died for other reasons.

What the VIP's Said

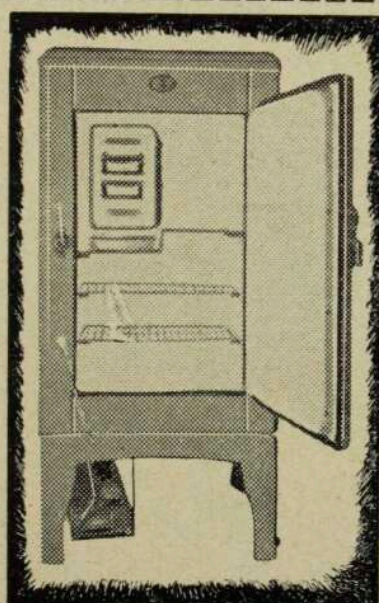
Each VIP has a page to himself in which he has been invited to supply Mr. Wan with a personal, signed reference.

Facing each page is another with a full-page photograph of the VIP—usually with an arm around Mr. Wan's slim shoulders. Mr. Wan takes the photographs himself—with a camera equipped with a timing device.

Magsaysay's reference says: "What seems to be a happy fact is that scholarly Mr. Wing Sum is, with his admirable patience and diligence, reawakening the interest of his countrymen in the ancient Chinese arts."

Malcolm MacDonald, Commissioner-General for SE Asia, wrote: "To a layman like myself, his writing is indeed a marvel."

Australian Prime Minister Robert Menzies, to whom Mr. Wan presented a painting (Menzies offered to pay for it, but Mr. Wan wouldn't have that) wrote: "The skill with which you endorsed the picture impressed me very much." (Over)



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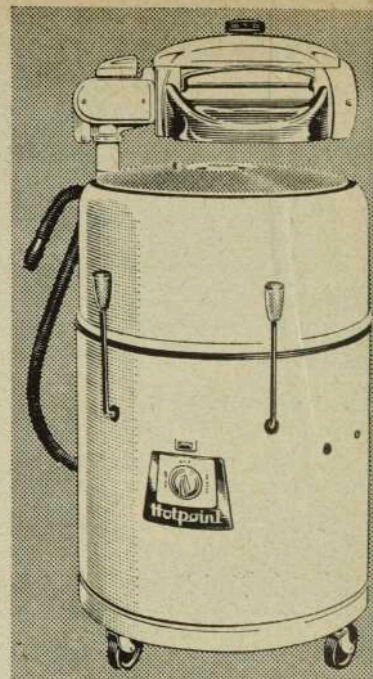
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(FIJI) LTD.**

Office and Sample Room
Bank of New South Wales
Chambers, Suva, Fiji.

Prime Minister Nash also (a page).
 Hugh Foot, who signed The when he was Governor of aica, in 1956 (he is now in us) wrote a page or two of high se, followed by the observation, "I was especially interested at the messages from other ernors and amused to read their e of the art of calligraphy— ewed by their illegible signa- s."
 is note of Sir Hugh's was a bit much for the Governor-General ew Zealand, who wrote: "My friend Sir Hugh Foot has, I ew, taken an opportunity to a sly dig in the ribs to his y Governors and chides them y for their illegibility. Com- ntly aware that this charge, at cannot be laid at my door. I much pleasure in signing my- COBHAM."

Wan says his VIP's are not to collect—in fact, he says, are "very easy."
 hardest?
 far, says Mr. Wan, it's Sir ld Garvey—Governor of Fiji. e won't see me," said Mr. Wan ay he went up to Government e to try.
 nebody hastily pointed out Sir Ronald was probably very that day, preparing for a trip.

ex Clubs Now ablished New Guinea

Australian-born Association Apex ("fellowship and com- munity service") is expanding Australia's Territory of New ea.

e National President (Arthur n, of Morwell, Victoria) made ial trip to present the Rabaul ae Clubs with their Charters. ut 150 Apexians, their wives riends, with distinguished , witnessed the simple, im- ve ceremony at Rabaul. Two later it was repeated at the Cecil, Lae.

prospects of future Apex ntions in the Territory were sed formally at Rabaul, when esidents of the three Territory (Neil Nicklasson, of Port by; Maurice Stevens, of al; and Howard Vinning, of discussed with National Pre- Arthur and former District nor Gordon Dixon the forma- f a separate District embrac- e Territory clubs. The nom- n of Past-President Bill , of Port Moresby, was de- upon. It will be submitted to ne Convention at Townsville tober.

fact that New Guinea folk aircraft like Australians catch

trams was brought home to Pre- sident Arthur when he found him- self on a chartered DC3 from Port Moresby to Rabaul, calling at Lae to pick up the Lae Apexians.

The forward journey was un- eventful—apart from a storm or two—but the return journey was de- layed 24 hours whilst the Apex air- craft searched for a coastal vessel that had radioed distress signals.

Mr. Arthur remarked that the Lae Apex Club had made history when the Lae Charter was not pre- sented on the date set down by National Council. What better way of showing that plank in the Apex platform of "service to the com- munity" than by delaying the pre- sentation of the Charter to allow their aircraft to render aid?

Moresby's New Hospital

Port Moresby's big new hospital, about four miles out of the town, opened for European business in early July. Those patients then in the old hospital were transferred in a fleet of ambulances.

The native section of the hospital was opened by Sir Arthur Fadden last October and has been doing brisk business ever since.

The whole establishment, which covers several acres, is built on flat country not far from the suburb of Boroko. It has cost in the vicinity of £500,000. It is expected that, eventually, a native medical school for training Assistant Medical Practitioners (who now are trained in Suva) will be built next door

1st Prizes

Royal Show

1957 & 1958

for

sponges

& scones



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Rich, Red Fountain Brand Tomato Sauce is vacuum sealed to retain its freshness of flavour.



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The high prize-winning standard set at last year's Royal Easter Show is maintained in special triple-sealed-for-the-tropics 2-lb. packets and in 2-lb. and 7-lb. tins.

Try this Prize-winning Recipe for Scones:

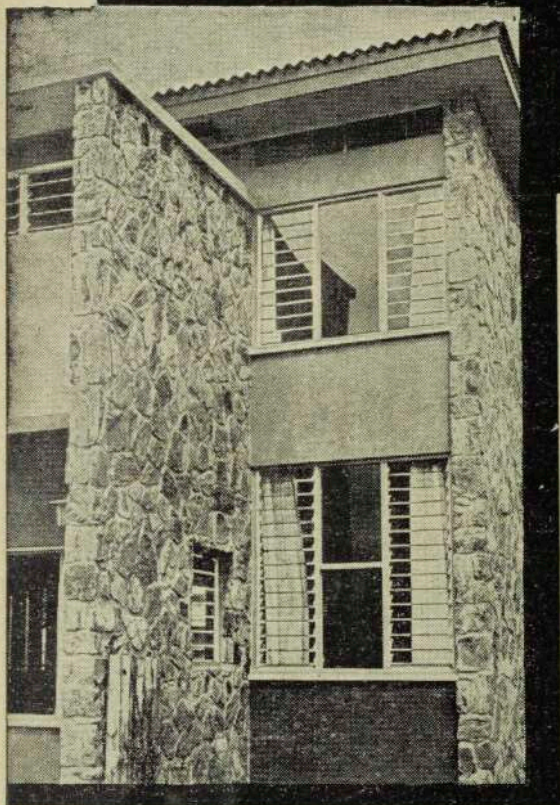
3 cups Fountain Self-Raising Flour
 1 teaspoon of salt
 1 teaspoon of butter
 ¾ pint of milk

Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

FOUNTAIN

W. C. Douglass Limited, Foveaux St., Sydney, Australia

*Controlled ventilation in your home
So simple...
So inexpensive...
with—*



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Naco Sunsash Louvres can give your home both
comfort and distinction.*

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Colyer Watson (New Guinea) Ltd.

way With the Theory of Gradualness, He Says

SHARP CHALLENGE TO ANTHROPOLOGISTS

By Eric Feldt, well-known former officer
of the New Guinea administration

● *What has been the value of the anthropologist in the establishment of European administration in Northern Australia and the Islands? Why is the anthropologist—usually a highly-trained man with a University degree—not always treated with the respect that is accorded other professional men, like doctors, or navigators, or pharmacists? These are some of the questions the author attempts to answer here.*

MAYBE, laymen, in their contacts with anthropologists, got wrong impressions. Some—perhaps only a few—anthropologists who did field work in New Guinea were noted for their earnestness rather than their eagerness.

It appears that, sometimes, to win the confidence of their native subjects, they lived as did the natives and so they presented themselves as Europeans dressed in a laplap, shaven—perhaps not dirtier than the natives, but looking dirtier because of their white skins.

With these initial impressions, a good many laymen, observing anthropological activities, came to the conclusion that the writers generally were on the side of any natives who were against Europeans.

Anyone acquainted with the work done by Professor Elkin on behalf of Australian aborigines must be moved by his sincerity and devotion to their welfare; but it is doubtful if Professor Elkin can say with certainty that his—or any—measures that can be devised—will ensure that the aborigines will develop and take their place in the modern world.

Has he the confidence that a doctor has, when he says that a broken leg will heal in a certain time? One gets the impression that he only hopes that the measures he advocates will be effective.

A Little Each Way

Conversely, when Nauru (for example) is discussed, the anthropologist points out that the rents and royalties paid to the native Nauruans have made them favoured wards, parasitic upon the phosphate industry, with the loss of their manliness and independence. What an outcry there would have been if the Mandatory Powers had simply told the Nauruans to sink or swim by their own devices!

The anthropologists cannot have both ways. In their writings on the sad results of the visits of the early traders, and beachcombers to the Pacific, they always stress the great harm that was done to the native peoples by the trade in arms

and liquor.

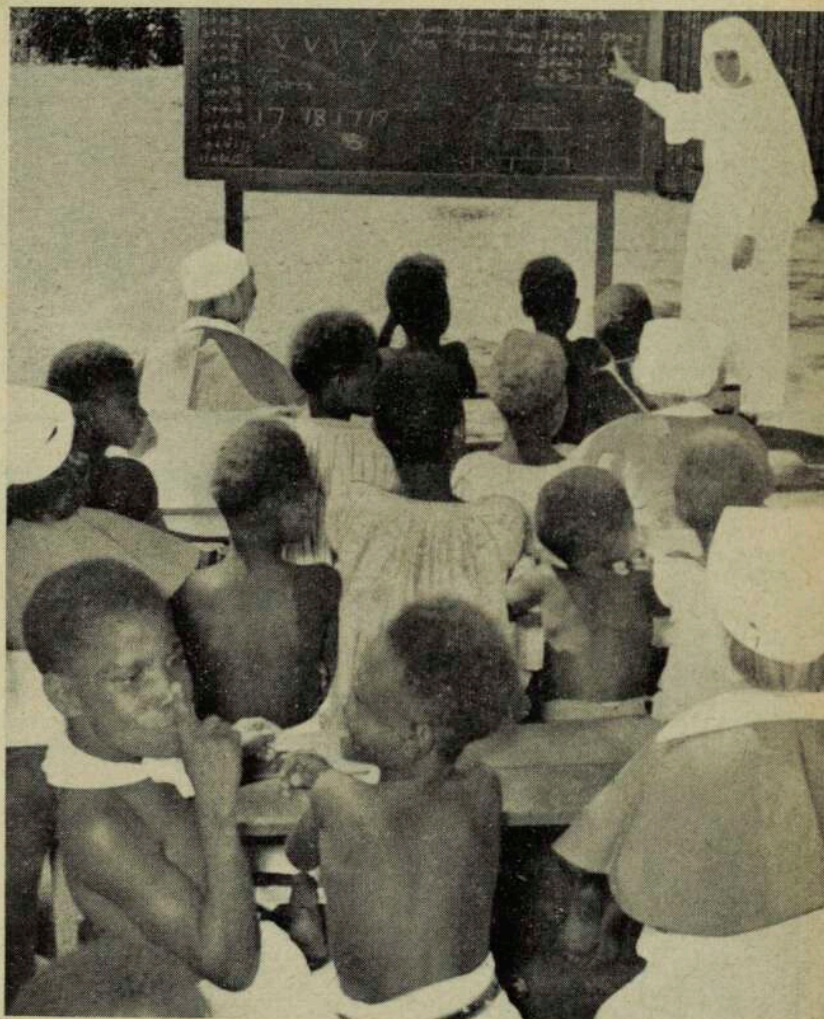
This was undeniably so. But some books suggest that the natives had

these goods forced on them. It is obvious that the natives wanted to drink the rum and fire the muskets at their enemies. Very rarely is it mentioned, for instance, that a Fijian Chief, listening to the sales talk of an arms salesman, asked him to demonstrate by shooting one of his subjects.

Where culture is described, such items as the launching of war canoes overboard captives, the killing of parents by their sons, or the more revolting parts of head-hunting on the Sepik in recent years, are played down.

Europeans who have known savages feel that there is a lack of judicial detachment in such descriptions.

(Over)



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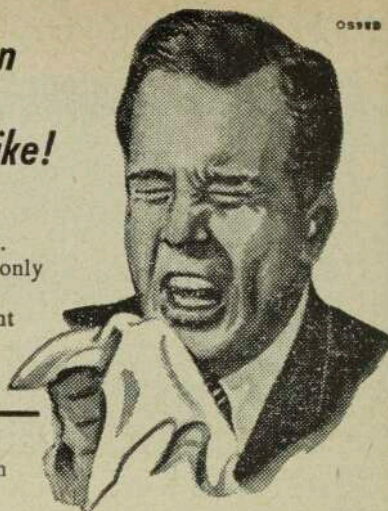
All the universal mischief of childhood, is expressed in the raised finger and smiling faces of these two Rabaul youngsters. The photograph was taken at the newly opened native pre-school centre, at the Catholic Mission, Rabaul. This obviously is not the pre-school class; the children are of assorted ages and there appears to be a sprinkling of Junior Red Cross Members in teacher's audience.

Photo: Larry Chin.

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One-Sided Viewpoint on Labour

It is on the subject of employment of native labour that the layman, particularly the employer, claims that there is one-sided treatment.

One instance: Most anthropologists treat with derision the claim of the Queensland Government, fifty or more years ago, that the kanaka labour on the canefields was content to stay there. As a small boy on my father's canefarm in North Queensland, I saw the dismay of the kanakas when they found they had to return to their islands homes.

As this is not in accord with the expectations of the anthropologist, he sticks to his doctrinaire opinion and fails to accept the facts.

In New Guinea, there has been the outcry that the non-return of native labourers has disrupted village life, and the employer has been blamed for this.

Of the many anthropologists who visited New Guinea and investigated native villages, none seems to have visited a labour line and inquired *why* natives went to work and *why* they stayed there. Anyone of experience in New Guinea could tell them the answers.

Natives, even though they could subsist and earn money in their villages, went to work to get away from the utter boredom of village life and to see a bit of the world. They stayed at work because they referred it to returning home.

The employer is naturally resentful when, having obeyed the law and a bit over, he is accused of "exploiting" the native when he has been giving him a better living than he would have had in his village.

Factors that are Ignored

Administrative officers, from experience, feel that the anthropologist does not state the full case when he conveys the impression that native communities lived by customs which had, in effect, the force of law. Little, if any, mention is made of the machinery of enforcement.

In written law there are always considerable differences in interpretation; and there must be more here customs are known by word of mouth only. Experience shows that the "big man" of a village, backed by a powerful family, finds any exceptions in his favour which the common man can not. Something similar might even happen in Sydney!

In discussions on the effects of recruiting, a factor rarely mentioned, is the excess number of males over females in the New Guinea native population. This adds to the marriage of immature males to much older males. If this continues, it will have a deleterious effect on the population.

There is a tenable argument that the removal of surplus males by recruiting, provided this surplus is not exceeded, would be beneficial. Yet I have never seen this facet of the problem discussed by any anthropologist.

With the inherent weakness of most sociological studies—where individuals are submerged in the consideration of larger entities—anthropological writings do not mention the very friendly personal relationship that exists between individual Europeans and natives.

There are men who have had the same "boys" working for them for many years—people who understand each other and consider each other, though they both observe the "caste" distinctions between them. In most cases it appears that the native does not want it otherwise.

These thousands of cases must have a definite effect on the relationship between natives and Europeans generally.

It may be that "caste" distinctions between European and native are over-emphasised. In the early days of the Pacific, chiefs were treated with deference by visiting ships; castaway sailors and runaway convicts were suppliants, and could assert no claims to superiority. In general, the native must have been treated as a social equal. And a fat lot of good it did him!

Cephalic Index versus Experience

To the layman who has lived in, say, New Guinea, the anthropologist sometimes seems to go a long way round to get to his destination.

He may know the cephalic index, physical measurements, blood grouping, sib, clan and social organisation of a native people; but if given all the available information about, say, five natives, it is doubtful if he could identify them. But, an experienced European could say at a glance: "That's a Buka; that's a Manus; that's a Tolai; that's a Sepik; that's a Markham."

Nor does the anthropologist seem to take account of the dour self-sufficiency of the Buka, the sensitive pride of the Manus, the money-hunger of the Tolai, the dependability of the Wewak, the tenacity of the Sepik, or the courage—with a dislike of hard work—of the Laewomba—all factors of more importance than the shape of the head when dealing with those people.

Finally, the layman feels, when reading anthropological works, that the native is never to blame for anything.

It is never said that the natives had a chance and missed it through their own laziness and fecklessness. It is always someone else's fault.

It is stressed that the natives had shown their fitness to survive in their own environment. But Dar-

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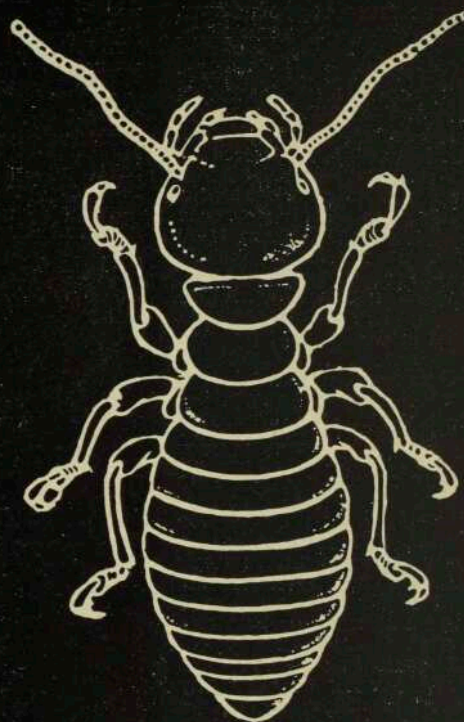
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winian fitness surely must include ability to adapt oneself to a change in environment. It can be done.

There were natives of some Pacific Islands who found themselves far behind the West in technology. But they sprang off their tails and caught up in fifty years; and in another forty years they made us spring off ours. The Japanese.

There is substance in the layman's charge that the anthropologist is one-sided in stating a case. Perhaps he should be—perhaps that is his role. But while he states only one side of a case, his opinions will be received with doubt and his advice with reserve.

Perhaps he has to overstate his case to get it heard. Perhaps I am overstating this one.

That Cry of "Detribalisation"

In the eyes of the anthropologist, the Administrations, Missions and employers have committed the grave crime of detribalisation of the natives.

It is pointed out that, before the advent of the whites, the native had a social structure and a way of life adapted to his environment, which ensured his survival. (To which the ordinary man replies that he did sparrows, mountain sheep and any other gregarious fauna.)

The anthropologist says the change of environment, caused by the advent of the whites, has given the native from his way of life, to his detriment. (It surely did in the past, replies the ordinary man, but that is water under the bridge. For the last fifty years, Pacific Islands populations have been increasing.)

So now, they say, to preserve the native, any influence towards detribalisation must be resisted.

But this is a modern world. Anywhere else, such attachment to the past would be called romanticism. The native's only chance of survival is to adapt himself to the present, which means detribalisation.

In Fiji, it looks as if the Fijians will have to do some smart work in that direction if they are to survive against the Indians.

Furthermore, it is impossible to prevent natives adopting anything from Western ways which the native considers of benefit to himself.

It was tried, in a minor way, at Tench Island.

Tench was closed to recruiting. Patrols or missions visited it. It was left alone and isolated for a number of years.

Then a patrol was sent to see how they were faring. It was met on the beach by natives who lined up, who burst into song—just recognisable as the National Anthem—led by a native Mission teacher. The natives themselves had gone out to have a look at the world.

When they found there was a rule against signing them on for labour, the answer was easy—they said they came from places other than Tench. Did they want to go on living in accordance with their own viable way of life? Not (Pygmalion) likely!

Perhaps the idea of maintaining an anthropological zoo is no longer entertained. But it is not long since it was seriously advocated. But there is still opposition to detribalisation, though this is accepted if done gradually. In this connection, gradually seems to mean as slowly as possible.

Between wars, Papua was held in comparative virtue for its gradualness, while the neighbouring

Mandated Territory was blamed for allowing too rapid commercialisation. In fact, conditions in both Territories were little different.

In both there was no marked overall loss of population, though an odd tribe or so (e.g., the Nini-gos) disappeared. There seemed to be a slight fall-off in numbers in the first generation after contact with whites, then a recovery in the next generation.

Papua and New Guinea were probably the only two Pacific areas in which there was no great drop in the native population after contact with Europeans—but did we get any praise for it!

The policy of gradualness had its effect on the Europeans, as well as



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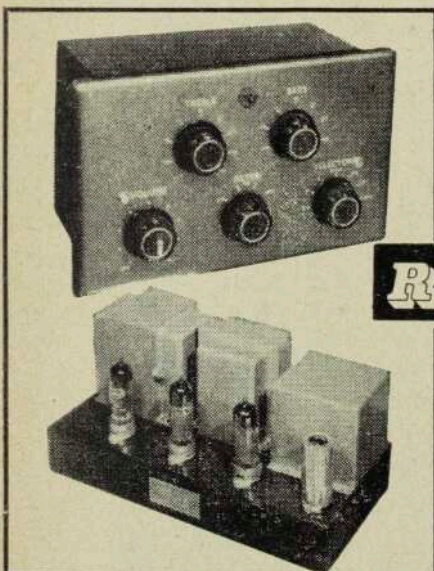
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the natives in Papua, leading to a loss of initiative which was near stagnation.

Hubert Murray's Blue!

So, in 1923, in *Papua Today*, Sir Hubert Murray reported that all the natives in Papua were being brought under control and that there were but few who were not under Administration influence.

Exploration by unpopular private enterprise, from the despised Mandated Territory, caused a major revision in this estimate seven years later.

It is interesting to reflect what a howl of derision there would have been in the Press if General Wisdom had made a "blue" comparable to Sir Hubert's. As it was, Sir Hubert Murray's error in judgment was passed over in discreet and tactful silence.

More than anthropological opinion was responsible for this. Sir Hubert Murray had a good Press, which is one of the facts of modern life, and is a curry of very mixed ingredients.

(Even journals, including *Pacific Islands Monthly*, which did not judge a Territory solely by its policy of native welfare and criticised the Mandated Territory for not assisting development sufficiently, were kindly disposed towards Papua, where much less was done in that respect, in accordance with its policy of gradualness.)

Is this policy of gradualness to be adhered to? Does it mean we are to go as slowly as we can? Have we time? Has anthropology any other contribution to make to administration?

What Anthropology Could Do

We should set out what we are trying to achieve in Papua-New Guinea. Australia is paying for it, in the main, and Australia frankly wants a strategic return for its money; but not at the cost of injustice and oppression.

The natives want to survive and prosper in the modern world, whatever doctrinaire romanticists say to the contrary. The Missions want to teach religion. Capital wants a field for investment, with stable

conditions, so that it can get a return on its money.

And the ordinary Australian, living in the Territory, wants to go on much as he is, but not to be penalised if he is successful.

The common objective which should meet all requirements is the development of the indigenous population into a people able to stand on its own feet in the modern world, with cultural, commercial and religious ties with Australia, with English as its common language.

This is not an impossibility, as the good personal relationship between natives and Australians shows.

Caste distinctions will disappear when the cultural differences have gone. There will be room for Australian capital, technical knowledge and integrity for as long as anyone can foresee.

Then the problem becomes, not how slowly we can modernise the native but how quickly, without damage to him. The special knowledge of the anthropologist should be turned in this direction. We want him to tell us what to do now, not what should not have been done in Nuka-Hiva in 1858.

It is suggested that the proper sphere for field work now is not among the primitives, but in the progressive communities which are trying to modernise themselves, using present-day methods of agriculture and marketing, with a money economy.

For instance, some natives are now making real money. Should they make wills; or, if they die intestate, should their assets be distributed by the old bow-and-arrow custom, even when the assets include a modern sawmill? Should there be regulation of the employment of one native by another?

In this, there is no room for the congenital pessimist, such as the one who told me years ago that medical treatment of natives was bad, as it destroyed their natural resistance to disease.

And a final word of advice to anyone who undertakes this assignment is that he should wash, shave and keep his pants on in public.



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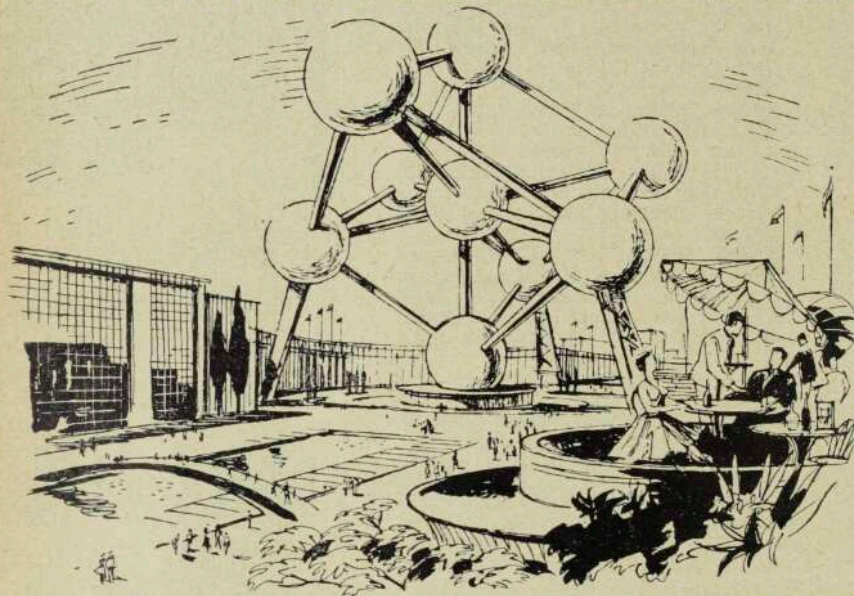
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The American Consulate will move from Noumea, in the next few months, to Suva, now considered much nearer the centre of South Pacific gravity than Noumea. When the latter location was chosen after the war, it was no doubt expected that the siting of the South Pacific Commission in Noumea would enhance the importance of New Caledonia.

Whatever other pros and cons there may be, Consular officials are going to be delighted in the change for the better in their cost of living. Noumea prices are fantastic, even in relation to Australia. And Suva has the edge on Australia in this department.

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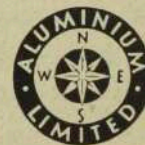
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FIJI TALANOA

VAKATAWA TALKS
OF THIS AND THAT

It is hard for non-Fijians, unless they have lived among Fijians for a long time, to appreciate the depth of feeling which stirred the Fijian people when Ratu Sir Lala Sukuna died.

HE was the man above all others to whom Fijians of all provinces looked for guidance and leadership. They had immense pride in his achievements.

He had his critics among them, of course. No leader in history has been accepted as faultless. But underneath there was a feeling that came close to reverence.

A lot of overseas newspapers and broadcasting stations wrongly described him as the "paramount chief" of Fiji. Even the London *Times* erred.

The paramount chief is the Vunivalu ("Root of War"), of Bau. This title, originally assumed by Takobau when conquest gave him paramountcy throughout most of the Fijian islands, is now held by his great-grandson, Ratu George Takobau.

It is not hereditary, but is conferred, usually on a member of the Takobau family, by the chiefs of Bau.

Confusion often occurs in the minds of non-Fijians about the position of the traditional chiefs and the administrative leaders appointed by the Government or the Fijian Administration.

Roko Tui, for instance, is a chiefly title which has come down from pre-cession days, but now it means the administrative head of a province. It sometimes happens that the traditional high chief of that province is also appointed Roko Tui, but nowadays this does not often happen.

The Roko Tui is frequently a man who was not born in the province, and he need not even be of chiefly rank.

On Fijian ceremonial occasions, the traditional high chiefs are accorded special honours, and they have certain rights in custom, but they quite possibly have no official position in the government of the province.

Even the name Council of Chiefs is nowadays misleading. Commoners who have been made Roko Tuis are automatically members of the Council of Chiefs, and other commoners may be elected as members of the various Provincial Councils.

The general position is a bit like that of the Duke of Norfolk in relationship to a British Cabinet Minister.

When there is a coronation the Duke comes into his own. He has

hereditary rights and duties, but these have nothing to do with the day-to-day government of Great Britain.

The cabinet minister, on the other hand, has administrative authority and helps to form government policy, but he need not be of noble birth.

The Fijian equivalent of a Duke of Norfolk who became Prime Minister would be, roughly, a Vunivalu of Bau who was appointed Secretary for Fijian Affairs.

The Banana

Boosters

The high-powered delegation which went from Fiji to try to induce New Zealand to buy more bananas came back with a lot of sympathy for the New Zealand Government's economic and political problems, but with very little comfort for Fiji's banana growers.

The New Zealand Government

undertook to accept this year's output from Fiji, but would make no promises for the future.

Apparently, their main concern is what the Russians or the Guatemalans or the Poles may say in the United Nations if any cut is made in imports from a Trust Territory, so they have to accept all of Western Samoa's production.

Then they promised to try to fit bananas from Fiji and Tonga into whatever was left of the market.

This was all very well, but the announcement of the Samoa First policy coincided with a sudden spurt in Samoan production of bananas, as has been reported in *PIM* recently. (See elsewhere this issue).

Samoa exports in May were over 100,000 cases. If this rate continues—and the question from Fiji's point of view is how big that "if" is—New Zealand can look to Western Samoa alone for over a million cases a year.

Then there was another shock. The delegation from Fiji was told that New Zealand could not absorb more than a million cases, or at the most a million and a quarter, per year.

So where does that leave Fiji?

The prospect is not the sort of thing that would encourage any normal business enterprise to launch out on new capital investment in the banana industry.

But the Fijian provincial authorities, encouraged by years of exhortation by New Zealand Fruit



Farewell to a Fijian Chief

It was estimated that 25,000 people crowded the streets and wharf area of Suva, when the body of Ratu Sir Lala Sukuna was taken aboard the "Adi Maopa" (named after his mother) for the voyage to Lakemba. A goodly part of the crowd obviously boarded MV "Yanawadi", and she is shown here with a decided list, as the people rush to the side to see the last of "Adi Maopa" (far right).

—Photo by Rob Wright, of Fiji PRO.

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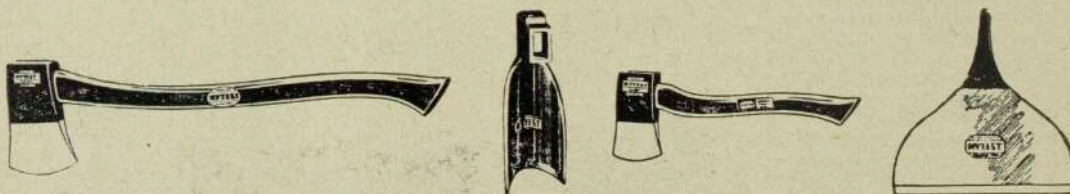
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Distributors Ltd., (the monopoly buyers of bananas for the New Zealand market) to grow more and still more bananas, have been doing just that.

Plantations, and very good plantations, established by Cakaudrove Fijians near Savusavu under the energetic leadership of Ratu Penaia Ganilau are just coming into production.

There are other new plantations on Ovalau and other Lomaiviti islands.

So long as New Zealand remains the only market for Fiji bananas the prospect for the growers seems pretty grim. It is almost exclusively

Fijian industry, and in some areas provides the only source of income for villagers.

Fiji bananas are kept out of Australia by government action, inspired by pressure from Australian growers.

Fiji can hardly be blamed for looking a little cynically at the ostentatious enthusiasm of Australia and New Zealand for the Colombo Plan to boost the economy of Asian nations.

A little thought for Pacific countries whose loyal friendship has been abundantly proved in peace and war would be helpful.

Americans

Back in Suva

The United States Government has acknowledged reality and is to open the American consulate in Suva.

There was a consulate there for many years, but in a post-war economy drive it was closed, together with the one in Tahiti, and consulate business for the tropical South Pacific was concentrated in Noumea.

The main reason for this was undoubtedly the decision at that time to set up the headquarters of the South Pacific Commission at Noumea, but the consulate arrangement has become more and more workable.

People from Tahiti, both Samoas, Cooks, Tonga and Fiji wanting to do business with the consulate have had to write to Noumea and sometimes wait weeks for a reply because of poor communications. Some have made the costly journey to Noumea via Sydney to speed things up.

Occasional trips by the Consul to Fiji and the eastern islands have been made, but the main result has been to emphasise the absurdity of attempting to conduct Fiji and Polynesian operations from Noumea.

Incidentally, when the consulate was moved from Suva, the US Government did not break all territorial ties with Fiji.

It owned a commanding house site at Tamavua. It had been used during the war by an anti-aircraft battery.

A couple of years ago, the American Government decided to sell the site, but nothing final was done. Now the site will probably be used for a new home for future consuls.

Suva Has

the Lot

Suva's advantages are obvious. It is a port of call for the main trans-Pacific shipping lines, a junction for cable and radio services, base

for the Coral Route flying boat service to Polynesia, and on the same island as Nadi international airport, where all north-south trans-Pacific airliners call.

The Americans were unwise when they moved the consulate to Noumea. It has been clear from the start that the South Pacific Commission headquarters should never have gone there, either.

The mistake has cost the Commission dear, in money, efficiency and effectiveness.

Perhaps the United States Government's realistic decision about its consulate will induce the Commission governments to follow suit.



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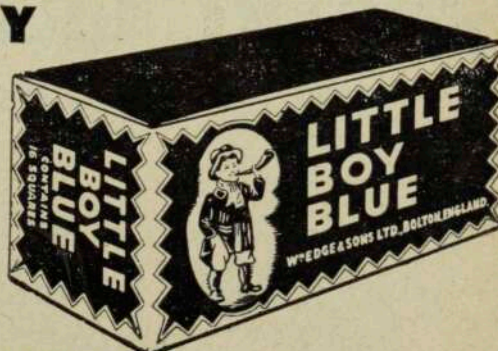
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High Cost of Government Yachting

The waterfront at Suva, always critical of those set in authority, had a field day when the vessel *Ra Marama* arrived from Singapore.

When she was first ordered she was described in official handouts as the Governor's Yacht. Then as murmurs began to be heard about the expenditure of a rumoured £66,000 from public funds on such a project, the handouts turned her into an administrative and naval training vessel, or, at the worst, the new *Government* yacht.

When she arrived, it soon became clear to those who went aboard that the designers at least had had no doubt about her purpose.

In what would be described, in a private yacht, as the owner's stateroom, her accommodation could justly be described as luxurious.

Further aft, two small cabins contain four austerity bunks, and that completes the passenger accommodation. She can carry no cargo.

At a time when financial belts are being tightened severely in government and commercial enterprises and in private households, the spending of £66,000 to carry 20 people round Fiji in luxury has occasioned some sharp comment.

It is the sharper because those who know cannot understand why, when Fiji builds wooden ships of high standard, an order for such a vessel should have had to go to Singapore, especially when delivery involved sending a special crew all the way from Fiji.

Just to aggravate the situation, so happened that at the time *Ra Marama* arrived, the American yacht *Kuru* was in Fiji waters. She is truly luxurious, and fitted with such things as air-conditioning and special refrigeration.

The owners let it be known that they would consider offers to buy the yacht, and the price, so it is reported, was well under half the cost of the *Ra Marama*.

Terylene Age—

Washbasins for All

The appearance of terylene on the Fiji tailoring scene in the past year or two has transformed men's washing habits.

There was a time when the only correct wear was white drill.

Trousers were 6/- a pair and a tailor-made coat cost 12/-. A shirt 4/- completed the outfit.

Newcomers bought six pairs of trousers and two coats and with laundry at 10/- a month, they were well and economically catered for, materially.

The only snag about this whole-

sale initial equipment was that all your clothes wore out at the same time.

Bank clerks serving three years in Fiji found that their white trousers just lasted the distance. For the final month or two there were frayed cuffs and patches round pockets and seats, but there was usually still enough shaped material left to make a parting present to the houseboy before going aboard the ship.

After the white drill period came the time when Palm Beach was the thing, at least for superior occasions.

Now the story is terylene.

Two pairs of shorts, a couple of terylene shirts and a terylene suit

for formal wear can produce a well-dressed man, but not for the few shillings of the white drill days. Such an outfit costs about £40, but the convenience is great.

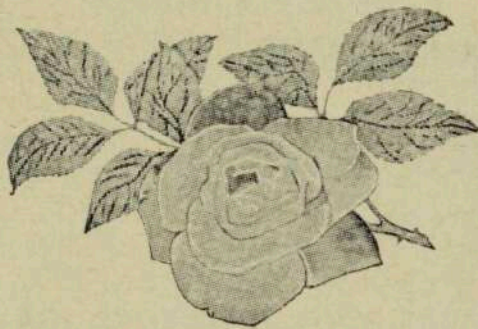
After wearing one pair of shorts you wash them in a hand basin, hang them up, and in a few hours, while you wear the second pair, the first pair is dry, and perfectly creased without the need for ironing.

Shirts, too, need no ironing, and dry a few hours after being washed.

Even suits, if linings, pockets, padding etc., are made of terylene too, can be washed with soap and water. No ironing, no dry-cleaning, no trouble.

(No houseboy?—Ed. PIM).

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**Solution for a
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INCREASING PRESSURE ON FIJIAN LANDOWNERS

• The primary problem of Fiji—namely, ownership of most of the land by the Fijians, who, because of their system of communal life, do not make effective use of it, is discussed in this article by "Tavite". It is to be remembered that there are now 155,000 Fijians and 180,000 Indians in Fiji.

AS a solution of Fiji's most urgent problem, it is suggested that the Fijian Affairs Ordinance be overhauled, and that all Local

Government machinery and institutions be incorporated in one body.

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REVISING COMMUNAL SYSTEM

Since this article was written the Fiji Government has arranged that an inquiry into the workings of the Fiji communal system be made by Professor O. H. K. Spate, of the Research School of Pacific Studies, of the Australian National University, Canberra.

in Fiji, and who have the Colony's and the Fijians' interests at heart.

For too long, the Fijian has been maintained as a race apart from his fellow-men, by an Administration which—up to now—will not face up to facts.

Economic, social and political pressures are putting an increasing burden on the Fijian. The only way to prepare him to accept responsibility is to scrap the outmoded regulations and customs which hamper his freedom; and bring all forms of local government under the one administration.

This is a task which, with the necessary legal powers, could be assumed by the present Department which now attends exclusively to Fijian Affairs.

The second step, which will have to be taken sooner or later, is the reform needed at central government level.

Is He So "Different"?

The main objection put forward by opponents of any plan to release the Fijian from the retarding influences of the present administration, and those of his wasteful and uneconomic customs, is the old cry that "the Fijian is so different".

Different from whom? one asks. The reply is that "he isn't ready and has to be protected".

The only difference between the Fijian and anyone else is that he has been "protected" to the stage where he is losing the economic, social and political battle to his more progressive fellows. He cannot any longer accept the benefits deriving from his present social and political set-up without assuming corresponding responsibilities and duties.

If the Fijian isn't ready now, he never will be.

The talk about protection is advanced in the main by those chiefs, officials and people who want to see the entrenched traditionalism continue. The main reason probably is that in any change, the privileges which attend the old order, or most of them, will inevitably go by the board.

The transfer to the Fijian of more responsibility should awaken him to his obligation to cultivate or use his land, and to assume a

bigger role in the Colony's trade and political development.

The longer he is kept apart, in his own water-tight system of local government, while being hampered by un-economic customs and communal duties, the less chance he has of using his land to the best advantage—and the longer it will take him to fit into his proper place.

How, in God's name, can the Fijian assume his responsibilities, unless he is given the chance to prove himself!

His Salvation—or Undoing

The able report of Mr. Macdougall, on the Fijian Administration, which recently was tabled in Fiji's Legislative Council, points out certain un-economic anomalies and weaknesses in the system.

Unfortunately, the terms of reference precluded Mr. Macdougall from recommending any sweeping changes; and it would appear that unless a positive lead is given to the Fijian—and he accepts it—the *status quo* is to remain indefinitely, with a few inconsequential modifications.

Land vested in the Native Lands Trust Board is one of the Fijian's main assets. It can be either his salvation or his undoing.

It can be his salvation if he is given the land, and the wherewithal to start work on it. *Work it he must*—otherwise he cannot justify holding on to it indefinitely, without improving it, to the confusion of his other and less fortunate fellow-men.

His undoing could come about if the situation is simply left to drift when inexorable pressures, economic, social and political, would compel him to surrender his land. If such a parlous situation came out—and it could—it would then be seen that the Fijian is no different from anyone else.

Fortunately, any wise and far-seeing Administration now has the opportunity to provide, in any constitutional change, that land-vesting, or ownership of a certain determined value, through absolute, joint or common ownership, would be one of the necessary qualifications in the electoral status of a voter, both at local and central government levels.

He would ensure that the Fijian is worth his salt would have a say in the respective central or local government machinery, which, if it was properly designed, would make it possible for him, if not to control, then to take his place with others in the control of the affairs of the Colony.

Therefore let us say *Yadra Viti* (Wake-up, Fiji). Given the good-ness of all, it should be possible to find a workable solution of the problems with which we are faced.

Birth-Pangs of Self-Government

THE pains attending the birth of self-government in the New Zealand Trustee Territory of Western Samoa continue.

The new Legislative Assembly, after a lengthy session on finance, completed its deliberations in June, and adjourned, and there is peace.

Newly-elected Samoan members were generally critical of the Government's finance plans and would not approve the proposal to increase customs duties.

With a large increase in banana shipments the Government expects the Territory's finances to improve

before September 30. Despite restrictions on overseas trade, New Zealand seems ready to consume all the bananas that Samoa and Fiji can produce this season.

The three Samoan leaders — Tamasese, Malietoa and Mataafa — left Apia in June for New York where New Zealand's annual report on Western Samoa is to come before UNO Trusteeship Council for consideration. The chiefs are expected to explain the Samoans' attitude towards controversial matters like universal franchise and the Matai system of representation.

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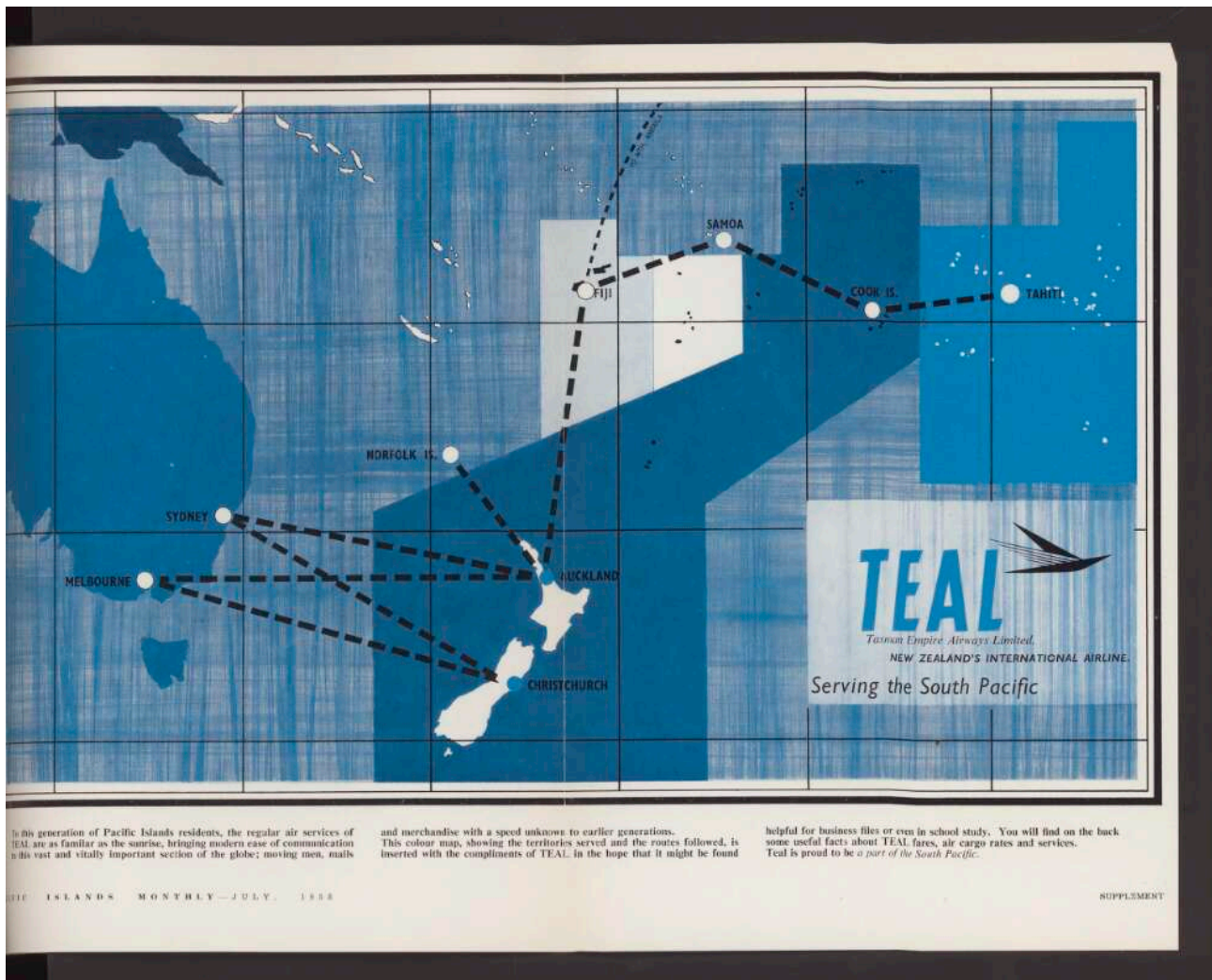
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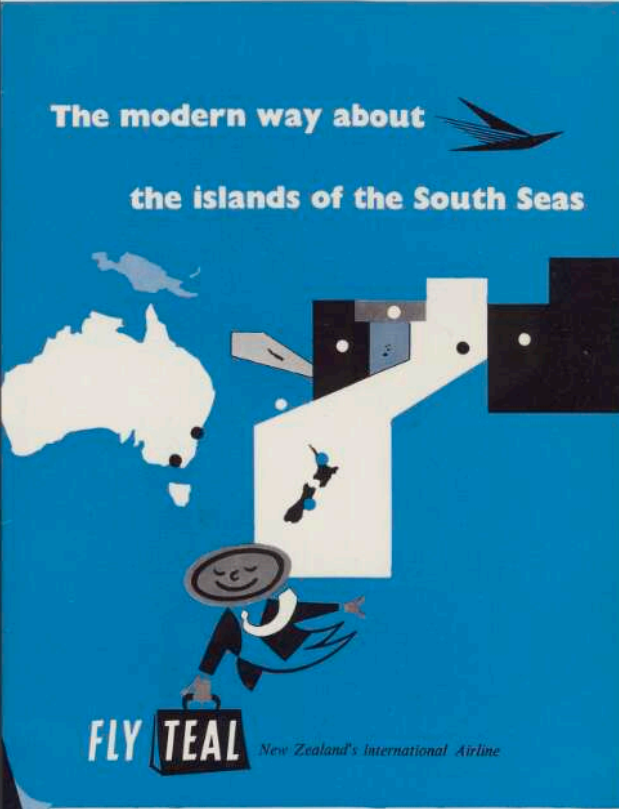
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TEAL Super DC-6 airliners operate on all routes South and West of Fiji (see map). The TEAL Coral Route (Suva-Tahiti) is served by TEAL double decker Solent flying boat.

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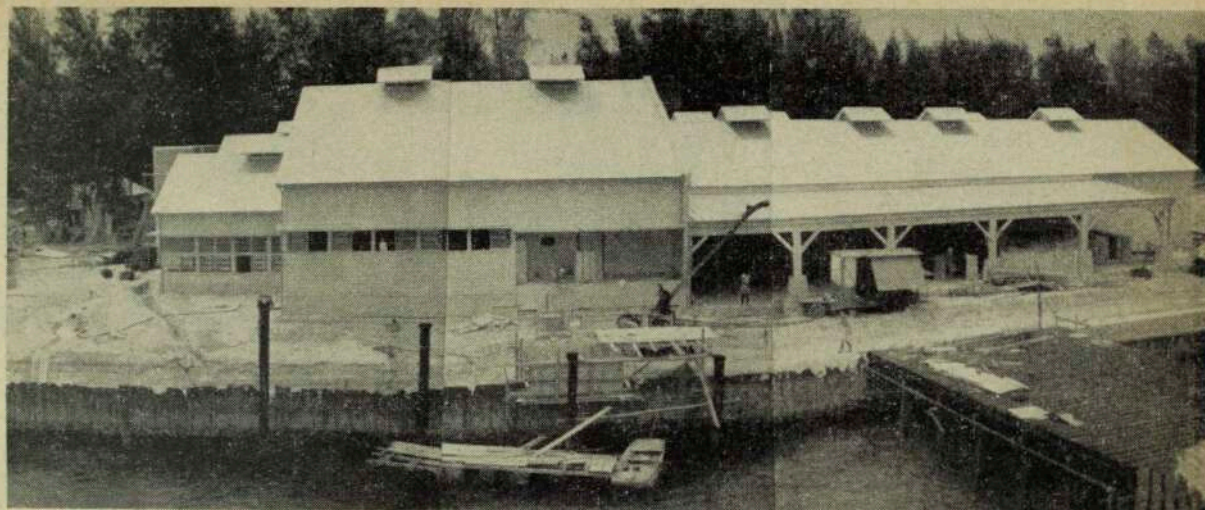
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It's Not Always the Right Kind, but—

JAPANESE ARE CATCHING FISH FOR THE NEW HEBRIDES

By Brett Hilder

● About five years of work and worry have gone into the project since Mr. Don Gubbay of Santo, New Hebrides, got the idea of establishing a fishery there, based on Japanese fishing techniques and after the style of the successful Van Camp venture in American Samoa. The worries are not over yet—like all infant industries it is having its teething troubles—but the wharf and buildings are there, so are the Japanese, and they are catching fish. All this in spite of the fact that at one time it seemed that a good idea was going to be nipped in the bud through prejudice.

MOST of the Japanese expansion of tuna-fishing through the Pacific and Southern Oceans goes on without our seeing much of it at close hand.

We get the occasional fishing vessel putting into some remote port with an injured man, and an occasional one running on a reef. They mostly work in fleets with a mother-ship, and we sometimes see them at night as a blaze of lights over a very large area.

As their lines are miles long we are obliged, by international law, to keep clear of them. We therefore have no idea of the conditions under which they work, for this type of fishing can only be compared with small British trawlers saying that for a quarter of the day they work three times as hard as bad as the slaves of Mediterranean galleys two thousand years ago.

The actual fishing vessels belong to co-operative societies in the different Prefectures of Japan, and the fishermen are paid in shares for the fish caught, whether tuna or other deep-sea varieties.

They are out to catch fish, in order to earn their living and help their family at home.

Aboard the fishing vessels they keep alive, and anything else would be regarded as a luxury. Such things as eating, sleeping and washing are barely permitted by the exigencies of the trade, and neither time, money nor space can be spared for them.

The seven vessels long-line tuna fishing out of the Santo base in the New Hebrides, are between 80 and 150 tons, carry an average of 20 men and catch 40 tons of fish in about three weeks.

They work in unknown fishing grounds up to 600 miles away from base, keeping in touch with each other and the base by radio, but trying to prevent rival fishing vessels from Samoa and other bases from knowing how the fish are biting in their area.

21 Hours Work—Three for Sleep

The lines are generally streamed once a day, either at dawn or sunset, when the fish are believed to be most likely to snap at the bait.

The bait consists of good mackerel pike, sent deep-frozen from Japan, and it apparently takes two pounds weight of bait to produce one tuna of 100 lbs.



PICTURES: Top, a composite of the establishment at Palikulo, Santo, NH. At the time that the photograph was taken, the installations were not complete. In the lower photograph, behind Mr. Don Gubbay, whose brain-child the fishery is, and Mr. I. Koike, the works manager, can be seen the ice-conveyor which transports ice blocks from the factory, crushes them at the top of the mechanism, and sends crushed ice down a chute into the ships.

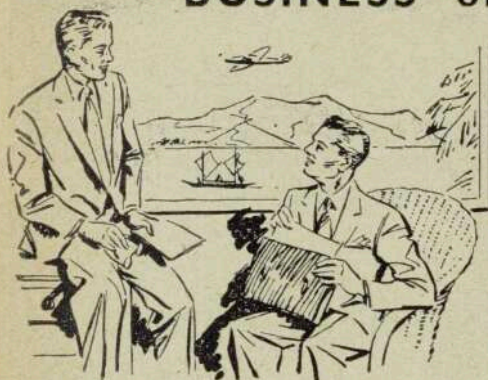
One ton of bait therefore produces 50 tons of tuna, but not by sleight of hand.

Besides the ton of bait we have to add the cost of upkeep and depreciation of a vessel worth £30,000; 50 tons of crushed ice; 12 tons of diesel fuel, and 8,000 man hours of work.

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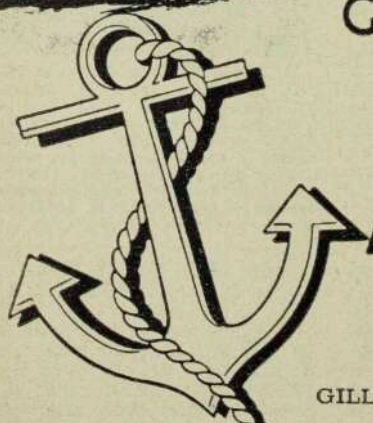
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(Entoletion is a special new purifying process which reduces the risk of insect infection).

The long lines used add up to about 40 miles in length, as there are drop-lines every 50 yards which carry the bait at an average depth of 50 fathoms.

The lines take 4½ hours to stream, they are given 2½ hours to catch their fish, and then it takes 13 hours to haul them in and collect and stow the fish in the ice-holds.

After that the men are free to drop into a sleep of utter exhaustion for three hours, when it is time to set the lines again. This goes on for three weeks as a rule, by which time the hold is full and the vessel can return to base.

If the vessel holds 40 tons of fish, their well-earned rest at base consists of 24 hours, during which time all the fish are landed, weighed and stowed in the freezer; the vessel is then given her fuel, another supply of ice, and off she goes for another three weeks of toil, in fair weather or foul.

If the catch from a big vessel amounts to 90 tons, it gets two days in port, for the catch has to be handled and frozen in two lots.

An Idea Five Years Ago

At Santo the fishery wharf has three berths: one for unloading the fish, which travels on conveyor belts to the freezer doors; an inside berth for loading the crushed ice and fuel oil; and an outside berth for overseas ships, bringing oil fuel and frozen bait, and taking away frozen tuna for the American market, and other factory products to Japan.

The wharf has a frontage of about 130 feet, with a depth alongside of 30 feet. It is situated in the most sheltered part of Palikulo Bay, in the south-eastern corner of Espiritu Santo Island in the New Hebrides. It is just north of the eastern entrance to Second

Channel, which today forms the port of Santo.

The Santo fishery establishment was planned in 1953, but held up for some time by political objections from Australia, mainly from ex-servicemen.

Under the present scheme I can't see that the Japanese can do any harm, and on the other hand their industry is a welcome item in the economy of the New Hebrides.

It may be of much more value later, while keeping the Japanese interests and personnel to a minimum.

At present the base employs 34 Japanese ashore, helped by 35 natives and five local Europeans.

The 34 Japanese will be slowly replaced by natives, if it proves possible to keep them long enough to train.

The fishing base has been built and put into operation during the last three years by a combination of interests under the name of the South Pacific Fishing Company (NH) Pty., Ltd.

There are at present four companies interested, Daichi Bussan Kaisha (Premier Trading Co.); Nanyo Boeki Kaisha (South Sea Trading Co.); the Washington Fish and Oyster Corporation of USA, and the chief local organiser, D. J. Gubbay & Co. Pty., Ltd., of Santo.

These four interests are to be joined by the Compagnie Francoise des Pecheries du Pacifique, which is being registered in Vila to build a cannery at the base to can the tuna for sale to Pacific Islands and overseas countries, except America.

The duty is too high on canned tuna into the States, except from American territory, and it is for this reason that all the tuna from the Santo base is shipped to USA as frozen whole fish. (Over)



One of the Jap fishing boats at the wharf. Fish are being unloaded onto the conveyor, and taken to the freezer.

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These are the fish that are wanted: Albacore, for canning in the United States.

Albacore, the Wanted Fish

Most of the tuna caught belongs to the three species, Yellow Fin, Big-Eye, and Albacore. Only the latter is sent to the USA, and all those fish over 100 lbs in weight are cut in half as fillets.

A lot of the fish are as big as a man, six feet long and 200 pounds, dead or alive.

Besides the tuna there are other large fish caught, such as Black Marlin, Kingfish and Spanish Mackerel. These are sent frozen to Japan.

Lesser breeds of fish caught must all be accepted by the factory, for the fishermen are paid by weight of catch.

These lesser breeds are treated first by being cut into small fillets, next by boiling, then by smoking over slow wood fires, and then passed by carbon-dioxide before shipment to Japan.

This is hardly a profitable product of the factory, owing to the fierce competition in Japan.

The fact that all fish must be purchased when only the Albacore is wanted, does in fact, constitute a real challenge to the economic working of the establishment. This problem is only likely to be solved when the cannery is in operation.

The Set-Up

The Santo establishment is superintended by a works manager, Mr. I. Koike, and consists mainly of a freezer capable of holding about 700 tons of fish. It is built at the wharf, with the fish unloading berth pointing at the main freezer doors.

The fish is first stacked in racks for 24 to 36 hours depending on size, to get it frozen hard, before stowing it in the main rooms, which each hold about 100 tons. These magnificent fish make a most impressive sight in such large quantities.

The freezer is run by four large ammonia machines in an engine-room with space for two more.

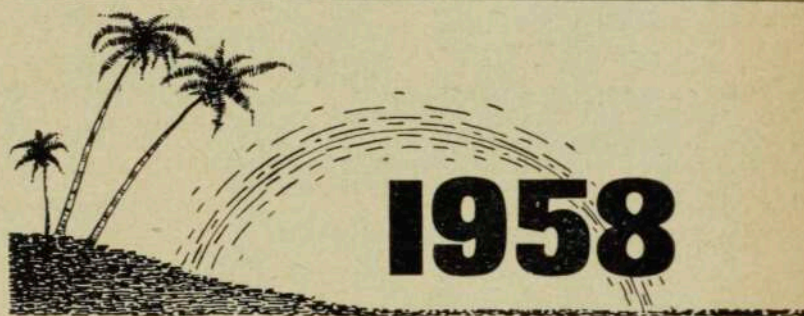
There are also electric generators, and the whole design and lay-out of the plant is very efficient and convenient.

Apart from the main freezers there is an ice-making plant which makes ten tons of ice at a time. This is in blocks of about 250 lbs, and these are stored until required

for the fishing vessels. It is loaded into the holds by first passing up a belt into a crusher at the loading berth, and the crushed ice is fed through a chute.

The water used for the ice-making is from a local well in which the water is rather hard, on account of the coral limestone of which this part of Santo is constructed.

It has first to be well filtered, and while it is being frozen it is very thoroughly aerated to remove the impurities in suspension or solution. This appears to be a necessary step in making ice of high lasting quality, for it does have to last for three weeks and more on each fishing voyage. (Over)



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The fresh water well is two or three miles from the base, and about 80 tons a day are supplied by a pump, storage tank, and a 9-inch pipeline to the base.

The cooling water for the main machinery and condensers is seawater at present, but a water-pond of about 1,000 tons capacity is at present being excavated for this purpose at the rear of the buildings.

Space has been left between the freezer and the pond for the canning factory of the French company, which would have a conveyor-belt loading line to the over-berth.

The Electricity is Home Produced

The supply of fuel oil for all the machinery and the fleet of fishing vessels has been well designed. A storage tank with a capacity of about 1,500 tons has been built with pipelines to and from the wharf and to each engine installation.

Most of the oil comes in the company's own ship from Japan, but as this is not sufficient, some oil is imported by other ships and an occasional tanker.

Over 100 tons of oil a month is used at present, because the company must generate all its own electricity, and this will be increased when the canning factory is in operation.

Temporary staff quarters and a canteen are situated on the sea beach a few hundred yards away from the works, and special quarters are provided for the fishing crews. Although they don't have much time to live there, they have space for keeping their personal possessions, for which there is no room on the fishing vessels.

A slipway is being constructed alongside the works to take vessels up to 150 tons. This will provide for all the fishing vessels and also any local small ships requiring docking. Two Japanese salvage divers are employed on the slipway at present, and these men are very useful in converting, for the needs of the fishery, some of the varied collection of American war-time scrap which lies both above and below water in the area.

The actual fishery establishment at Palikulo stands on the site used by the US forces as an auxiliary port installation, and this greatly facilitated the building of the base.

Apart from the main freezer building and engine-room at Palikulo, the company's main enterprise was the building of a special ship to bring supplies from Japan and to deliver the frozen Albacore tuna to the United States.

This ship is the m.v. *Santo Maru* of about 1,000 tons, carrying 600 tons of tuna. She does the round trip between Japan, Santo and San Francisco in 55 days.

From Japan she brings the frozen mackerel-pike as bait, and 150 tons of oil a trip. She takes back to Japan the lesser varieties of frozen tuna, the smoked fillets of mixed species and other by-products. Her speed is 14 knots.

Some of the Australia-West Pacific Line ships will also likely call for frozen fish for Japan. And there has been some shipment of frozen fish already to Honiara, BSIP, on BP's *Tulagi*.

Future Hopes

There is a possibility of catching horse-mackerel locally in season to save the expensive business

Hydro-Electricity Would Help

At present all the electricity used by the Santo fish freezer and its attendant establishment, is generated by the company from imported oil. An alternative source of power could be got by harnessing the waterfall on the Sarakata River and a survey by the French Government—the British part of the Condominium is maintaining its traditional role of sitting on the fence, observing—shows that there is a potential of 1200 KW to be tapped at a cost of £Stg150,000.

The fishery company would be able to consume over half of this at present, and more when the cannery is established. The rest could provide Santo township with electricity. At present one of the local tradesmen generates a small supply and sells it to various consumers—including the Government for lighting the wharf. Other people have their own small generators.

The Condominium Govt. is perhaps waiting to see if the fishery succeeds—unmindful of the fact that it would succeed more easily if it did not have to depend on imported oil for generating electricity.

of getting 150 tons of frozen bait from Japan each year.

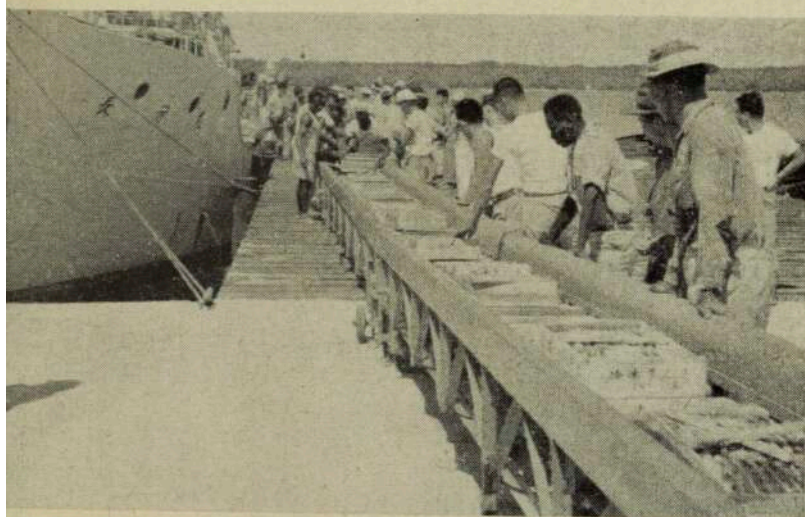
It may also be possible to catch lobsters along the shores for freezing or canning, and this could give alternate employment to some local natives.

The company hopes that a local beef industry will be established as a sideline for the freezer and cannery, which would be a valuable factor in the local economy, as well as providing against the danger of any stoppage of the present tuna-fishing industry.

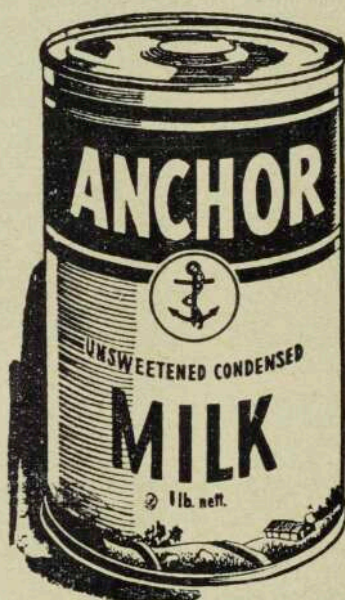
The New Hebrides at present depends mainly on copra exports, with a growing production of cocoa. The other exports are on the decline, and consist of coffee, trochus and green-snail shell, Kauri pine and Sandalwood, hides, wool and scrap-metal.

There is a lot of mining surveying under way, but the plans for large-scale production of manganese and other ores may never materialise.

In these circumstances the actual functioning of the fishery at Palikulo is a welcome addition to the New Hebrides, and when the cannery is built it may prove to be of much greater value in the future.



Unloading the frozen bait from Japan—upon this bait the success of the industry is based. It is a type of mackerel pike, is costly to import, and it is hoped that a similar local fish will eventually be found to replace it. It is in obtaining this bait that local New Hebrideans would be most useful, if they could be persuaded to stick at the job.



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Issues from NZ Dependencies

KINGS AND QUEENS AND COCONUTS HAVE APPEARED ON ISLANDS STAMPS

• Stamps issued by the New Zealand dependencies—Cook Islands, Niue, Western Samoa and the Tokelau—are becoming almost as popular with world collectors as those of the Dominion itself. The following article by K. NORMAN describes all the issues so far made.

THE Cook Islands became part of New Zealand in 1901, but stamps were issued under the Cook Islands aegis initially in 1892 when it was still a British protectorate. Since that time many interesting pictorial issues have been made, many commemorating their discoverer, Captain Cook.

Some of the 1893 stamps carried a representation of the torea riding on the wind. This bird, a native of New Zealand, has an enormous wingspread. In the same year a portrait of the beloved Queen Makea Takau, nominal head of the day, was portrayed.

Captain Cook figured in two stamps in the series issued in 1920. In most things. He bourne.

The same series pictured the wharf at Avarua, on the island of Rarotonga. Avarua itself was the subject of a second stamp in the same series.

There was also a view of Rarotonga Harbour, while also shown were native huts at Aorangi and a picture of a palm tree, waving its eleven fronds in the air.

The 2d issue represented a native chief, in all his finery, standing before a hut, with palm trees in the distance.

Plenty from the Cooks

In March of 1932 the Cook Islands produced another two stamps relating to Captain Cook. A 1d value gave a more realistic impression of his landing, the *Resolution* lying offshore, while the natives beneath the palm trees seemed to be giving the landing party a royal welcome.

The 1d value was a portrait of Cook, this time wearing the naval headpiece of the period; and on the 2d issue a double Maori canoe of the type that made the original journey from Cook Islands to settle in New Zealand about 1350 AD can be seen.

The 6d issue in that series depicted RMS *Monowai* on a moonlit Cook Islands coastline. The 10,000-ton *Monowai*, built in 1925 for the P & O Line as the *Razmak*, before the last war was a familiar sight on the mail service between Sydney, Wellington, Rarotonga, Tahiti and San Francisco.

Three further pictorial issues were placed on issue in the Cook Islands in May, 1938 (a 1/- bearing an effigy of King George VI, the 2/-, a native canoe proceeding down a river estuary and the 2/-, a vil-

lage scene showing a mule carrying bananas).

Mount Te Atua Kura, on the island of Rarotonga graced a 3d stamp available in September, 1940, the framework of which included tropical fruits.

A most impressive series made their appearance in August, 1949, in ten denominations, prepared by the well-known New Zealand stamp designer, Mr. James Berry, of

Wellington. Three designs were historical in theme, the remainder showing local landmarks.

The Ngatangiia Channel, on Rarotonga, the point of departure of the natives for New Zealand in 1350 AD, was displayed on a 1d stamp, with a native in the centre spearing fish. In tripartite format, the 1d value depicted Captain Cook's likeness, a map of the Hervey Islands, 45 miles south east of Aitutaki, which he discovered in September, 1773, on his third voyage.

A tavake, or bosun bird, perched amongst some palm trees was shown on the right of this stamp.

Likewise in three-part arrangement, the 2d issue honoured the missionary work undertaken initially on Rarotonga in 1823 by the Rev. John Williams, of the London

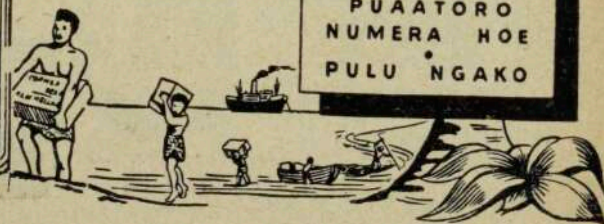
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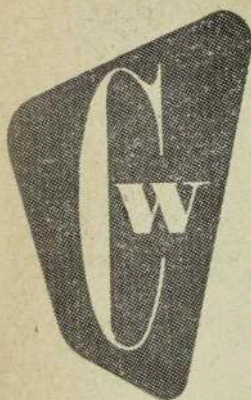
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Missionary Society. The first section included a study of his schooner, *The Messenger of Peace* which he built at Rarotonga in 1828.

The statue in the Mall, London, near the renowned Admiralty Arch, of Captain Cook, in full naval uniform, highlighted the 1/- design.

A map of the island of Aitutaki, (3a); a view of the airfield on Rarotonga, with a Dakota mail plane landing, (5d); a village scene on Tongareva, Penrhyn Island, (6a); a native house and a native engaged in mat weaving, (8d and 1/-); and the island steamer, *Matua*, (3/-), made up the rest of the issue.

Niue Issues

First stamps used on Niue, made their appearance in January, 1902. But it was not until July 1950 that a distinctive pictorial series were distributed, with a ten-value sequence, eight of which were devoted to characteristic local landmarks.

The 1d stamp was in map design, showing Niue's location in the South Pacific and signifying the position of more than a dozen island localities.

The 1d design was an artistic impression of the arrival of Captain Cook off Opaahi Point on June 10, 1774. Figures of natives were shown on the headland, with the resolution close by the rocky headland.

The landing stage of Alofi, port of entry and seat of the Government, with a native craft in the bay was the subject of a 2d value; while on the 6d stamp, there was a picture of the island trading vessel, *Maui Pomare*, anchored in Alofi Bay.

A limestone chasm at Matapa (1/-); a native house (3d); a Muean spearing fish and another native carrying bunches of bananas (1d and 2/-) completed the set.

Tokelaus, Too

In 1947 the Tokelau Islands were provided with their own individual stamps. They had formerly used West Samoan stamps. These again were designed by James Berry, and issued in London.

Released in June, 1948, in three values, the stamps adopted distinctive designs for the individual values. In each case the stamps included identification maps, the additionally showing the islands' position in the Pacific.

A village scene on Atafu, with a native engaged in handicrafts in the foreground, appeared on the 1d issue, with a typical thatched hut on the 1d representing the island of Nukunono.

The final value was a coastal village scene on Fakaofu, with a sailing canoe passing by some huts in the foreground.

80 Years of Samoan Stamps

Although the first stamps for Samoa were produced in 1877, it was not until 1887 that a pictorial issue was made, with several palm trees shown as the design.

The first really "pictorial" series was introduced in 1921, with a single design showing a native hut in the background with a British flag in the near foreground.

An attractive sequence of stamps depicting Samoan life and scenery was made for the Territory in August, 1935—the first time the description "Western Samoa" was applied to stamps. Designs were the work of James Berry, L. Mitchell and W. J. Cooch, of Wellington, New Zealand.

A Samoan girl in native costume, with a large kava bowl, dispensing the ceremonial beverage from a cup made of coconut shell, was shown on a 1d stamp, in the background a Samoan thatched house.

The 2d issue was a full-length portrait study of a Samoan chief and his wife, in all their finery.

The 1d stamp displayed a fine view of Apia, with Mt. Vaea in the background.

A tropical river scene, (2d); a deep-sea bonito fishing canoe, (3d); Lake Lanuto and the Falefa Falls (2/- and 3/-) completed the series except for two symbolising the association of Robert Louis Stevenson with Samoa. The 6d value showed his last home and the 1/- stamp which was a view of RLS's tomb, on Mt. Vaea.

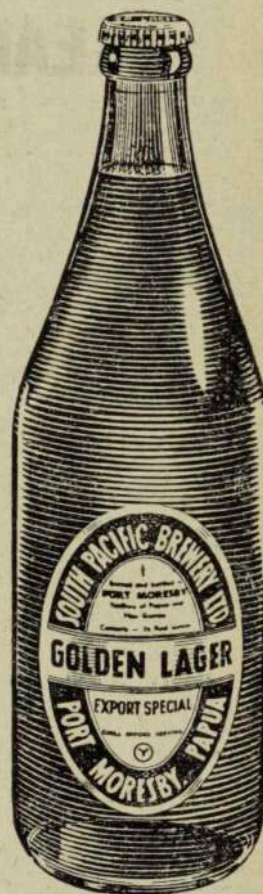
A striking full face portrait of Stevenson again appeared on a 7d stamp included in the August 1939 series, on the occasion of the 25th anniversary of New Zealand's administration.

The 1d stamp of this issue showed a typical coast scene, a third carrying a vignette showing the ceremonial siva dancing group. A map of the territory, giving its geographical location and with local landmarks was used for the 1d value.

A Samoan native chief, seated on the ground, his head adorned with an elaborate headpiece, was the subject of a 3d stamp issued September, 1940; and in June, 1949, an impression of the Post Office at Apia, was similarly represented.

A ten value set was printed in March 1952 to further advertise Samoa's scenic beauty and native life. A woman making tapa cloth, (1d); a bonito fishing canoe, (6d); harvesting cocoa (8d) and the preparation of copra, (2/-); a Samoan woman, wearing decorative plumed head-dress (3/-); house-thatching (1/-); the new national flag of Western Samoa flying with the New Zealand ensign in a native village (1d), the tooth-billed local pigeon (5d), and the Seal of the Territory (2d) completed the set.

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*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

LAKE'S GOT A DOGOPHOBIA

A DOG in Lae, New Guinea, is truly a girl's best friend, guardian and companion. Living alone, or sharing a donga, or walking along the unlighted streets, she feels safe from molestation from natives when Fido is by her side. Husbands, too, feel happier at leaving their families alone in the house, when a dog is around for protection.

And so the dogs are cared for and loved, and it is no unusual sight to see them escorting their owners to and from the clubs and along the dark streets.

But there's just one thing wrong with the Lae dogs—they are illiterate, or at least we suppose so, because they will insist on lifting a leg at the sign outside the Lae Club, which reads "No dogs allowed".

Or maybe it's disdain?

One unnamed gentleman in Lae provides a lot of amusement for club members, and a lot of fun for the dogs, although he doesn't mean it.

His wary eye is ever alert over his glass of beer, and seldom does a dog's presence escape him. A dog sighted, he is up in a flash, chasing it. The dog gallops off, rather enjoying the fun, and after a while reappears at another entrance, and so the fun goes on, for all except the gentleman, who obviously does not enjoy his drinking, or dogs.

He even writes letters to the owners about their dogs, but the dogs still come back. As one wit remarked, he should write the letter to the dog. He might get somewhere.—PAT R.

WHEN POLITICS WERE SERIOUS BUSINESS

THE early elections for the unofficial seats in the Fiji Legislative Council had their touches of humour.

Many will remember "Billy the Banker", who took his electioneering campaign very seriously, made a study of elocution and—for the sake of practice—never missed a chance for an after-dinner speech. It was at J. T. J.'s house at Savua, one Saturday evening, that "Billy" entertained a large party with a recitation, during which his

voice sank to a whisper as he said "Hark! what do I hear?"

In the deathly silence a hoarse voice, from around the corner at the far end of the verandah, said: "Your two bob and two bob better!"

Then there was the candidate

(none other than our well-beloved Hugh Ragg, who probably to this day does not know he made the Irishism) who said, to a large audience: "I don't wear my sleeve on my heart."

But the best of all, was the time a planter and two lawyers contested one of the country seats.

Said lawyer No. 1 to lawyer No. 2: "Anyway, we will be sports. You vote for me and I'll vote for you."

The ballot-boxes were taken to Suva for the count; and the three contestants, with quite a crowd of voters, were at the local post office



Against a background of drying fish nets, this Papuan of Koki employs a primitive but efficient method of rope-making. Port Moresby has grown to engulf Koki, but it still is the anchorage for a fleet of lakatois on which hundreds live a wholly aquatic life; and it also is the centre of the local fishing industry—such as it is.

Photo: N. V. Salt.

one day the results were to be telephoned through. My 50-years-old figures for the first two are near enough correct; but the third is quite unforgettable.

Called the Postmaster: "The lantern, 467; Lawyer No. 1,256; lawyer No. 2, 1."

And he proved that neither of the two lawyers had been sportsy, reeling and saying, "My God, my own vote!"—C. Wager.

SLEIGHT OF HAND ON THE FRUIT FRONT

STARTLING news from Sweden indicates that soon it will be possible to produce commercially, apples that taste like oranges, and pears that taste like apples. Although why anyone but frustrated fruit-hungry New Zealanders should want apples and pears tasting like something else is hard to imagine.

The apples that taste like oranges are expected to have particular importance commercially as they can easily be grown in cold climates and yet be used to produce kind of marmalade.

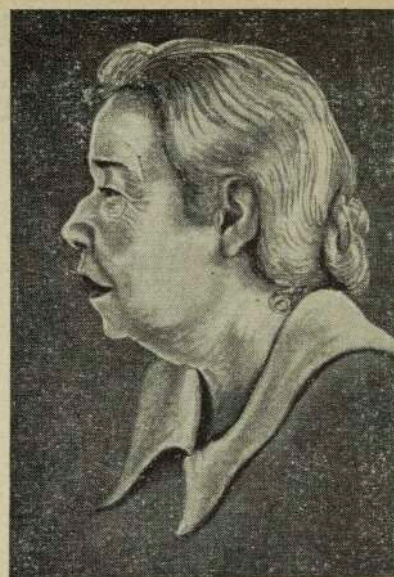
But there is surely more in a fruit than its flavour and for our money an orange will only be an orange while it is full of small cells of drippy juice. The Cook Islands' orange growers will be advised not to go out of business yet and leave the field to NZ's own apples.

If Swedish horticulturists really wanted to help New Zealand, they would go to work to produce maybe sweet potatoes that tasted like bananas.—D.

ANOTHER BOOK FROM FR. TREMBLAY

WRITING from Hawaii where he is now stationed, the Rev. Fr. Tremblay, SM, long-time resident of Tonga, said in May that he expected that a new book of his will appear in the US before 1959.

With US talent for a piquant title it is called *Georgia Redhead in Samoa*. It will be a story of the life of Rev. Fr. J. R. Deihl, SM, who served for many years with the Marist Mission in Samoa and was popularly known there as "Tili".



A Brett Hilder Profile:

A LINK WITH CAPT. PADDON

MADEMOISELLE FERNANDE LE RICHE, veteran schoolmistress of Noumea, described herself as a "shy little mouse", but there is nothing little about her; she has a huge heart, an ample figure, tons of good humour, and a vast store of memories.

She spent 44 years teaching (at L'Ecole Suzanne Russier at Noumea) to successive generations of New Caledonian families, to whom she is L'Ancienne Institutrice.

Mlle. Le Riche was born on August 25, 1884; her father was Leon Le Riche (1854-1888), an early settler from the island of Reunion, and her mother was Lizzie Paddon, daughter of the famous Captain Jimmie Paddon by his native wife Naitani, of Aneityum.

Paddon was the first and greatest colonist in New Caledonia, where he set up a large establishment 10 years before its annexation by the French Government. He died in 1861 at the age of 50, without leaving a will.

His estate was reputed to be worth £65,000, and this was administered by his nephew Horatio John Martin for Paddon's two brothers and two sisters, who all lived in England.

Paddon's three surviving daughters in New Caledonia were allowed to share the sum of 100,000 francs, but not allowed to marry until they came of age. This made them each worth 33,333.333 francs on marriage, and each was often referred to as "Mlle. 33,333".

This money was deposited with the Bank of NSW at Sydney, and amounted to about £1,500 for each girl, plus interest at 6 per cent. The two trustees with Horatio Martin for the estate were Robert Towns and Henry Burns, both well-known merchants connected with the islands.

Mlle. Le Riche is translating into English a record of her mother's memories of old times in New Caledonia. She also has a remarkable series of nearly 100 photographs of Noumea, New Caledonia and the Loyalty Islands, taken between 1880 and 1885 by a Sydney photographer named Duffy.

Apart from Mlle. Le Riche, Paddon's only grandchildren who may be still alive, or who may have some descendants, are Caroline Boche, and Eva-Marie and Louise Olive Lomont.

On the other hand the Martin family, descended from Paddon's sister Anne, are well-known in New Caledonia, Norfolk Island and Sydney.

CROSSQUIZ

— ACROSS —

1.—The effigies of what two legendary British giants were destroyed by incendiary bombs in World War II?

7.—What maiden was beloved by Pyramus?

8.—Who is the patron saint of Scotland?

10.—What male bird is famous for its rich love-song heard chiefly at night?

14.—Which planet is seventh in order of distance from the Sun?

16.—In classical mythology, who was the god of sleep?

17.—What mountain range is the highest in Scotland?

20.—What was the old-fashioned term for "paralysis"?

23.—To what class of animals, do crabs

and lobsters belong?

24.—Who was the first Englishman to circumnavigate the world?

25.—Of what is the mongoose the arch-enemy?

— DOWN —

1.—What was the name of the German who set up the world's first printing press?

2.—Who composed the music for the Peer Gynt suites?

3.—What is aniline used in the manufacture of?

4.—Which Italian city is famous for its velvet?

5.—"Kissing's out of fashion when the

is out of bloom?"

6.—Into what does a cygnet grow?

9.—An insect swallowed by an ant?

11.—What is the most ancient of the wind instruments?

12.—Who wrote under the pen-name of Elia?

13.—Who said "Gie fools their silks and knaves their wine, A Man's a Man for a' that"?

15.—What sea is north of Australia and south-west of Papua?

16.—What relation was Jacob to Isaac?

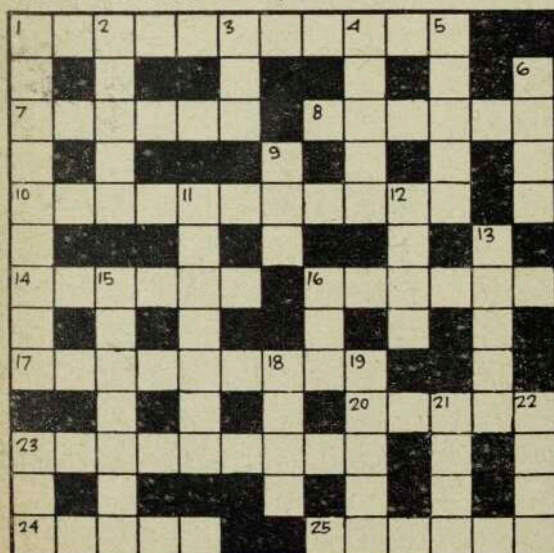
18.—What concave construction was introduced into architecture by the Romans?

19.—Which country sponsored Columbus' voyage of discovery?

21.—What measure is equal to 7.92 inches?

22.—Which animals are used for transport in the mountains of Tibet?

23.—From what is cod-liver oil obtained?



Tonga Shows How

FEUDALISM CAN LIVE HAPPILY WITH A WELFARE STATE

By J. Edward Brown

THE day was overcast and humid, with a hint of rain, making it uncomfortable for guests and officials arrayed in uniforms.

School children lined the route from the Royal Palace to the House of Parliament, a distance of a quarter of a mile, and hundreds of Tongans stood on the public park between the Palace and Parliament House watching the scene.

It was the day of the closing of Parliament.

For of course Tonga is unique amongst the various Trust Territories, Condominiums, Colonies and Protectorates of the Pacific, and is a constitutional monarchy of 56,000 souls, ruled over by Queen Salote, with the help of Parliament.

And Parliament is opened and closed with all the pomp and ceremony accorded much larger Parliaments in far bigger countries.

At 10-15 a.m. the Tongan police band with gleaming instruments marched between the school children, followed by the Royal Guards in their white uniforms, black caps with red bands and sloped rifles. The band lined themselves up on one side of the entrance to Parliament House, the Royal Guards on the other.

Anybody can have themselves invited to the opening or closing ceremonies by writing to the Premier's Office, but not many Tongans seem to avail themselves of the opportunity. The guests were mostly Europeans.

The invited guests moved inside Parliament House, which is only a large one-roomed building, and were shown to their seats.

The Monarch's chair is on a raised dais at one end. At the back of the chair are hung two flags of Tonga, (red with a white square at the top left hand corner on which is superimposed a red cross). On the left of the chair, on a red cushion, was a gold crown.

Inside this spartan room, for some two months of each year, the Tongan Nobles and the elected representatives of the people sit and make the laws of Tonga.

On this day, on the left of the chair, were the Members of Parliament and the executive bodies. On the right sat the High Court Judge and other officials of the Government with their wives, and invited guests.

The British Consul arrived in his car and everybody stood while the

band played the British National Anthem.

Then, boom, went the first round of a 21 gun salute fired from the waterfront. The Queen had left her palace.

The Royal Guards came to attention.

As the 21st round was fired, the black Royal Car, flying the Queen's personal standard, came to a halt outside the House. She stepped out. The Guards presented arms, the band struck up the Tongan national anthem and the Royal Standard was hoisted on Parliament House.

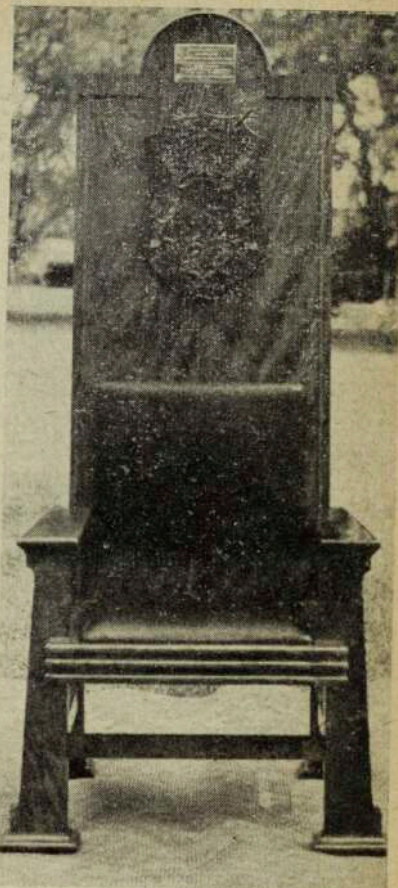
The Queen entered the building and moved regally towards the chair. She mounted the steps, placed her handbag at the side of the crown and took a red covered book from her ADC.

She read in Tongan, using a tortoise-shell lorgnette, thanking the members for their assistance in governing Tonga.

Her short speech finished, she handed the book back to her ADC, picked up her handbag and moved out again. The whole ceremony couldn't have lasted more than three minutes.

Another 21 gun salute commenced as the Queen drove off, and was

(Continued on page 101)



The chair was presented to Tonga by the UK government in February, 1951, on the 50th anniversary of the signing of the Treaty of Friendship between the two countries.



"... The guards present arms, the band plays the national anthem ... " Queen Salote goes to open Parliament.

Burial of Fiji's Most Famous Son . . .



Photos: At top, casket carried on board "Adi Maopa" at Suva, on June 9. Lower, the feast, which ended the funeral ceremonies at Lakemba, on June 11.

Photos: Rob Wright, of Fiji PRO.

ONE would need to be a Fijian, or well-steeped in the ways of Fiji, to appreciate the long drawn-out ceremonial that occurred in the 11 days between the time of the death of Ratu Sir Lala Sukuna at sea in the Indian Ocean on May 30, and his burial at Lakemba, Lau Islands, on June 11. (June PIM, p. 61).

Everything, indeed, stopped in Fiji for the obsequies of Sir Lala. On the official mourning day, June 9, not even the local newspaper came out. This does not happen, even for the King, in other British countries.

As Vakatawa says elsewhere, Sukuna was more than a high chief; he was a symbol of achievement to Fijians.

So that it was as Fiji's greatest son that Ratu Sir Lala Sukuna, KCMG, KBE, was buried in the small village of Tubou, on Lakemba, on June 11 and the ceremonies that preceded it, as well as the ceremony of burial itself, were rich in ritual beloved of all Fijians, and had all the dignity of which the Fijian is capable, which is considerable.

Sukuna was a Lauan chief, from that chain of small, delightful islands that lie like a jewelled necklace to the east of the main Fijian group. Of all Fiji, they lie nearest to Tonga, and are more influenced by Tongan blood than the rest of the Colony.

Sir Lala had travelled widely, spoken with Kings, Queens and the men and women of the world's high places, but in the end his body was taken back to lie among his own people, within sound of the sighing casuarinas and the surf on the reef.

A crowd of 25,000 lined the streets of Suva on June 9 when his body was taken to the small, dark-painted *Adi Maopa*, for its last, long voyage over the Koro Sea to Lakemba. The vessel reached Lakemba on the following night. Thousands of Lauans, all dressed in black and wearing the traditional mat of mourning about their waists, were seated along the route along which the casket was borne. All through the night, women kept vigil, chanting a chiefly lament, accompanied by the weird wailing of conch-shells.

In the morning he was buried with full military honours. And with the last notes of the Reveille, the conch shells were laid aside and the dirges ceased, as the people prepared themselves for yet another part of a Fijian funeral—the vast feast of baked meats, fish and vegetables with which visitors and mourners are regaled.

A Tomahawk Bought 20

THE 2,000 SKULLS OF JIMMY MALAY

(An incident of about 1898, as related by the late Walter H. Gors to R. W. Robson, and taken down by him in shorthand. Mr. Gors was a famous trader of the early Burns Philp days, and was well-known in Papua and Fiji about 50 years ago. He died before World War II.)

AWAY back about 1898, when I represented Burns Philp in Port Moresby, I had dealings with a famous old trader, a Malayan, named Soliem—generally known as Jimmy Malay.

Jimmy had only one arm, but he made up for it by having a lot of wives—two acknowledged, and God knows how many others. Today, I think I could point to a hundred people in Papua who are descendants of Jimmy Malay.

Everyone liked Jimmy. In my long experience, he was the best trader I ever knew—he could buy and sell anything.

He would get perhaps £200 worth of stuff from me, and then come back from a trip into wild country with enough beche-de-mer, birds-of-paradise, native curios, and so on to show a handsome profit.

The big museums of the world paid well for new specimens of OP (£70 to £80), and butterflies.

Jimmy, after one of these trips, could find himself with £200 or £300 profit. Within a couple of weeks, his innumerable wives and relations, and places of entertainment, had it all. Then off he would go, far into the jungle with another lot of trade goods.

One day, after a spree, he told me he was leaving immediately for Maipua, as the head of the Gulf of Papua—cannibal country.

"No good going there, Jimmy," said. "Nothing there except some rough curios, and sago."

"I think I do some good there, ss," said Jimmy.

"I don't like it," I said. "I've been there, and they very nearly eat me."

"They'll tackle a white man," said Jimmy, "but they no hurt a coloured man. I'll take plenty of cooking pots for them—I'll be all right."

Just before that, the old BP ship *anhoe* had been in and Captain Steele had asked if I could get him a couple of skulls for Dr. Kortum, Cooktown. So I told Jimmy that, he could pick up a few skulls, I could find a market for them.

Jimmy departed in his old boat, the *PTM* (named after Power, Thomas and Manning, a Cooktown firm).

He Had a Cargo of Heads

Some weeks later he arrived in Port Moresby after dark, and sent a boy to get me.

He told me he had done well—curios, masks, bows and arrows, and sago.

"Got any sago?" I asked. I had an order for sago. He showed me a small quantity, on the deck.

"Is that all? A few curios, and this little bit of sago, for a month's trip!"

"Ah," said Jimmy. "I got skulls—many heads of men. I show you."

They removed the hatches. I was stunned—the damn boat was

full of skulls—some bleached, some of very recent vintage.

"Good God, Jimmy, where did you get them?" I asked. "How many are there?"

"Thousands," said Jimmy, complacently.

I was very upset. "Look, Jimmy," I said, "If the Governor finds out about this he will hang you and your crew to the nearest tree."

"What for?" asked Jimmy. "You said you buy a couple of skulls. I pay sticks of tobacco for 5 skulls, and a tomahawk for 20, and a big knife for 40. I pay for everything. I no rob Maipua people."

"Governor will not have that," I said. "You have paid the Maipua people for these heads. Now they are out killing the Moriki people, to get more heads for trade."

(Continued on page 103)

Do You Remember?

In July, 1938, the world was within a few months of the Munich crisis—to which Mr. Chamberlain set off with his umbrella and came back announcing peace in our time—and *PIM* of that month echoes world uncertainty, both in politics and in commodity prices upon which depended, then as now, the prosperity of the South Pacific.

Here are some items of interest from that issue of 20 years ago:

There had been another change of ideas about the future capital of New Guinea. This time it was to be Salamaua and it was chosen by W. M. Hughes, then Minister for Territories. The former recommendation by the Griffiths committee (to make it Lae) had been rejected. Mr. Hughes also announced that Salamaua would be linked with Wau by a road costing £150,000.

Naturally, there was a great deal of dissension about both the site of the capital and the proposed route of the road. None of the merchants really wanted to leave Rabaul, in spite of the danger of further volcano damage. The proposed road was to go up the Buang Valley, across the Buang Ranges and along the Snake to Bulwa or Bulolo. The road had been more than paid for as the royalty on gold (of 5 per cent.) was levied for just that purpose; but it was also proposed to have a toll upon the road, when finished, of £1 per ton of cargo. (As it turned out, of course, the capital was never moved to Salamaua; and the road was not built until the Army did it at the end of the Second World War, and then it came out on the seacoast at Lae. Salamaua is now completely abandoned).

A New Caledonian gendarme who had gone out with five other men to arrest a Japanese sam-pan (all Japanese fishing boats were called sam-pans before the war) which was poaching shell from local reefs, had had the tables turned on him when he was taken out to sea, put in a row-boat and made to find his own way home. At that, he probably fared no worse than his companions who, earlier in the drama, had been made to jump

overboard and swim back to the launch which took them out.

A New Guinea resident had written to the "Rabaul Times" saying that some residents would be happy to see the Territory returned to Germany as they might get better treatment under the German flag than under the Australian Mandate. Some of the grievances of residents were listed as: labour troubles, monopolistic tendencies of local firms, and lack of support from the Australian Government and the NG Administration.

The Administrator of Nauru, Commander R. Garcia, RAN, was relinquishing his post because of a "sharp disagreement with the Commonwealth Government". However, there were plenty of others who were willing to take the job on, apparently. Over 150 applications for the post had been received.

The American Archbold Expedition had made history by flying across the Pacific from California to Hollandia, Netherlands New Guinea, in three hops in 54 hours flying time in a giant Guba flying-boat. The expedition was led by Mr. Richard Archbold, who had inherited some millions of Standard Oil money. The party, including many scientists, planned to spend up to two years in the NNG interior investigating everything from butterflies to mountain peaks.

The highest priced coffee on the Sydney market (Arabian) was bringing a c.i.f. price of a little over 8d per lb. Highest priced Kenya was 5d per lb. New Guinea cocoa was £25 per ton c.i.f., Sydney; copra was £11/5/- per ton c.i.f., London; and rubber was doing reasonably well at 7d per lb, also in London.

Continually we are reminded that 50, 70 or 100 years ago, the Pacific was more one-world than it is today

PAPUA OWES A LASTING DEBT TO POLYNESIA

• The role that the London Missionary Society played in the pacification of Papua and other parts of the Pacific is not given sufficient recognition, says TOAGUBA. And even less recognition is given to the native Polynesian missionaries who laboured in alien lands to make them safer for white men.

WITHOUT the pioneering work of such men as James Chalmers, C. W. Abel, James Gilmour, John Kemp-Welch, W. G. Lawes and others equally well known, the difficulties of pacifying the Papuan natives would have been far more difficult than it was.

Through these pioneers of Christian religion and education, magistrates, patrol officers, miners, traders and others were able to take advantage of the spade work already done.

Following these stalwarts were the Rev'ds B. T. Butcher, E. Pryce-Jones, Cabel Beharrel (who later went to Niue), W. N. Lawrence, C. F. Rich and E. Baxter Riley.

However, none, or few, of their achievements could have been realised without the help of the native Pacific Islanders, who having been converted themselves, wished to convert others.

The first missionaries had reached Tahiti in the year 1797, so that by 1870, some of the converts were willing to help in civilising the untouched Papuans.

When the suggestion was made known to the Niue natives they greeted the news with great joy and the volunteers were far in excess of the numbers required.

As, however, the natives of the Loyalty Islands (of the New Caledonian group) had been asked first, it was from Lifu that the first eight native missionaries went to New Guinea. When the first meeting was called on that Island practically every able bodied man and woman volunteered.

The eight chosen left for their new work, and as soon as the news reached the native preachers of such places as Samoa, Rarotonga and Niue, they all offered their services. The Niueans were so anxious to be in the forefront of this movement that they had a ketch built, called it the *Niue* and presented it to the Society.

This boat was still doing good service in Papua in 1914.

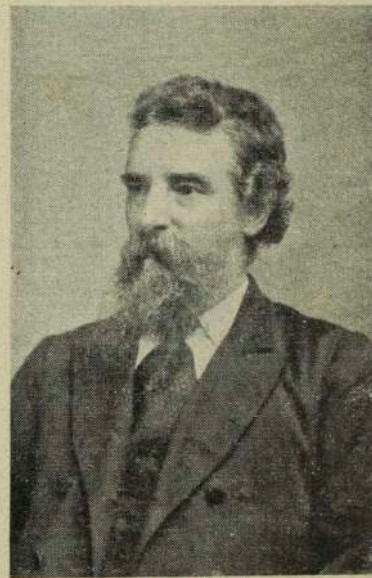
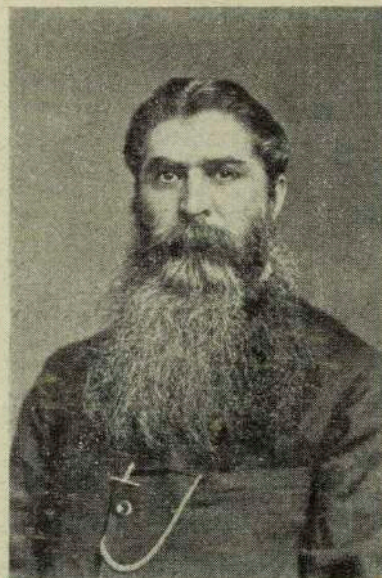
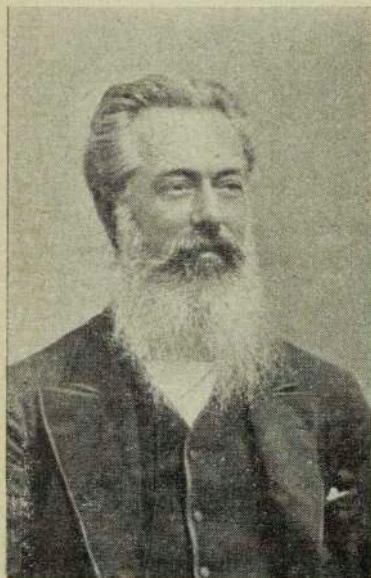
The great difficulty of doing a job of mission work in New Guinea was the lack of suitable land on which to establish stations. The

mainland was unhealthy, and the natives wild and hostile to all aliens, irrespective of colour.

The First Step

The Lifueans sailed from their home on April 30, 1871, in charge of two veteran European Missionaries, the Rev. S. MacFarlane and the Rev. Mr. Murray. Their vessel was the *Surprise*, and after a most strenuous voyage, she reached Darnley Island in the Torres Strait on July 1. Darnley Island is almost due south of Goaribari Island, Papua, and distant hardly more than 100 sea miles, but although the progress of the missionary work was good beyond all expectations, Goaribari Island was still heathen, 30 years later, in 1901. I mention this because in that year, the Rev. James Chalmers (Tamate) was, with the young recruit, Tomkins, killed and eaten there by the natives of Dopima village.

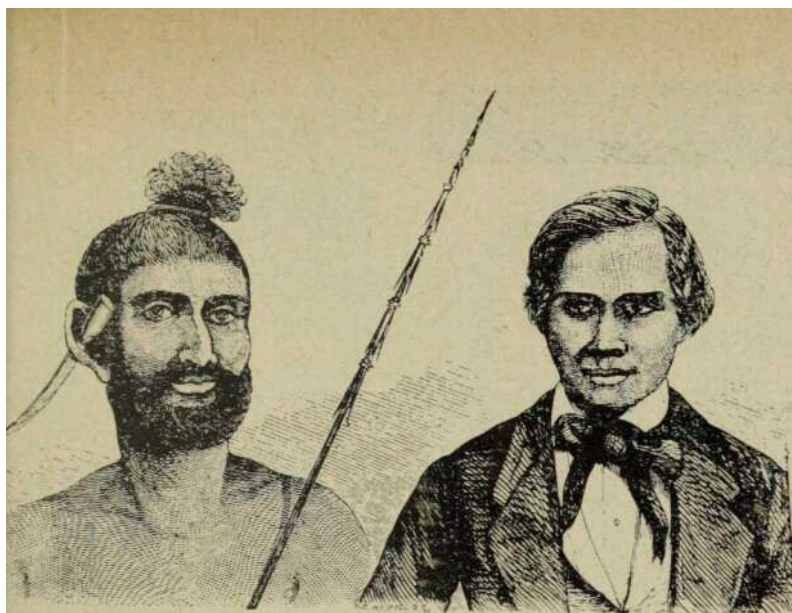
It was decided to make Darnley Island the first settlement and



PIONEER MISSIONARIES OF PAPUA: From left to right they are the Rev. S. MacFarlane, the Rev. G. W. Lawes, and the Rev. James Chalmers all of whom are mentioned in Toaguba's story. These portraits come from an old book called "Picturesque New Guinea", written and illus-

trated by J. W. Lindt, a German photographer who had, in 1885, accompanied Sir Peter Scatchley, first High Commissioner to the Protectorate of New Guinea (Papua), to Port Moresby. Mr. Lindt's photos were reproduced

by the new "Autotype" process and in a preface he thanks the Autotype Co. and Longmans, the publishers, for the fine job they made of his pictures. Even after 73 years Lindt's photographs are technically perfect, as can be seen from above.



Both illustrations on this page are from an old book on early London Missionary Society work in the South Seas. Called "The Martyrs of Polynesia", by the Rev. A. W. Murray, it was published in 1885. This illustration is captioned, "Natives of Mangaia—heathens and Christians". It will be noted that in those days, heathens and Christians were synonymous. Nevertheless, Mangaia, as well as from other of the Cook Islands, converted Polynesians went out to convert even more primitive heathens, in Papua.

at teachers with their wives and children were landed on the beach to start their task.

The workers radiated from the headquarters and worked on nearby islands of Dauan and Rai, all arrangements being conducted in a most satisfactory manner.

But they were still not established on any island or part of New Guinea, and both Mr. MacFarlane and Mr. Murray were anxious to extend their sphere of operations. The services of evangelists from Samoa, Rarotonga and Niue were requested and the success attained on these Polynesians was really astounding.

Malaria and Arrows

These Polynesians were left to rely on their own, but practically covered the whole of the coast of New Guinea from the Dutch boundary to Cape.

They suffered many casualties, actual losses in the early years of their pioneering work being 122. Some died of malaria, some from dysentery; others were killed, poisoned by the arrows of friendly tribes; killed by the natives with stone clubs.

Others died from natural causes, nothing held them back. In the year 1894, 23 years after first landing, there were still seven European LMS missionaries in the Papuan field, whilst there were 106 native ordained missionaries, 35 native preachers, church members, 27 Sunday schools, 105 day schools, with 6,860 scholars.

The acceptance of Christianity by the Samoans and other Pacific

Islands peoples, enabled the Mission to extend its pacifying influence in a most successful manner without the necessity of calling on too many Europeans.

Tribute must be paid, of course, to the men who taught the missionaries, who, so it was thought, being almost akin to the natives of the districts, could go out to teach the three "R's" as well as the rudiments of Christianity.

W. G. Lawes was one of the first

pioneers of the LMS in the SW Pacific, and with MacFarlane and Chalmers established the Mission in New Guinea.

This was after a strenuous period of hard work during which time Lawes had been able to translate the Bible into the Motuan and Niuean dialects.

Lawes also founded the LMS College at Vatorata, in behind Kapa Kapa, near Port Moresby. This college later came under the control of the Rev. R. Lewis Turner who, like Lawes, was most successful in his teaching of English and the full understanding of the Scriptures.

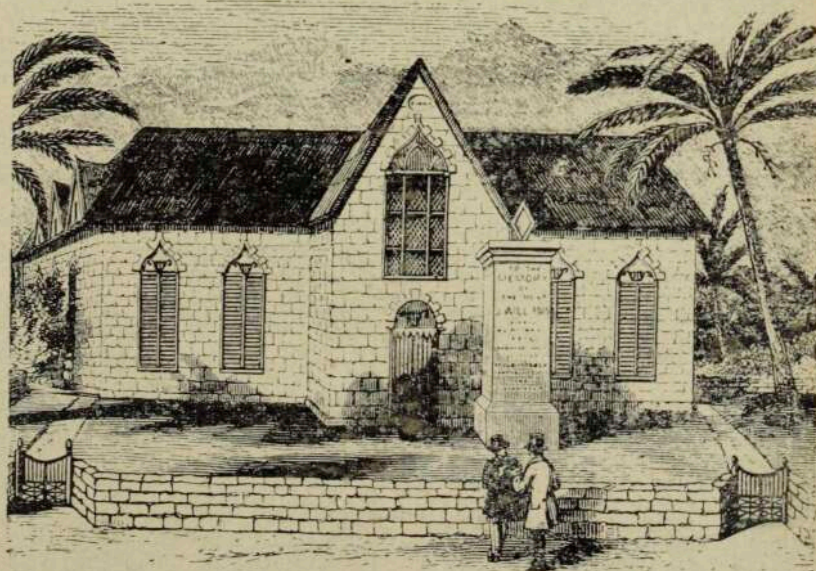
Tamate Murdered

James Chalmers has become a legendary figure in Papua. His attitude towards all natives was one of exceeding kindness and understanding. The success which attended all his efforts was remarkable, but he was over-venturesome, and this in the end proved his undoing.

He refused to believe that he could not go on to the Island of Goaribari without meeting anything but kindness from the natives, but as we now know he and his companion, a new-chum named Tomkins, were clubbed to death at Dopima.

Robin, the native skipper of the Niue, had pleaded with Chalmers to wait a few days before venturing on to the Island, because the Goaribarians were making very "big feast" and would not tolerate any stranger in their midst at that time.

(Continued on page 102)



This old wood-cut illustration (it was before the days of process-engraving) is of "Arorangi Chapel, at Rarotonga". The column behind the well-dressed gentlemen in top-hats is to the Rev. John Williams, who was one of the first to begin the work of the LMS in the Pacific in 1816, and who was murdered on Erromanga, New Hebrides, in November, 1839. Does anything remain today of this old Chapel at Rarotonga?

THE MONTH'S NEW READING

WITH JUDY TUDOR

Our books this month range through the normal and the bizarre to the merely extraordinary. A book, of course, is not merely a story any more; it is, like a modern painting, also a vehicle for expressing the author's personality.

THE question is, does the average reader still primarily want a story; or is he more interested in the psyche of the writer?

It is said that the impact of TV on book reading has been severe, and that libraries and publishers have already felt the cool breeze. Judging by some of the books that come our way, this development is not to be wondered at.

But a life where there is no further room for a quiet hour with a good book, is a pretty bleak prospect, too.

Costain Through The Looking Glass

AUTHOR Thomas Costain has followed up that best seller, *The Tontine*, with *Below the Salt*, an extravaganza that combines the fantasy of an Alice in Wonderland, the ancient history of Plantagenet England, and the modern American's preoccupation with the horrors of Communism.

It is debatable whether the gimmick that Costain adopts in this story—an American Senator "remembering" back to when he lived previously, in the days of King John of England—was really necessary; and some British readers might even see it as an American trick to show that they were responsible for Magna Carta.

But out of the whole boiling does emerge something, that if it does not carry the pungent message that was probably desired, at least can be awarded that blessed accolade—entertainment.

The story, even though king-size in length, manages to hold the interest, particularly in the second portion which deals with the period from 1175 and onwards through the reigns of the crusading Richard, his brother John and John's son, Henry III.

The atmosphere of the story has not suffered by the writer having, with commonsense, eschewed Olde English and employed the modern idiom, and readers' nerves have benefited considerably thereby. Few would have the stamina necessary to wade through 500 pages couched in the language of Chaucer.

The burden of Costain's theme is that, with 1000 years of freedom behind us, we of the West now are

in danger of having it whittled away through inability to appreciate it.

To make his point, the author takes one elderly American Senator, endows him with some supernatural gift whereby he can look back into the past to the day when the King's will was as God's and scarcely separate from it; when men were bound to the land as serfs and rarely permitted to move more than a mile from their birth place; when servants, bond or free, sat below the salt; and knights and the nobility sat above it.

The story concerns two young men, Richard, of a Saxon father and a Norman mother; and Tostig, all Saxon. Richard is of noble birth and becomes a knight; Tostig is free, but Richard's servant; he sits below the salt, until late in the piece he wins his own silver spurs, mostly for his service to Archbishop Stephen Langton.

Richard and Tostig adventure together through England and France to Rome. Fighting in tournaments, rescuing damsels and princesses in distress is a prelude to the sterner business that comes later when, having become converts to the revolutionary new thought—that a King could do wrong and should be shorn of his power over the lives

of other men—they were amongst those who confronted John at Runnymede.

Both young men had a love—for Richard, Eleanor of Brittany and for Tostig, her base-born sister Giselle. (Eleanor was the sister of Prince Arthur, who, if you remember your history, you will know was murdered by John as a threat to his throne). Both love affairs are an important ingredient in the story that Costain weaves to make his point that the good old days were scarcely that, and that freedom was dearly bought in the days when a salt-cellar marked the line of demarcation in the social scale.

It is highly likely that Costain did indeed mean this unorthodox method of dealing with an historical novel as a message (and not merely as a gimmick).

But it is also likely that the story will be judged on its merits as a novel and its message discounted—if for no other reason than that freedom is an unstable element.

It was noted that Richard and Tostig, when they travelled abroad, did so without having first to obtain a tax clearance, a smallpox vaccination and a currency-control permit. And probably Tostig put no more effort into winning his spurs than the local bread-carter's son does now if he wants to become managing-director of a National Corporation.

(BELOW THE SALT, published by Wm. Collins Australian price, 20/-)

All Nonsense (Part Two)

A YEAR or so ago we attempted to review here a first novel by a young gentleman named Mark Bence-Jones. It was called

Land of Dohori

Where jungles darkly green meet the surrounding sea
Below the heights
In cloud mist buried—this land calls to me
In quiet nights.
A savage land that Europeans tried to tame,
And are still trying—
Ranges, rivers there they found and gave a name
While death defying.

In the country of the cannibals and crocodiles
And fever too,
Patrols plunge daring, into trackless miles
To outposts new,
But where the white men's towns sunbake beneath the haze
Of midday heat—
And poincianas, oleanders, lush hibiscus blaze
On hill and street.

This big Land of Dohori seems a timeless link
With peace to give—
A place where there is time to dream and think,
And time to live.

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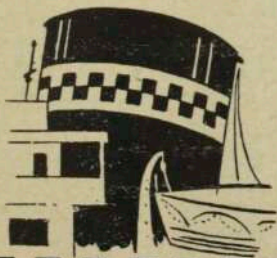
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JULY, 1958 - PACIFIC ISLANDS MONTHLY

...a Nonsense, and we hoped that that was the last we would hear of Mr. Hyphenated Jones.

But not so. He is back with a second piece of puerile nonsense (*Paradise Escaped*) that makes the first effort look like one of the essays of Elia.

The second novel, like the first, contains a lot about Catholics and Protestants and seems to suggest that no matter what your religious persuasion, you will be heir to the same fleshly sins. But if you are a Catholic it is much better because you then can go to Confession and shed all responsibility.

We do not know whether Mr. Hyphenated Jones is of the Faith—but if we wish to heaven someone would ex-communicate him.

This new epic proceeds normally and even with some promise for the first few chapters and then degenerates into such ridiculous tripe that any snotty-nose urchin, spitting rude words on a lavatory wall makes more literary sense.

As well as presenting the relative merits of mortal sin from Catholic and Protestant points of view, it also pretends to portray life amongst the aristocracy of modern England and Ireland. Mr. B-J is the first writer who has delicately hinted that this stratum of society is a spent force, but Mr. B-J is the message over just too well.

PARADISE ESCAPED, published by Peter Jones, Ltd. Australian price, 18/9.

Two Voices

Africa

AFRICA speaks in *The Leopard*, through the lips of V. S. Reid, a Jamaican newspaperman, and if what Africa says does not always make sense, you can put it down to art, for Mr. Reid writes in a queer idiom that he did not learn on any newspaper. It purports to tell the story and

catalogue the thoughts of Nebu, a Mau Mau, stalking a white man in the Kenya bush, and being himself stalked.

Some years before Nebu had been a houseboy and one day, at the breaking of the dry season, and being alone in the house, he had taken off his clothes and danced naked in the rain in primeval ecstasy.

Shortly the mistress of the house, fair, blue-eyed, beautiful, returned home, and being apparently afflicted with the same end-of-season madness as Nebu, is soon lying with him, begging him to take her. Which he obligingly does.

It is this woman's husband, whom

seven or eight years later, Nebu is stalking through the bush and as the white man lies dying from Nebu's knife, he tells him that a misshapen son had resulted from the stormy union of years back.

It is with this son that Nebu journeys on after the man is dead, until they come, in the full course of Mr. Reid's rhetoric, to conclusions with the leopard.

If this novel were written by a Mau Mau it might carry more weight, but although Mr. Reid is apparently of Negro descent—we are told that his ancestors went to the West Indies from Africa 200 years ago—he has lived all his life in Jamaica, and visited in England,



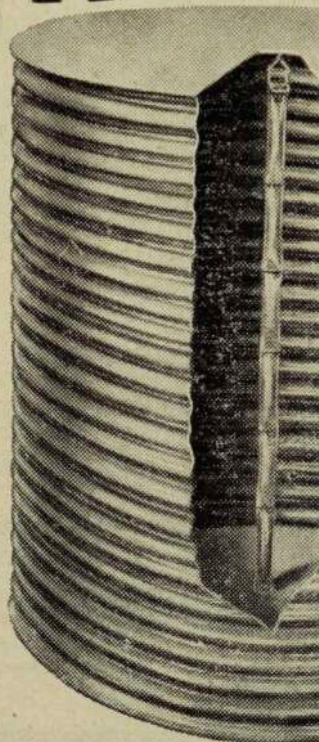
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Solution to Crossquizz
from page 82

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It seems unlikely that this be-
 upon him an insight into the
 a Mau mind or puts him in a
 ition to speak for Africa, even
 ough he takes it upon himself to
 both.

et that the novel is written is
 epoch in itself. Because of its
 aordinary theme and the some-
 at Biblical writing style of its
 or, it no doubt will be held as
 e sort of classic by suburban
 lish folk who, knowing nothing
 Africa, like to whip themselves
 a scorpions for the real and
 ed misdeeds of their more
 utesome colonising brethren.

LEOPARD, published by Wm. Heinemann,
 Australian price, 17/-.)

AFRICA speaks in a very different
 voice, in an amusing first
 novel by someone called Peter
 gate. Called *Rain Doctor* the
 is based on the fact that if
 Tom Bailey could not always
 the miracles which the
 cans in his 6,000 square miles
 tice continually required of
 his presence in a village
 ed to produce rain storms
 er than any witch doctor.

er the most part light enter-
 entment, it has an occasional
 us note, particularly in the
 ical requirements of the only
 y civilised natives.

t throughout, amusing or
 us, it is different fare from
Leopard and other passionate
 s on race relations, and prob-
 more closely approximates
 people's Africa than the
 us works written in spilled
 that these days abound.

could, as easily, be most
 es' New Guinea; or Fiji. They
 all there: The District Com-
 oner overdue for leave but with
 art of gold under his crusty
 er; the missionaries whose
 rstanding of the natives is un-
 dicated by sentimentality; the
 ean drifter who is given a
 s a game warden to keep him
 of mischief, but whose under-
 ing of the African is also solid
 uncomplicated. And finally
 nic, the doctor's African medi-
 ssistant who has the trick of
 osing the right disease out of
 ssible half dozen, while Dr.
 with all his training, is flum-
 d by science.

N DOCTOR, published by Wm. Heine-
 Australian price, 18/9.)

Years in Sail
 n Bisset

CE Sir James Bissett retired
 rom the sea in 1947 and came
 o live in Australia, he has be-
 the best-known sailor around
 parts. It isn't frequently that
 x Commodore of the Cunard
 ex commander of *Queen Mary*
Queen Elizabeth, comes to live

here and Sir James has been God's
 own gift to Rotary Clubs, historical
 Societies, shiplovers' associations—
 and in fact to everyone who has
 meetings and luncheons, with
 speakers. Radio stations, Saturday
 newspaper supplements, have also
 benefited.

One way and another we know
 quite a lot about Sir James. But
Sail Ho, the first of a promised
 trilogy covering his 50 years at sea,
 is still welcome, and makes interest-
 ing reading.

Like most sailors, his writing has
 something of the literary style of
 an entry in a log-book, but the
 present series is in collaboration
 with an Australian writer P. R.
 Stephensen, and has slightly more

oomph—although retaining most of
 its seaman-like quality which has
 a charm in itself, after the literary
 gimmicks and various Art styles
 with which our palates are now so
 frequently assailed.

Jamie Bissett came of a long line
 of landlubbers who thought going
 to sea was daft. He was brought up
 in Liverpool, in a happy family
 circle, but according to the strictest
 tenets of Presbyterian respectability.

As soon as he could think, he
 wanted to go to sea, but at 14, hav-
 ing attained the 7th Standard at
 school, his education was considered
 sufficiently complete and he was
 given a job as an office boy at 4/-
 a week in a Liverpool insurance
 company. (Over)

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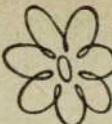
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THE LESSON IN HOLY WRIT

During his second voyage round the Horn, Bisset's ship was becalmed off Pitcairn, the islanders came out, and Bisset swapped his Bible for three souvenir coconut boxes. The Bible had been given to him by his father before he had first gone to sea and he had been instructed to read it every day—but when he exchanged it for the souvenirs it was in mint condition.

The Mate had seen the transaction and later took him to task. Bisset was surprised because the Mate did not appear to him as a religious man. Then he was told this tale: When the Mate had gone to sea his aunt had given him a Bible, extracted a promise that he would read it every Sunday and, if in dire distress, would read the Fifth Chapter of St. Matthew. The voyage lasted two years and the Mate, like all apprentices, spent most of the time being hungry and had not enough money in ports to buy extras. But he never read his Bible.

When he got home however, he assured his aunt that he had, and when she demanded to see it:

She opened it at the Fifth Chapter of St. Matthew and showed him what was in it between the leaves—a new £5 note. 'I put it there for you to find,' says she, sarcastic, 'but now I know that you never opened your Bible at all,' and she put the £5 note in her purse. How do you know,' pursued the Mate, 'that there wasn't £5 in that Bible you swapped this morning for a mess of pottage?'

'I was so taken aback by this suggestion,' writes Bisset, 'that I worried about it for weeks until I came to the conclusion that my father could not have played such a trick with Holy Writ; but I never had the nerve to ask him if he had.'

—Sir James Bisset, in "Sail Ho".

As his father pointed out, it was a job that offered great prospects of advancement in a respectable nautical career.

It was over a year before he could bring down his family sufficiently to them to reconsider.

On October 7, 1898, he and his father presented themselves at the offices of William Thomas & Co., shipowners, of Liverpool, and his father having handed over 20 ten sovereigns as surety, he was engaged as an apprentice in sail for three years, in return receiving £20 wages for the period and an assurance that his master would use all proper means to teach him the business of a seaman, and to provide him with "sufficient Meat, Drink, Lodging, Washing, Medicine, Medical and Surgical Treatment".

Then, records Bissett, the clerk bringing the articles had proceeded far as "washing", the millionaire owner roared out: "No washing! I need to goodness, on my ship I can do their own washing. Get it out!" It was deleted. Immediately the business was complete, he reported to Captain Williams, of the *County of*

Pembroke. County of Pembroke was, strictly speaking, not a ship, that is, square rigged on all masts; but a barque—square rigged on the fore and main, but fore and aft rigged on the mizzen; but she was of a little over 1,000 tons gross register and to young Jamie, a beauty.

She was his home for the following 4½ years while he sailed three voyages to Australia and home round the Horn.

On the *County of Pembroke*, the work was hard, long, and dangerous; the accommodation spartan and quite comfortless; the food abominable.

The Board of Trade ration consisted of a daily issue of ½ lb of salt beef or ½ lb of salt pork, with once a week, an issue of canned mutton instead. Once a week there was three-quarters of a pound of butter, a similar amount of jam and one pound of sugar issued per man. A few ounces of dried beans, peas, rice and fruit per week also figured on the Board of Trade scale, but these were all cooked in the soup or stew by the cook—or in the Sunday plum duff.

Each man got three quarts of fresh water per day, which was doled out by the Second Mate, but from this was deducted the cook's whack, for cooking, tea or cocoa, which left every individual with one quart for drinking, ablutions or laundry.

Finally, there were five cement-hard ships biscuits per man per day, each pricked with 42 holes on one side, in which, as the voyage progressed, the weevils lived; and one ounce of lime-juice which every man must drink (or be fined 3d per day) and which put the vitamins into the other unpalatable mess and made it possible for British ships to stay long periods at sea without putting into port for refreshment—and thus incurring expensive harbour dues.

But young James Bissett appeared to thrive on it.

He grew and filled out and when he was 20 and out of his time he took a job as Second Mate on the *County of Cardigan* for his last voyage in sail to Australia and back round the Horn.

In February 1905 he sat his First Mate's ticket, decided he had had enough of sailing ships and looked for a job in steamers.

There endeth Sir James' first book.

(SAIL HO, published by Angus and Robertson, Ltd. Australian price, 25/-.)

Bonaparte in Broken Hill

ARTHUR UPFIELD must be writing books with both hands these days, judging by the rate at which he is turning out Napoleonic Bonapartes.

With *Bony Buys a Woman* hardly

read, the scene shifts to Broken Hill, with three elderly and apparently harmless bachelors cyanided and removed from this mortal coil. Detective Inspector Bonaparte is, of course, hot on the trail of their murderer.

Bony has unconventional methods and in this event they are so ultra that we feel that they will not meet with the approval of any of the several State police-forces in which Bony appears to serve at one and the same time. Why he hasn't been snaffled by Interpol long ago and given an international reputation, becomes increasingly amazing.

In the Silver City he is up to all his old tricks and some new ones, and for good measure there is the life in this metropolis on the edge of the wilderness adequately described.

Just about everyone now—from the gentlemen of the Times Literary Supplement and the BBC and downwards, in descending order of book reviewing importance—has said they like Upfield and his half-Aboriginal detective, so at the risk of being tedious, we will simply repeat that we like him, too.

(THE BACHELORS OF BROKEN HILL, published by Wm. Heinemann, Ltd. Australian price, 15/6.)

Emotions in Oversize

EDITH PARGETER'S stories always have plenty of atmosphere, and the tenseness and drama necessary for this type of psychological novel.

Although they do not precisely come into the generally accepted category of thriller, they usually deal with crime of some sort; or the darker side of human behaviour.

The three short novels in the omnibus, latest offering of this competent craftsman—*The Assize of the Dying*—are up to standard. The first of them, which gives its name to the volume, has been filmed as *The Spaniard's Curse*, and has all the qualities necessary for a suspense film.

A man, accused of a murder he swears he did not commit, puts a curse upon those responsible for his conviction—the Judge, the prosecuting counsel, the foreman of the jury, and the unknown murderer. Believing that the man was innocent, a young couple set out to find the real murderer and delouse the curse. Their activities have a number of spectacular consequences and none of the results they might have wished.

The second story also concerns murder, but is more directly concerned with a psychological study of a woman who could do no wrong.

The final story also deals with human behaviour—the humans being seven, of mixed nationalities,

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off for a week in the Alps by avalanche.

Miss Pargeter deals with ordinary people—the village doctor, Mr. Judges, beautiful women, and young girls, high strung men, and so forth—but all a half-size larger than life. It is this writer's obvious conviction that, in our emotions, we are all, in a way, a half size bigger than we are.

SSIZE FOR THE DYING, published by Wm.emann, Ltd., Australian price, 20/-.)

THE LONDON SCENE

The expatriate, the ex-visitor and the intending visitor have all helped to create the vogue for the coloured picture book. London, all parts of the British Isles from north of Scotland to Devon have appeared in the Heritage Colour Books and the rest of the line, recently published, returns to London to capture in all the perfection of modern colour photography, the pageantry of that city.

No one can stage-manage their traditions like Londoners and visitors from all over the world gather there to watch the colourful pageants, processions and institutions.

It is not the same to see them in a picture book of course. Just the next best thing for 24/-, and, in Australia, published by Angus and Robertson, Ltd.

Head h Wings

THOUGH it perhaps errs on the side of sentimentality, at times, it could be that the mentality is not altogether placed in Ivan Southall's *Bluey Truscott*.

Bluey Truscott—Squadron-Leader William Truscott, DFC and according to the records of the F—was one of Australia's great war heroes. And not only Australia's; it is recorded that the heads of Britain collected to him a Spitfire for his very own

Bluey—so named because of the Australian habit of calling red-headed people "Blue"—was all Australian, only there seemed to be more of him, in every department.

Someone could do something he could do it just a little better. In most things. He was already a hero in his home town, Melbourne, before the war, because he was a crack footballer in the Australian Rules code and an extraordinary brand of football which can bring out 100,000 to

see a top flight match in Melbourne.

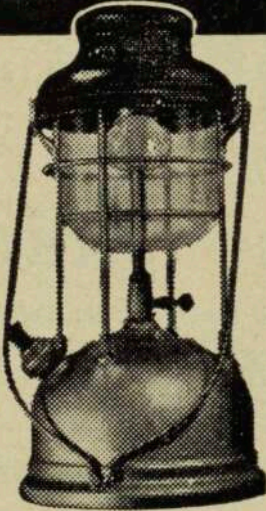
The transition of Truscott from this to popular air-ace was a certainty—but strangely the path was far from smooth. Although Truscott could do most things superlatively well, driving a car was not one them; and piloting a plane was another. It took him twice as long as any other man on the course to go solo, and then his instructor, who had stuck with him through all his incredible manoeuvres, when he must frequently have wished to take to a parachute, allowed it as a last desperate resort before the Powers-that-Be scrubbed Bluey.

To the end, Bluey Truscott needed a lot of aerodrome and frequently accomplished his almost perfect landing 20 feet in the air, and got down the rest of the way by simple force of gravity.

But what he lacked in technical finesse, he made up for with the enthusiasm, courage, boundless energy that constituted his indomitable spirit. Not only was he of the stuff from which public heroes are made, his own close personal friends were legion.

In March, 1941, Truscott and his flying friends stepped onto English soil from the frozen fields of Canada and in the course of time were posted to various squadrons.

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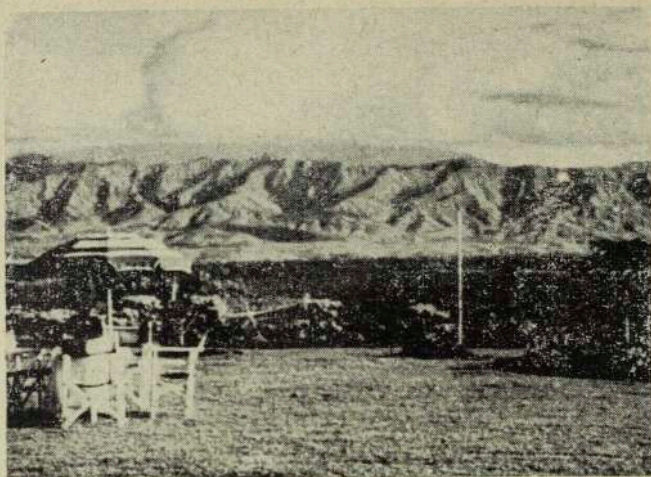
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Truscott was posted to a new squadron, the first Australian fighter squadron formed in England, equipped with Spitfires. It was No. 452, soon to win more than its fair share of battle honours, but in the beginning new, raw and untried. To this outfit, as its first Flight Commander, went Irishman Paddy Finucane. And thus the meeting of the giants and the sealing of a friendship between the two young men, that lasted until their deaths.

Less than a year after it had been formed, the end came for No. 452 Squadron in Britain. Its brightest stars, including Truscott, were detached and sent back home to help fight the Pacific War, and No. 452 itself followed some time later.

He was stationed in Exmouth Gulf, on the West Australian coast, in early 1943, and part of the duty lay in escorting Catalinas for the last part of their journey across the Indian ocean. On March 28, 1943, Truscott went off with Ian Loudon (who was killed last year near Port Moresby in a car accident) on one of these chores. As was their habit, they made a few passes at the lumbering Cat, flying from the rear and breaking away underneath. They did not evidently notice when the Catalina put down her floats and came to land and when Loudon made his last pass, he found himself very close to the water. But he pulled away in time and yelled a warning to Truscott. But it was either too late, or the ace fell victim to his own inherent weakness—bad timing or inability to judge distances—his Kittyhawk plunged into the sea and burst into flame. Truscott was killed instantly.

(BLUEY TRUSCOTT, published by Angus Robertson, Ltd. Australian price, 25/-.)

Treasure Trove For Teenagers

AUSTRALIAN writer R. S. Porteous, whose *Brigalow* was much enjoyed a few months ago, has returned to writing children's books and *The Tambai Treasure* has all the ingredients that will make youngsters sit and call for more.

The hero of the story is a year old, whose father owns an island "somewhere over near the Solomons" and there is a lot of doings with buried treasure, doublooned rascals, diving, fishing, sailing schooners and all the rest of it.

We don't know how much Mr. Porteous knows about "islands over near the Solomons" but at a guess we'd reckon that the artist who illustrates the story would do better if he confined himself to drawing Brigalow scrub.

(THE TAMBAI TREASURE, published by Angus Robertson, Ltd. Australian price, 13/6.)

Evolution in Mexico

WHEN an author puts a notice in the front of the book to the effect that all the characters are imaginary, one naturally wonders why.

One wonders this with *Jeremy* by Joyce Collin-Smith; or, if it is imaginary, what caused the author to make her hero a small boy from a London institution who came to Mexico and became a central figure in the revolutions of 1910-13.

It seems a long way to take a small boy to write a story about Mexico; nor is it easy to see why the boy should have been cast as a child of destiny—if he was not. However, it is an interesting and colourful little story of a country in which there are few novels. The characters are well drawn and though Jeremy's Uncle Titus is doubt supposed to be the villain in the piece, he steals a lot of the reader. The background of Mexico and the Mexicans is, one feels, well known.

The writer has spent some time in modern Mexico and has obviously done considerable research into its modern and ancient history. However, according to the jacket-flap, the first two novels were about 1910-13. She lives in the UK.

JEREMY CRAVEN, published by Hodder and Stoughton. Australian price, 18/9.

It's New in Paper Jackets

AMONG the new Pan books that are available this month are the following five, which have been made available to us through the courtesy of Wm. Collins (Overland) Ltd.:

WARNING TO COOK, by Marjorie Patten, BBC cookery expert on TV. Strictly speaking, not a recipe book, it provides the beginner with the rudiments of being a good cook and a housewife. Although designed for European conditions, simple cooking is a universal art, irrespective of latitude. It would make a welcome gift for a young bride—or for that shower of more experienced cooks might learn something. (Pan Giant).

GRANT VIKING: by Peter Freuchen. In July, 1956, the author answered the 64,000 dollar question in a New York quiz programme; months later he won 16,000 dollars in the same programme. In July, 1957, he was awarded the Medal of the Benjamin Franklin Society for "service to mankind in opening new frontiers". In September, 1957, on his way back to the regions he died, but in 1953 he had written this book.

Freuchen was born in Denmark but left it early because his mother had taught him that staying at home is no way to get on in the world. He had spent most of his life near the North Pole, named after and first settled Thule, in Greenland, which is now an American air base, married an Eskimo girl and led a life of fabulous adventure. (Pan Giant).

SWEET THURSDAY: by John Steinbeck. The second Pan printing of the robust classic of life in the raw in Steinbeck's own brand of Southern California. (Great Pan).

THE PAPER PALACE: by Robert Harling. It presents you to the newspaper columnist, the news-

paper Baron and the newspaper editor, all engaged in a piece of skulduggery which is calculated not to enlarge your respect for newspapers but which is guaranteed to entertain. Author Harling knows his newspapers, and particularly his Fleet Street. (Great Pan).

THE WIND CANNOT READ: by Richard Mason. The first, and best-selling novel of this writer who a few months ago gave us *The World of Suzie Wong*, which was reviewed in PIM. Both novels have a similarity in that they concern young Englishmen who become entangled with Oriental girls. *The Wind Cannot Read* has now been filmed by the Rank Organisation starring Dirk Bogarde and a Japanese actress, Yoko Tani. (Great Pan).

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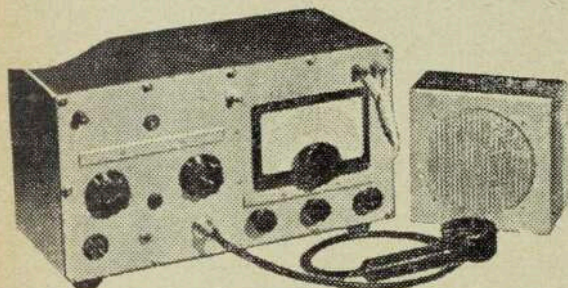
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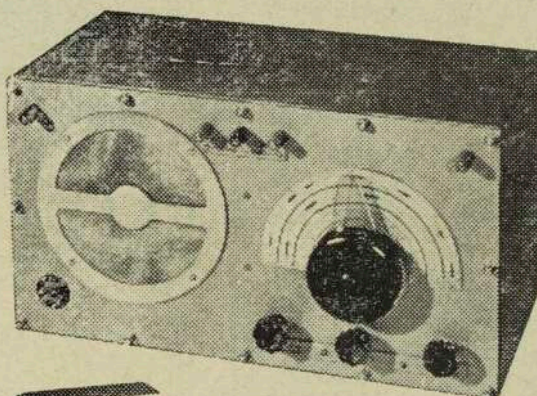
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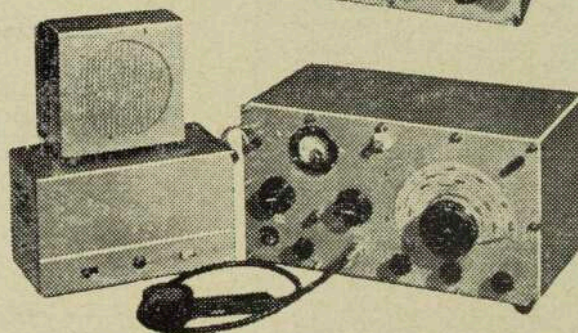


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Tonga—Feudalism and Welfare State

(Continued from page 83)

ed to finish as the Queen arrived at her palace again. The members could now disperse to their home islands, and the Government Despatch Vessel *Hifofua* stood by, ready to take them home for the next session.

Feudal Tonga

Though Tonga governs itself, it is not done on democratic principles, for Tonga is a feudal kingdom. Democratic is something that Tonga is most definitely not. But never-the-less there's no general wish to change their form of government.

Tonga's day-to-day administration is along lines introduced by the British Colonial Service away back in an era of uniforms and orders. Its government printed forms are based on those used in British Colonies. Though nowadays, only one man in the Tongan Administration who belongs to the British Colonial Service is the Secretary to the Government who is elected for a term of three years.

The present system of government consists of a Parliament composed of seven nobles elected by their peers, seven ministers appointed by the Queen, and only one, elected, People's Representative.

In addition to the Parliament there are two executive bodies. One is the Privy Council over which the Queen presides in person, and the other is Cabinet over which Prince Siofi, the Queen's eldest son and Tonga's Prime Minister, presides. The chief executive body is the Privy Council, the members of which are appointed by the Queen. The Cabinet performs certain advisory duties and makes decisions on executive matters of less importance.

Not Passionate for Politics

The elections for the People's Representatives are held every three years, and only Tongan males over the age of 21 are allowed to vote.

There are no organised political parties, all seven elected members standing as independents. But there is an unorganised political party known as the Democratic Party. This is a group of a few radicals who wish for full representation of the people, instead of the present system of Parliament heavily biased in favour of the "ruling class".

The Democratic Party is also decidedly anti-European—or more specifically, anti the Europeans who are to work in the Public Service for three years.

Eventually, there will be no Europeans in the Tongan government,

but their replacement is being carried out slowly as the Tongans become qualified to take over the top positions.

The European heads of departments don't have a free hand today either. Except for the Minister of Finance, all the Cabinet Ministers are Tongans, and departmental heads are subject to the Minister holding the appropriate portfolio.

Qualified Tongans emerging from the universities in Australia and New Zealand are taking over top positions.

Tonga now has a Tongan Chief Medical Officer, the first Tongan to qualify as a doctor. The government auditor is also a Tongan with a B.Com., and other men are training overseas to take over various jobs now occupied by Europeans.

The people have few political passions. They don't have a democracy, so they can't do anything about it, and they wouldn't want to anyway. They love their Queen and they wouldn't want to change. In their own way they have their own version of a Welfare State.

The Welfare State

All male Tongans are entitled to 3½ acres of land when they reach the age of 16, and this is sufficient to grow their food crops and to produce copra to sell for cash.

Every male 16 years of age and over pays an annual poll tax of 32/- which has nothing to do with his land grant, but helps to support the free dental and medical care scheme which every Tongan is entitled to.

There is no need for pensions. Polynesians have the perfect pension schemes, for nobody from the youngest baby to the oldest grandparents is unwanted. Children look after their aged parents as a matter of course, and youngsters are loved and wanted everywhere.

Queen Salote has to assist her in the government of the country (in addition to Parliament and associated bodies) 33 hereditary nobles.

The first titles of nobility were bestowed by King George Tupou I, in 1875, and as with British Royalty, the titles have some association with history. Though hereditary, approval to succession is required from Queen Salote. The Queen is present at the kava ceremony when the new noble receives his title.

With all the hereditary titles, go villages and lands, and the people who live within the boundaries of a noble's hereditary lands, owe allegiance to that noble.

Some nobles are benevolent; some are not. As in olden times in England My Lord of the Castle could do as he liked with his people, so

can a Tongan noble, within broad limits, do as he likes with his, subject to the all embracing rule of Queen Salote.

Being a Noble's No Fun

Some nobles are autocratic. They say they want this and they want that. One might have a feast, and might say to 50 people, "I want a pig off each of you." To another 50 he says, "I want a chicken off each of you." He tells others to bring baskets of yams, taro and other food for the feast.

But being a noble has its responsibilities.

A European in Tonga is married to a woman of royal blood, and during the absence of a Noble overseas, he being a close relative by marriage, took on the job of looking after this particular Noble's interests.

He came to the conclusion, at the end of his stint, that being a noble is no sinecure. He may have many acres, and many coconuts—but he needs them all, in order to break even, so many are the calls upon him.

Nobles are supposed to be on call at any time to their people. This particular European who was acting as locum tenens for his in-law was once awakened at 2 a.m. by his wife. "Give me £5 please", she said. One of the Noble's people had died. His body was on a truck outside and his relatives wanted the money for the funeral expenses.

It is a lucky noble who can sit back with a sigh and say, "I've got a thousand pounds in the bank and no debts". As likely as not everything will be mortgaged. He may be making money from his copra, but he probably owes much to the stores for bread and bully beef which he had to buy for funerals and similar events, and for his plantation workers.

He has relations, workers, and villagers, all depending on him for hand-outs, and for giving a lead in every day activity.

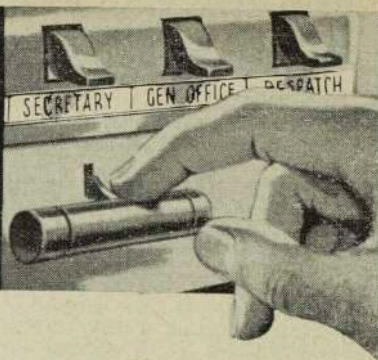
Some Nobles live well; some don't. Some live in what are little more than hovels to our eyes. One had his home next door to the government bachelor quarters where I lived.

This Noble's town house is a broken down European type house with sagging verandah and roof, entirely without paint, containing two rooms. There is no glass in any of the windows, and they are covered with rusty wide mesh screens.

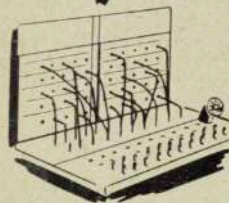
But perhaps he is not typical, because his hereditary lands, which go with his title, are not around Nukualofa, but in distant islands of the Kingdom.

So though they have rights and privileges which few people of ruling classes have today, they also have weighty responsibilities to their people.

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P399.58

PAPUA'S DEBT TO POLYNESIA

(Continued from page 87)

Chalmers took no heed but soon as he and Tomkins were clear of the *Niue*, Robin took what was left of his crew and heaved up the anchor, so that, if Tamate sensed danger and turned back, with the sails ready, they could sail out to sea without delay.

With the anchor almost on deck Robin watched the progress of the two men, and saw that, as soon as Tomkins landed, he was clubbed and that Tamate being so close behind him, was unable to retreat and suffered the same fate.

This put much fear into the skipper, and not having anything with which to beat off any marauders, he had the sails unfurled and with a good SE wind he managed to get well away before the dug-out canoes could get anywhere near him.

He sailed into Daru, and made his report to the Government Official who was there at the time.

There was much violent discussion about this awful crime, and the then officers of the Territory Government, raw and not understanding the native psychology, made a mess of their efforts to bring the culprits to Moresby; and to bring about a proper understanding of the crime by the natives of the Island.

Early Europeans

Other outstanding early missionaries included the Rev. C. F. Rich, of Fife Bay, who with Mr. Rich, did splendid work in the area from Samarai to the west of his station; and the Rev. C. W. Abernethy of Kwato, where the men were taught boatbuilding, carpentry work and all trades which fitted them for the average job to be done in New Guinea.

Most of the other white missionaries were to a certain extent successful, but could not be called outstanding. Some of them were quite satisfied to carry on where their former incumbent had left off; whilst others just did the routine job and called it a day.

They did very little real pioneering, or breaking new ground.

It is to the native pastors and those men and women from Samoa, Rarotonga, Niue, etc., that the Mission owes much of its real success; without the help of these the difficulties of the LMS would have been insurmountable.

The RM's and Patrol Officers of the early years of this century could not have landed at many of the places on the coast unless the area had already been "scouted" by the Polynesian missionary, who could at all times tell the Patrol Officer how to get to his destination and what sort of reception he was likely to receive when he got there.

JIMMY MALAY'S 2,000 SKULLS

(Continued from page 85)

ernor will be very mad. He will
ge you with murder."
mmy got the wind up—he and
crew were so scared that they
ded to take the cargo outside
reef and dump it.
asked Jimmy if his crew could
depend on to keep quiet. If
I would take the heads ashore
try to get rid of them. Jimmy
they were all his relations—
would keep quiet.
f they don't," I said, "it will
eath for all of you."

Unexpected Profits

we got a number of copra bags,
some more lanterns. There
no one about, there were only
30 Europeans in Moresby then
d got the cargo of skulls safely
ed away in the sheds, out of
t.

ere were in all about 2,000
s.

on afterwards, Captain Steele
e back in the *Ivanhoe*. I told

I had the skulls for Dr.
ium. He seemed pleased.
ook here, Steele," I said. "I
y you can do a bit of trading
he side, so long as you don't
k the rules. How about taking
ousand skulls at a shilling
?"

thought I was crazy, but when
plained he bought a thousand
s at a bob each. He said he
d sell them to "every doctor
museum in Australia"—and he
at a good profit.

that time, the main business
were doing in Moresby covered
-of-paradise, butterflies, beche-
mer and a little copra.

had been selling plenty of
s, in Europe and America, until
olishly sent a consignment to
n. In no time, the world's
ets were being supplied with
Guinea curios, made in Japan,
a lot of our market disappeared.
wever, whenever we sent out
urcel of BOP's, butterflies, or
s, we now included a couple
heads, and they met an
ediate market. Nathan Jones,
isco, ordered 500 heads at 10/-
. But the consignment of heads
really rocked us went to
stie's, in London. They brought
- each.

I got rid of all of Jimmy
y's cargo, and made a good
t. The Governor never found
but it was a delicate matter.

had started a string of stations
the coast, and I gave the
la post (in the Gulf, not far
Maipua) to a man named
anan. He was a highly-
ated man who had been left
d by a gold-seeking expedition
n collapsed; and he was tough.
chanan got newspapers from
pe, and he read that skulls

from Papua had been sold at
Christie's for £3/3/-.

"There's big money in that," he
said to me, next time he was in
Port. "I'm going to send some in
to you."

I hurriedly declined—and then
told him the story of Jimmy Malay's
big trade.

"But you must have done well
out of it," said Buchanan.

"Yes, I did," I said. "But it was
a gruesome business, and illegal as
well, and I want no more of it."

He was stubborn, and said he
would trade the skulls out, on his
own account.

I strongly advised him against it.
"Jimmy Malay erred in ignorance",
I pointed out. "There would be
no excuse for you".

Soon afterwards, Governor
William MacGregor left and Sir
George Le Hunt arrived. That was
in 1899.

H. E. 'Bogged Down' in Skulls

One day, Buchanan came in
from the Gulf in a lugger, tied up
at the jetty, and just emptied out
about a thousand skulls, onto the
wharf.

He had had no trouble in col-
lecting them—there were hundreds
of skulls ornamenting the dobus in
the Fly River area, where head-
hunting went on constantly. These
skulls were at least clean. Some of
Jimmy Malay's still had the hair on
them.

The skulls had only just been
dumped, when the new Governor
came across in his whaleboat from
Konedobu, to attend a Council
meeting.

His boat went alongside this, the
only jetty. His Excellency climbed
up onto the wharf, and immediately
found himself bogged down in a
mass of skulls.

He was new to New Guinea, and
he got a great shock.

The Legislative Council was called
together, and I had to attend as
I was the only unofficial member.

"Gentlemen," exploded the Gov-
ernor, "I never have seen a more
disgraceful sight—not even in the
wildest parts of Africa. I, the
Governor, stepped ashore, in the
principal town of the Possession,
among hundreds of skulls, which
manifestly had been brought in for
trading purposes . . . The law does
not seem adequate. I propose that
we pass a new Ordinance immedi-
ately to prevent the export of skulls
. . . What do you think about it,
Mr. Gors?"

Back to Maipua

"Well, sir, to tell the truth, I
know quite a lot about it," I said.

And then I told him frankly of
the Jimmy Malay incident, and how

it happened. I kept quiet only
about the number of skulls that
Jimmy brought in. I told them
that Buchanan had brought a
proposition to me, and I had
declined it and I had nothing at
all to do with the skulls now on our
wharf.

The Governor accepted my state-
ment, and laws against trading in
or exporting skulls was rushed
through inside an hour.

Then the European policeman,
with a number of Papuan con-
stables, went down to the jetty,
made Buchanan load the skulls
back onto the lugger. An officer
accompanied Buchanan on the
lugger, back to the Maipua district,
where they were unloaded at the
place they came from.

The Moresby Skulls

Some time later, another trader
brought about a dozen skulls into
Moresby and tried to sell them to
a merchant there.

The latter said: "Don't you know
the law? You are in for a very
severe penalty."

The trader was so scared that
he went right out and buried the
skulls in a hole he dug in front
of the hotel.

When we were putting up a store
there, long afterwards, the builders
came upon that little heap of skulls.
There was much wild speculation
about how they got there.

That is the explanation.

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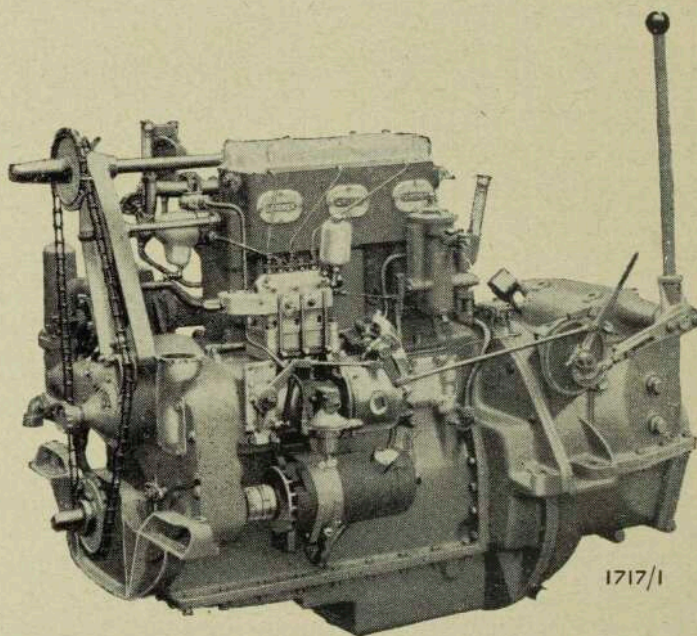
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PACIFIC SHIPPING AND CRUISING YACHTS

The idea that charity should begin at home—so far as ship building and ship buying is concerned, is an idea that appears to be getting around in some parts of the Pacific. Particularly in Fiji.

YOU CAN BUY THEM
APER: In June the furore over *Ra Marama* (see June PIM) did not die down when it became known in Suva that the Fiji Government was in the market for another overseas ship—this time a cement for the Public Works Department's Jill-of-all-Trades, which is now very long in the tooth.

The new vessel, which will be the *Degei II*, is already nearing completion in Hongkong and is expected to cost in all about £11,000—£F11,000 of which will be conversion to PWD requirements and delivery to Suva. Thus, somewhat less than paid for *Marama*, Fiji will be getting a ship but somewhat fewer passengers.

When *Degei II* arrives in Suva a six-berth cabin will be converted into two two-berth cabins for passengers.

It will be used for Government duties, lighthouse servicing and other duties.

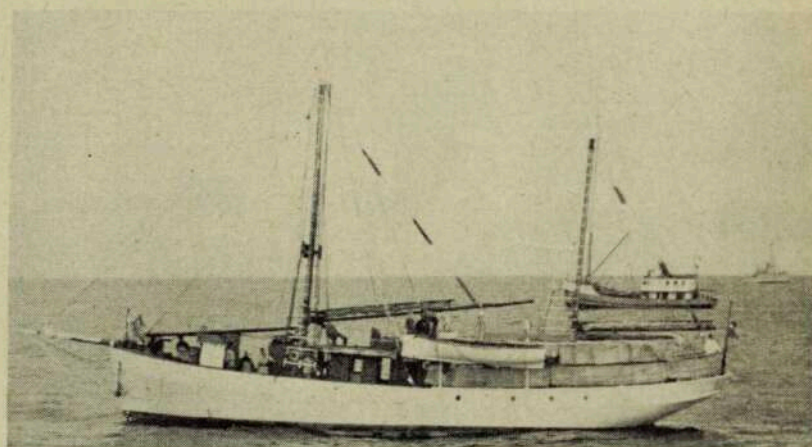
The present *Degei* will be offered up by tender when *Degei II* is ready for service.

Marama has, it appears, asked those who have been permitted aboard, by the elegance of her fittings.

Of course, is a watery world, nonetheless the number of ships that can now be reached by ship have decreased since the advent of internal airways in the Pacific and people seem to think the time has passed when the fitting-out of a governor's yacht was a justifiable expense. However, useful small ships can

be built in Fiji at a fraction of the cost of *Ra Marama*. Two examples are the *Adi Maopa* and the *Vuniwai*, both adequate for the jobs they do.

One of the first tasks of the new yacht was to take an official party



There was a gathering of ships off the reef entrance to Tubou, Lakemba, Fiji, on June 11, for the funeral of Ratu Sir Lala Sukuna. In the foreground is "Hifofua", which brought Prince Tungi of Tonga. Behind her is the PWD vessel "Degei" from Suva (both these vessels are soon to be replaced by others of the same name). And near the horizon can be seen HMNZS "Stawell".

Photo: Rob Wright, Fiji PRO.

to Lakemba, in the Lau Group, for the funeral of Ratu Sir Lala Sukuna. A fortnight later she left for the Yasawas and Rotuma to take the Governor, Sir Ronald Garvey, on a month's farewell tour.

Ra Marama did the 5,883 mile journey from Singapore to Suva in 31 days, averaging 9.9 knots. She carried a crew of two officers and 13 ratings. She has a displacement of about 92 tons. She is 87 feet long.

The permanent crew will be made up of men chosen from the Fiji Naval Volunteer Reserve.

The master's cabin and a two-berth cabin for officers will be aft on the main deck. There is ample room in the saloon for the officers and several passengers.

• **MILLIONAIRE QUALITY AT HALF PRICE:** To provide more fuel for sour taxpayers, shortly after *Ra Marama* reached her new home port, Suva was visited by a 78-ft diesel cabin-cruiser called *Kuru* (PIM, June), owned by Mr. Robert D. Fraser of California. *Kuru* was beautiful to look at,

luxuriously fitted inside (including air conditioning) and caused even more interest when it became known that the owner could be persuaded to part with her for a mere £25,000.

Why didn't the Fiji Govt. buy *Kuru*, instead of the expensive *Ra Marama*, asked everyone who has public finance at heart—which is just about everyone.

One reason, undoubtedly, was that when the order for *Ra Marama* was placed, the Government did not know that Mr. Fraser was going to bring *Kuru* to its front door and offer to sell her. Another thing—*Kuru* was

built back in 1930 and a 23 year old motor cruiser is unlikely to be worth the same as one built last month—even if the former has got air-conditioning.

But there was no one in Fiji with £25,000 for a pleasure cruiser, anyway, so *Kuru* sailed back to San Francisco via Honolulu, and owner Fraser and his wife flew back to the United States from Nadi.

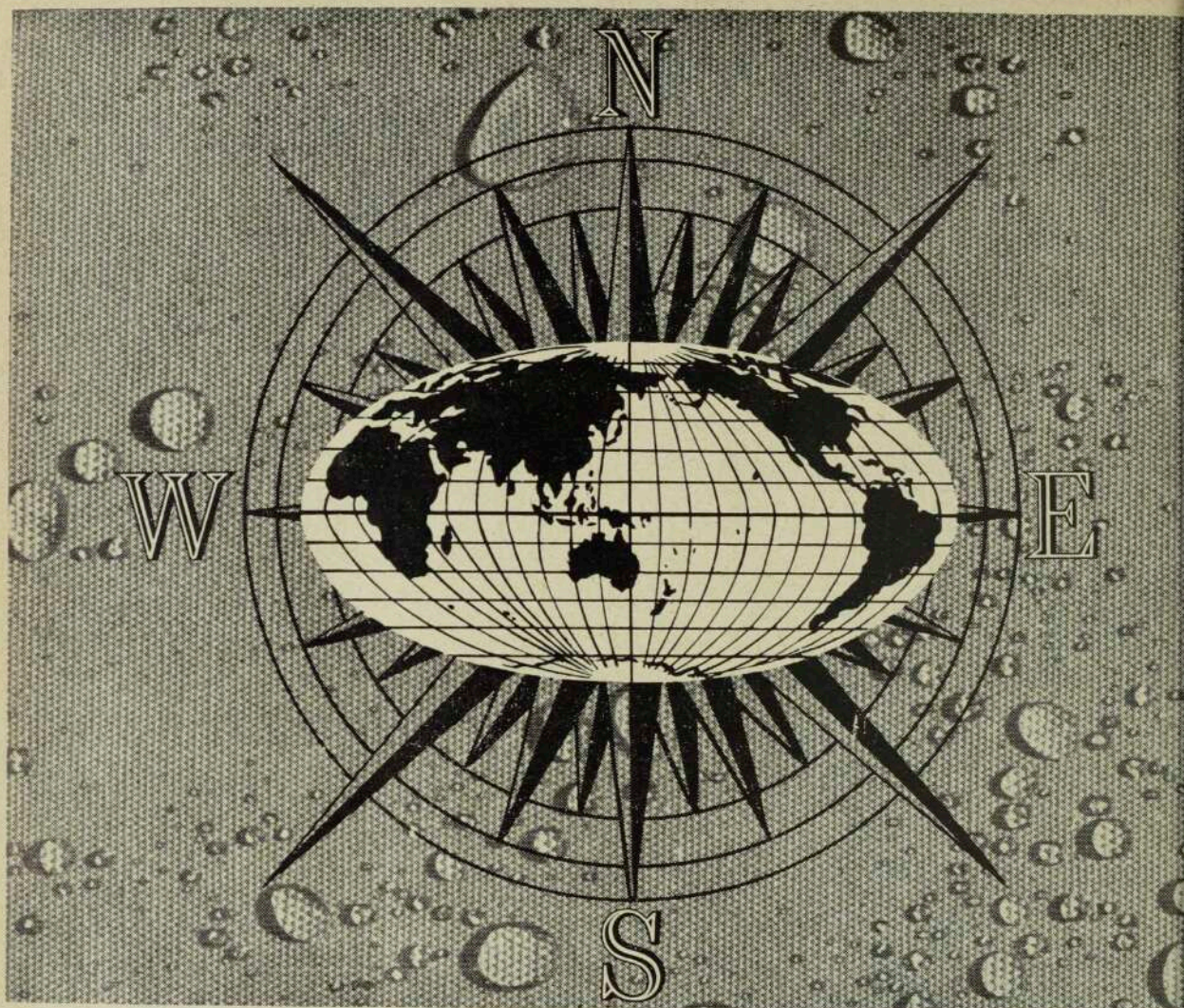
Kuru is described as a 78 ft flush main deck, round bottom, deep sea going yacht, of good design and exceptionally heavy construction throughout.

With a fuel capacity of 2,500 gallons in her three welded steel tanks and a water storage capacity of 1,500 gallons in her five water tanks she can sail safely on any seas. She is powered by a 135 hp Washington Estep engine and has a cruising speed of 8½ knots. She was once owned by American author, Stewart Edward White.

She is equipped with Raytheon 110 volt 35 watt radio, plus a 250 watt emergency set, a direction finder and a fathometer.

The News This Month

Maopa	Novia
Rogers	Nahru
	Orsom III
Sark	Phoenix
I and II	Ra Marama
Princess	Rican Star
Twomey	Rongomai
Vinds	Stawell (HMNZS)
Rule	Tenyo Maru
	Taveuni
	Tai Yui
	Trekka
ei Maru	Te Rapunga
a IV	Utopia
	Vunawai
	Viti
sa	Venturer
ey	Waitaki
II	Zarya



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UN-TIED: Tied up and for in Sydney since she arrived with a cargo of dynamite the *US* in December, 1955, 195-ton ex-yacht *Rican Star* at last found new owners. Red to have once been the yacht millionaire Cornelius Vander-she now will go down in world considerably—and be the mother-ship for Queens-prawn trawlers.

ough she had already had a ered career since she moved gh New York society, she was considered too luxurious for ing and many of her expen-fittings were stripped from before she found her new rs.

ording to *PIM*'s notes on her vember, 1955, she was built in as the *Eleanor*, was later ac- by the US Hydrographic y Dept. and later still by the in which she served as a ship on the US east Coast g the war.

was acquired by Canadian s in 1948, registered in Costa and used as a refrigerated a boat before her trans-e venture in 1955.

broke a crankshaft in one of engines shortly before arriving ydney and then apparently trouble with the Australian rities who demanded an ex-e hull survey. Her owners tly decided that it was less e to tie her up. And this did off Rozelle.

TIED: The ex-Fiji ship *Viti* owners seemed to be having d battle a few years ago, but recovered, was again having ession" in June and has been p for a spell in a Tasmanian Some of her crew were back to New Zealand re-

was built in Hongkong for iji Government before the and became the Fiji Navy it. After the war she was

purchased by a group of ex-servicemen who operated as the Tasman Steamship Co. She was fitted with refrigeration equipment and her main chores have been carrying frozen food—fish, peas, beans, etc., between Tasmania, Australian mainland and New Zealand.

The present tie-up is probably seasonal, but may be influenced to an extent by import restrictions and the assorted moans of fisher-men and farmers on both sides of the Tasman.

• **PRINCESS A GROUND:** *Fijian Princess* operated by Hurley's Shipping Agency, Suva, went aground near Nabouwalu, Vanua Levu on June 15. She was without radio assistance as her equipment had been left in Suva for overhaul.

Unconfirmed reports said she was on a mudbank in sheltered waters about seven miles north of Nabouwalu. Efforts were made to send messages to her by adlis lamp.

• **WHARVES MEAN TOURISTS:** With the advent of the great Orient and P and O Line ships into the Pacific, Suva has taken on an important role as a regular calling point.

Also regular callers at Suva are the two luxury Matson liners *Mariposa* and *Monterey*.

Two schools of thought exist in Suva about facilities for these ships and others like them.

One is strongly in favour of resurecting the now abandoned £3,000,000 dock scheme for the port; and the other, is equally strongly against.

The die-hards who oppose the scheme contended that the port should be able to manage for many years to come with the present facilities.

The liberals, on the other hand, paint a gloomy picture of huge passenger liners lying in the stream because there are no berths

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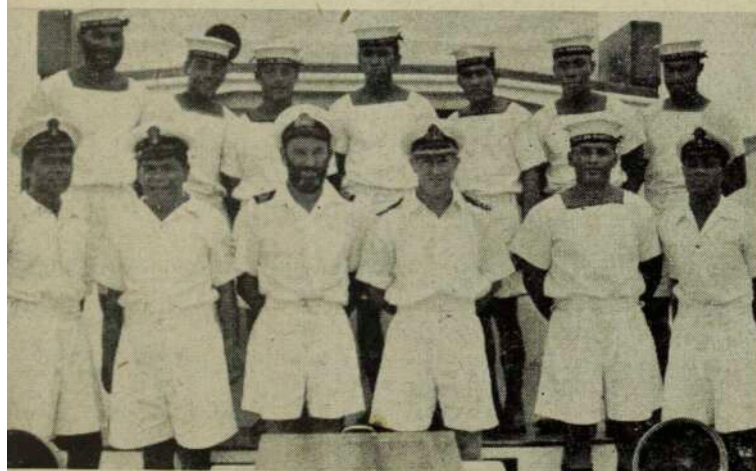
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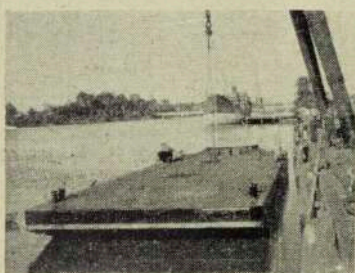
Under S. B. Brown, MBE, Lieut. M. Aitken, of the FRNVR, with their crew. They recently the new "Ra Marama" from Singapore, home to Suva. Photo: Rob Wright, Fiji PRO.

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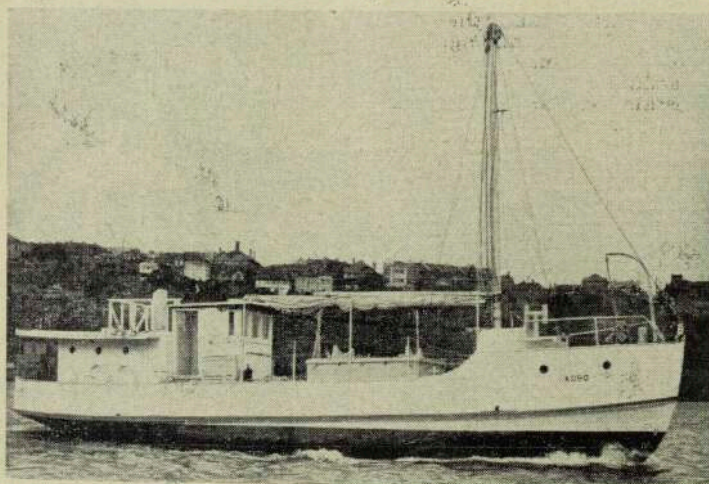


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able, and considerable damage done to the city's tourist buildings as a consequence. The present plan is to completely re-estate the pre-war King's Wharf, to make some extensions. A major dredging scheme is also planned, to enable the new 10-ton liners in the Pacific in 1960, to use the wharf.

The new dock scheme for Suva, in the sugar area, is to be completed as soon as tenders are available. At present, as it has been for half a century, the only wharf there is owned by the Colonial Sugar Refining Company. The wharf is only 135 feet long and is wholly inadequate, as much time and money is lost through having to either move forward or backwards to keep hatches open continuously.

When (repeat, when) the wharf is complete it will relieve the congestion in Suva as well as Suva, and according to one well-known Lautoka business man: "The position as the Colony's port city."

TACKLED UP IN SUVA—Suva port strikes many periods of calm and then times of activity. For days the main pier, the Wharf, will be completely empty of overseas shipping. Then a ship comes and there is not much space at the wharf for all the ships which have to berth.

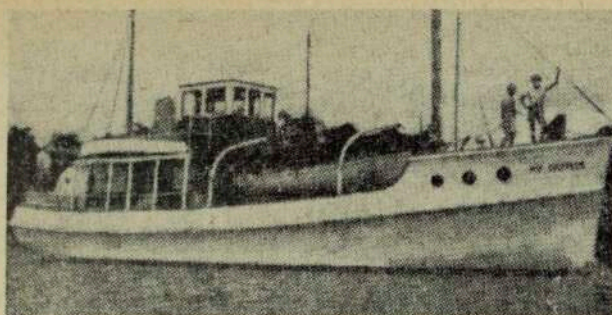
Then there is the spectacle of a ship standing out in the roadstead waiting for a liner to leave. At the middle of June the *Matua*, northward bound, the *Wanganella* with New Zealand passengers and the *Beaverbank* took up the available space.

The *Matua*, from Island ports en route to New Zealand, arrived at 4 pm the same day and had to wait until the *Mariposa* left.

The *Wanganella*, normally on the Tasman run, brought 400 passengers. She was the first ship to come from New Zealand since the end of the war.

SUVA SEES TWO JAPANESE—Japanese fisheries mother-ship, *Tenyo Maru*, of 1,000 tons, arrived in Suva in June to take on fish and water for her fleet south of the Equator.

The crew swarmed over the city photographing everything that came within range of their cameras, but because of the water restrictions in Suva at the time, she was permitted to take on only a percent-



The trading vessel "Gazelle" which went on a New Guinea reef in June (see page 115).

age of her normal water requirements.

Also in port on the same day—an unusual occurrence in Suva—was the Japanese scrap metal carrier *Kin Kei Maru*.

An old coaster still showing signs of her dingy coal burning days, she loaded about 900 tons of scrap before proceeding to Noumea to load more.

• **ONE OF THEIR FLAGS WAS MISSING:** That Russian non-magnetic research schooner *Zarya*, described here at some length in June, called at Perth, WA, soon after. (Over)

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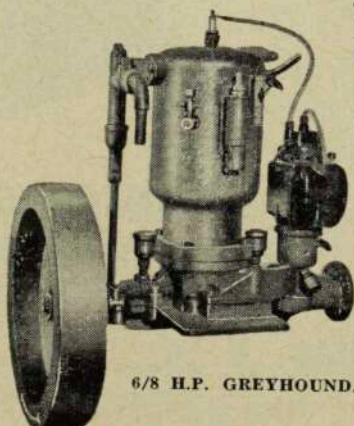
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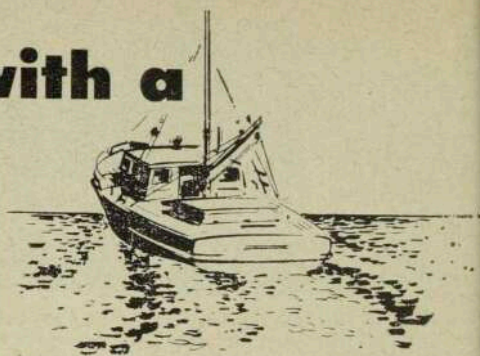
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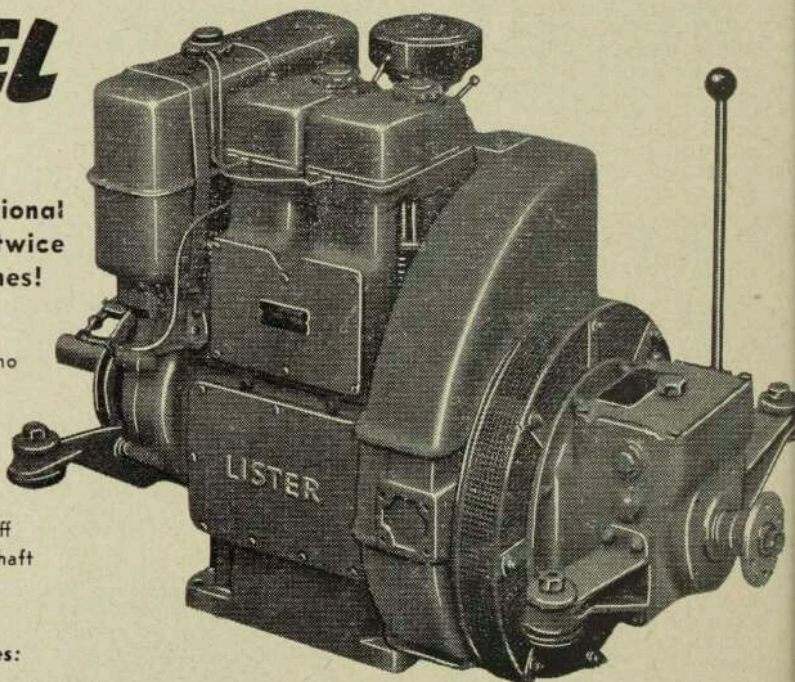
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The vessel attracted considerable attention — especially from two men who later souvenired the ship's 18 ft flag and flew it from the flagpole at the Fremantle wharf oval. It was discovered by the care-taker, returned to police and later the two young men were charged with the theft of the flag.

PERSONAL: Jim Shortall, who is reliable for most of this section of PIM, in a normal way, is currently taking a new course. He is Radio Officer/Third Mate on the delivery voyage of ex-Union ship Co.'s WAITAKI, to her new owners, Ta Hsing Shipping Co., of Hong Kong, Formosa. Now renamed TAI HING, the 20-year-old, 2,000 tonner was busy loading scrap and copper sulphate in June. Although she looked as if she could have been the pattern for a seafarer's "British coaster with a peaked smoke stack", we are assured she is all she should be, and that although she arrived in Sydney, England, in the middle of a cyclone, she made the Tasman appear as if it was an island lagoon. Anyway, Red and other contingencies permitting, she is expected to be back on the ground September. The vessel made her expected call at Rabaul for water on July 4.

INSPIRE IN TROUBLE: Tied up for the last year because the Cook Islands Administration refused to renew her licence under shipping regulations, the ex-Union trawler *Inspire* was in trouble at end of May when she sank at her moorings at Port Harbour, Rarotonga. Attempts were to be made to beach the ketch sufficiently to allow her to be beached. Owned by Mr. D. C. Brown, she was brought out from England some time ago by Hugh Williams who was with her in the group of vessels selling her.

TAVEUNI ALSO: Mr. Dick Brown was having trouble all the time with his ships in May. At that month, he had got his 15-year-old Suva-built *Taveuni* to Auckland only by signing a declaration that the ketch was a private yacht. Whether this was that Mr. Brown was not provided with a licence to trade in the Cooks when he got her to the Cooks—and whether it was the tightening up of all the regulations in that Group have not yet learnt. In the *Joyita* affair there has been a general tightening of ship-safety rules all over the world—and not before time—and the Cook Islands some vague standards have been established by the Administration. These standards are administered by the Collector of Customs at Rarotonga, a man who normally has no technical knowledge of ship surveys. He looks the other way before she sails, checks the rigging gear, sails, and the more points likely to concern her

seaworthiness. He may hold up the vessel until certain work is done.

Last December he notified the owner of *Taveuni* that certain repairs must be carried out. As there are no repair facilities in the Cook Islands, the vessel had to go either to Papeete, Suva, or Auckland. The latter port was eventually chosen and that is probably where Mr. Brown made the fatal mistake.

Ahead of the ship went a despatch from the Collector of Customs to Island Territories Department, Wellington, asking them to see that the ship was surveyed.

The word "survey" may have a very loose meaning in Rarotonga,

but in the Marine Department at Wellington, to whom the matter was referred, the meaning is very precise indeed. In general, *Taveuni* was treated as though she were a coaster trading in NZ waters, and the Marine Dept., literally threw the book of regulations at her.

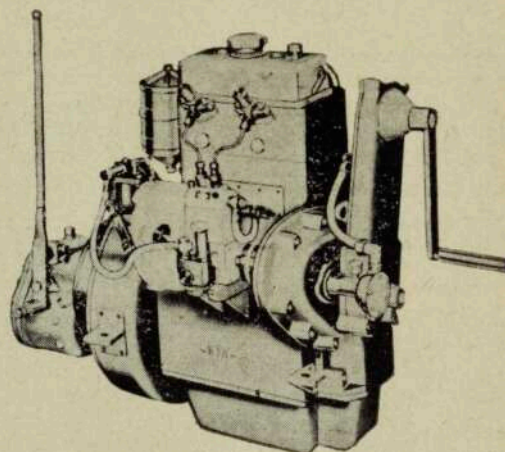
To the NZ Marine Dept.—indeed to any Marine Dept. in any of the countries with a well founded maritime reputation—there is no provision for "looking a ship over". The requirements of an official survey are set out precisely in the handbook—and there is no getting around them.

Many of the vessels trading in the islands groups could not possibly fulfil these requirements, and that

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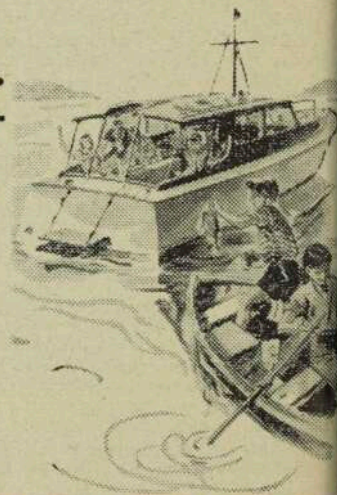
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the rock on which Mr. Brown's vessel was foundered.

Taveuni was unfortunately built without the watertight bulkheads which divide vessels into compartments—something that is required in all vessels built in NZ—and this was the first matter which caught the attention of the surveyors. With the other work that was required as necessary, the repair bills were expected to be in the vicinity of the price paid by Mr. Brown for the vessel a few years ago—naturally he wanted nothing to do with it. (Lack of bulkheads was criticised as a potential future problem when Brown purchased *Taveuni* from Burns Philp (SS) Co. three years ago, but the broker who negotiated the deal assigned that these could be put in Suva, for well under £1,000). When it was suggested that the vessel could be got over—and the owner got out of NZ—by giving an opinion in writing that she was a private yacht, there was a deep sense of relief from all concerned. It is to be hoped that what happened to *Taveuni* was all a mistake and that if NZ surveys are to be ended, it would mean the end to the shipping in the Cook Islands.

What seems to be called for in the present just now is an arrangement whereby qualified technical men can be made available to administer a set of reasonable safety regulations such as those applying in Fiji. *Taveuni* is registered and operated for years. (The fact that she is registered in Suva does not place her outside the jurisdiction of the NZ Marine Dept., under the Shipping and Seamen Act, or those of other Commonwealth countries, makes provision for this of circumstance).

There will always be disputes and argument while the technical supervision falls to a technically qualified Collector of Customs. If *Taveuni* gone to Papeete in New Zealand, it must be asked that the certificate of a marine surveyor there would usually have been accepted in Tonga.

INCREASED CARGO SPACE MATSON SHIPS: The *Grey* and *Mariposa* are to have their refrigerated cargo space increased from 28,000 to 42,600 cu. ft. to meet the increased needs of the Alaskan shippers.

Operations will commence on Monday in September, and the *Grey* in August, but only the first 17 sailing from San Francisco of the *Mariposa* will be affected.

Passengers affected by this will be provided for on the *Monterey* sailing from San Francisco, July 10, and the *Mariposa* sailing on September 10 or on subsequent dates if they so desire.

Matson Line is to open new

offices in Auckland towards the end of August to handle its NZ business, previously dealt with by Henderson & Macfarlane Ltd., since before the turn of the century.

Passengers on Matson "reduced-fare voyages" this year can now spend four weeks in America. (Previously these special voyages have been a round-trip on the one ship, with a five-day stopover in California).

Reduced fares for these special voyages begin at £A418/10/-, for Sydney-back-to-Sydney and offer savings of £A88 or more.

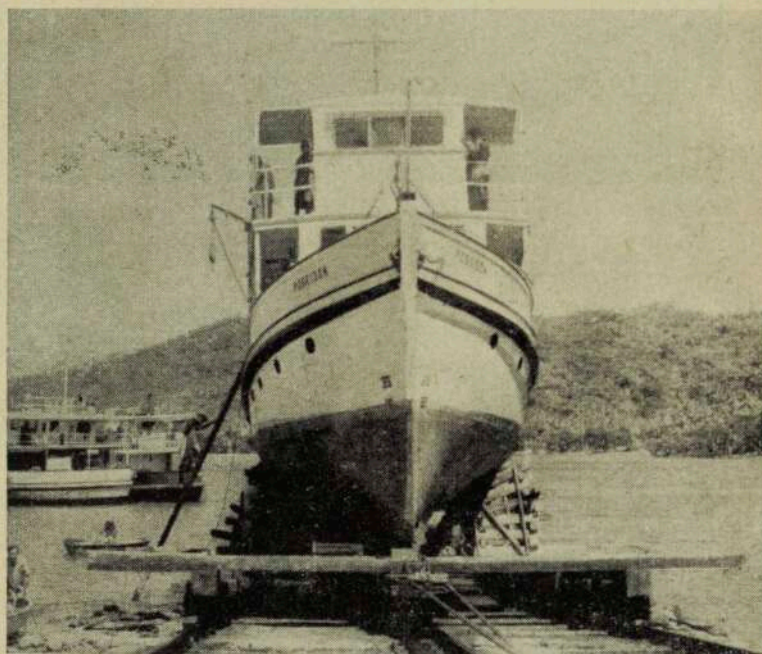
• **STORK IN THE OFFING:** Island trader, ex-yacht *Arthur Rogers*, with owners Tom and

Diana Hepworth, left Auckland for the New Hebrides via Whangarei on June 20.

It is reported that That Bird has been seen in the AR's rigging and that an addition to the crew is expected after her return to home waters.

• **FRENCH IGY RESEARCH:** Seen about in the SW Pacific recently has been *Orsom III*, the French oceanographic research ship based on Noumea. She carries three scientists on board and is engaged in a long-range programme of research into oceanic conditions. A special study is being made of plankton, as the distribution of plankton has a direct bearing on the distribution of fish.

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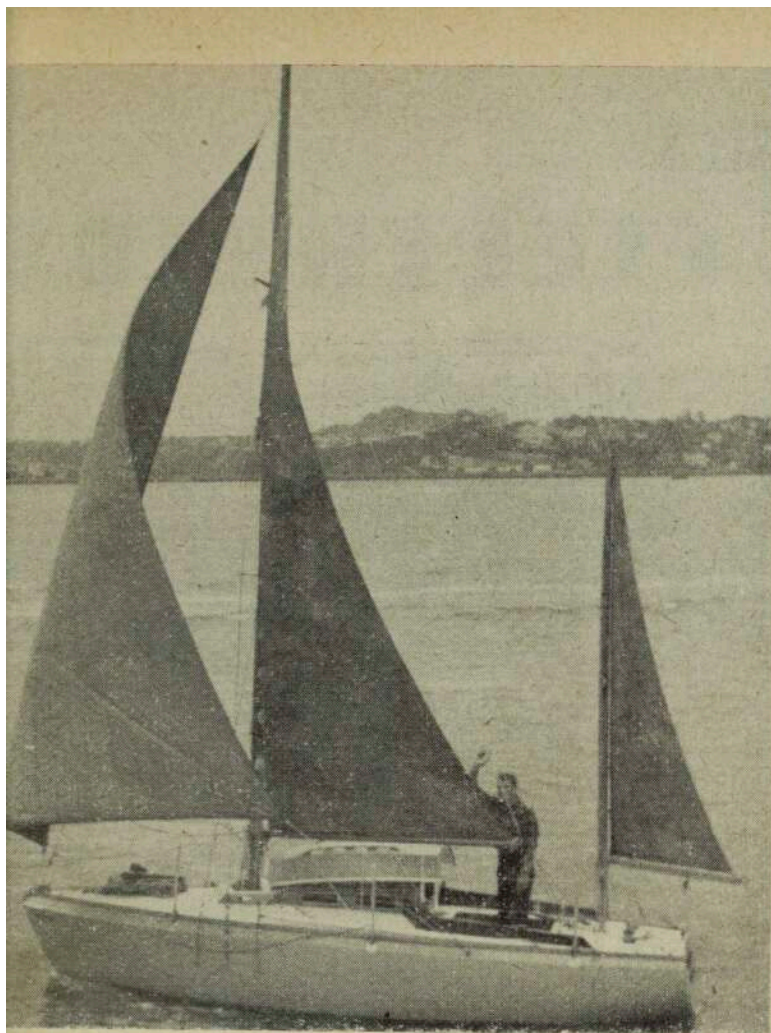
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uzzwell, and "Trekka" (see page 117).
Photo: Sea Spray.

recent cruise was carried out
part of the French contribution
the International Geophysical
(which has now run exactly
months of its 18 months course)
is part of an investigation of
oral and Tasman Seas which
soon be the subject of a
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en Australia, New Zealand
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be in Nukualofa about
14.

re has not been such a degree
public excitement in Tonga
the visit of Queen Elizabeth
he Duke of Edinburgh.

GAZELLE WRECKED: A
men, including the European
r, Captain Axel Evensen,
picked up off a sandy island
Ottilien Reef, Witu Group,

north of New Britain, on June 17.
They had been there since the
57 ft trader *Gazelle* had gone on
the reef on the previous Saturday.
They were taken to Madang in the
motor-vessel *Sorengana* and ap-
peared to be none the worse for
their experience. The captain later
flew to Rabaul where an inquiry
will be held.

Large-scale sea and air search
was made for the vessel after she
went on the reef—and affairs were
complicated for a time when it was
believed that she had gone up near
Lolobau Island which is about 160
miles from Ottilien Reef. This
mistake seems to have been caused
by the very weak signals that
Gazelle was able to put out. She
was located finally by a Mandated
Airlines plane.

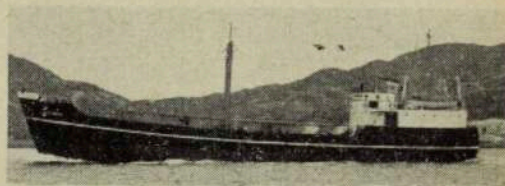
Rabaul shipwright, Francis Choi,
left there on June 19, with a large
quantity of salvage gear, and the
intention of getting *Gazelle* off if
possible, however, after inspection
the attempt was abandoned and she
has been written off as a total loss.

The *Gazelle* was built in Bris-
bane about four years ago, from
the yard of the late C. E. Crowley,
and was designed for the New
Guinea timber trade. She is
owned by the *Gazelle Timber Co.*,
of Rabaul.

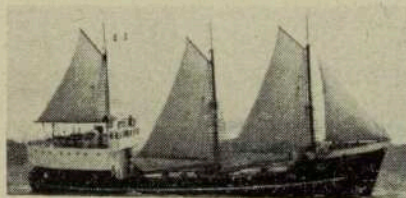
• **BOMBS BLAST WEWAK:**
Wartime bombs are being used to
blast a bigger passage in the reef
off Wewak, New Guinea. This
will still not allow large vessels
to tie up at a wharf—there is no
wharf, anyway—but it will allow
them to get in closer to shore
and allow larger boats to bring
the cargo from the ships to the
landing. (Over)

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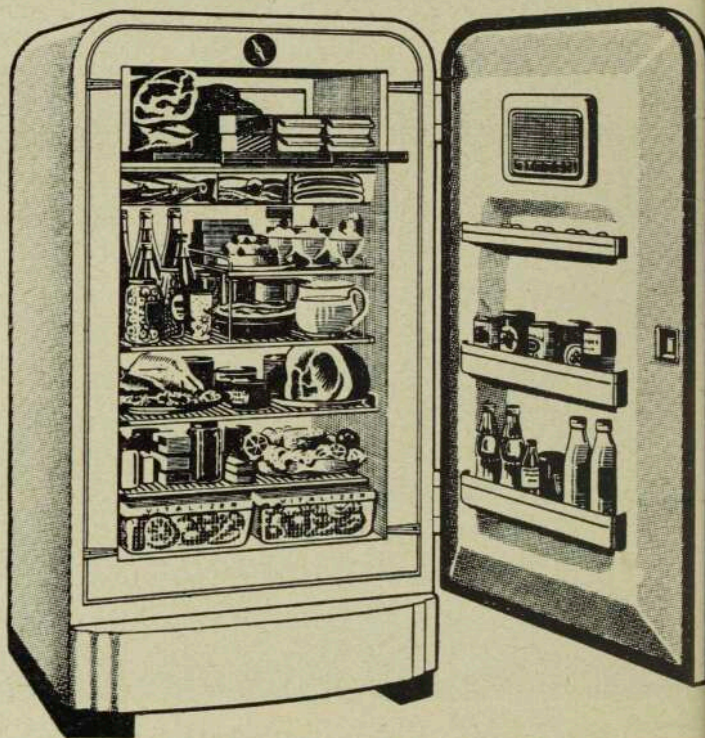
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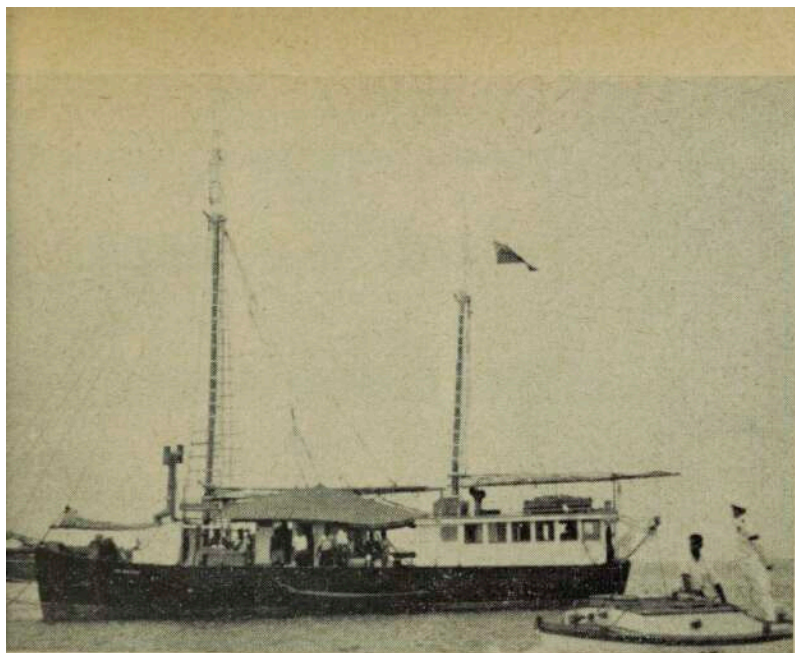
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PHONE BL 5421



well-known Fiji provincial vessel, "Adi Maopa", lost its white paint for the funeral of Sir Sukuna (see elsewhere). Here she is, black to the waterline, photographed off Lakemba. In the launch, Lieut. J. Quinn, of HMNZS "Stawell".

NZ MINESWEEPER'S BUSY IAN CRUISE: HMNZS *Stawell* shed in Auckland on June 19, for a busy cruise to Fijian

ers. At the request of the Denham family, of England, a party was to be inspected and tidied up the

of Fleetwood James Denham, delivering stores to Raoul and. The 16-year-old lad died at sea HMS *Herald*, commanded by father, Capt. H. M. Denham, engaged on survey in the Pacific in 1854. It was the *Herald* carried Governor Hobson to Australia for the signing of treaty of Waitangi in 1840, and presented the RN at this historic

sion. While in Fijian waters, the *Herald* made an emergency trip to Suva to Kadavu on June 2, bring back Mr. W. Goodsir who was seriously ill.

Mr. Goodsir, well-known Fijian agent, is managing director of Kadavu Timber Co. An official party from the minesweeper was present at the funeral of Ratu Sir Lala Sukuna at Lakemba, on June 11.

MISSION LAUNCH OFF AT T: The Melanesian Mission high-rigged auxiliary *Fauabumei*, the gift of the NZ Leper Board, left Auckland on June 19, for her station in BSIP, arriving on June 26.

The vessel, delayed since her launching, more than a year ago, fitting-out problems, was under command of an Auckland boatsman, Mr. Mark Anthony, with a crew of 4.

Features of the vessel are a new mast of tubular steel which

also serves as an exhaust pipe, and copper hull-sheathing as protection against the Solomon's marine borer.

Two sister ships, the *Ozama Twomey* and the *Mala* (native abbreviation for Malaita) *Twomey* are yet to be completed.

• NEW VESSEL FOR HEBRIDES: A new 50-ft islands vessel (so far un-named) has recently been purchased by M. Henri Colliard, of the New Hebrides. The vessel is a new one, built in the yard of Mr. R. Gordon, Sydney shipbuilder, and sold through the agency of Captain W. L. Kennedy.

This vessel has been fitted for the purpose of carrying prospecting

parties and their gear around the New Hebrides—there is currently considerable activity in minerals, especially manganese and phosphate—and the hold-space has been used for this purpose. The vessel could, however, be converted easily to straight cargo carrying.

There is also cabin accommodation for Europeans. The vessel has twin screws, and can maintain a steady 10 knots—a high speed for this type of craft.

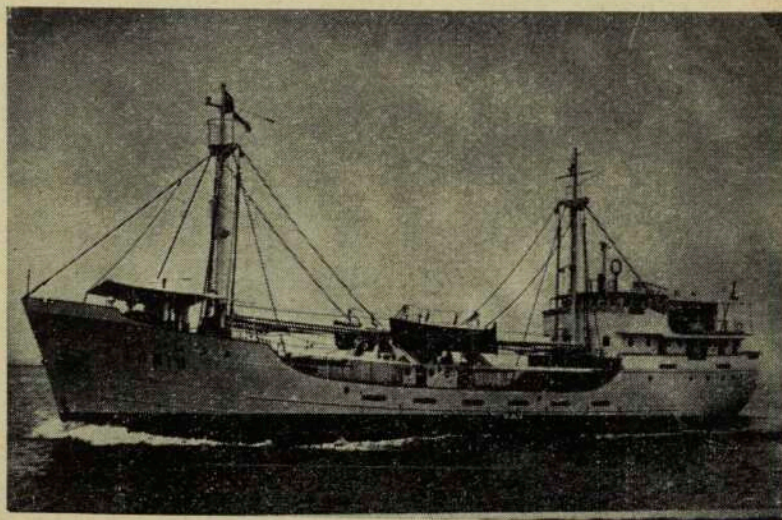
• NEW HONIARA WHARF IN USE: A vessel with the somewhat extraordinary name of *Amonea* (spell it how you will, it still sounds the same) made history in the Solomons recently by tying up at Port Cruz, at the new wharf which is only partly completed. (See Pacific Report, this issue).

Under charter to the Solomon Salvage Co., she loaded 750 tons of scrap for Hongkong after negotiating the hazardous Pelope Shoal at the entrance to the port and came alongside without much difficulty—piloted by local man Mr. J. Symes.

Amonea, previously the NZ *Wainui*, 1,600 tons, is now used in the Far East and sails under the Panamanian flag of convenience.

News of Cruising Yachts

• SYDNEY-NOUMEA YACHT RACE: Bad luck dogged this event. The big yacht *KURREWA IV* was withdrawn before the race as a mark of respect to the skipper, Ronald Robertson, who was washed overboard and lost in incredibly bad weather conditions off Sydney in mid-June. The four other entrants got away on the afternoon of June 28 in the face of another cyclone which was then forming off the NSW coast. In the gales that followed two of the yachts—the 57-ft. cutter *SOLO*, and the small Melbourne sloop *FOUR WINDS*—were so battered that they were forced to retire and beat their way back to the NSW coast. The other two, the 54 ft. UK yawl *KOCHAB* and 38 ft. sloop *MALOHI*, were carrying on in very bad weather conditions. (Over)



The first photograph of Tonga's new "Aoniui", which was due home in Tonga early this month (see page 115).

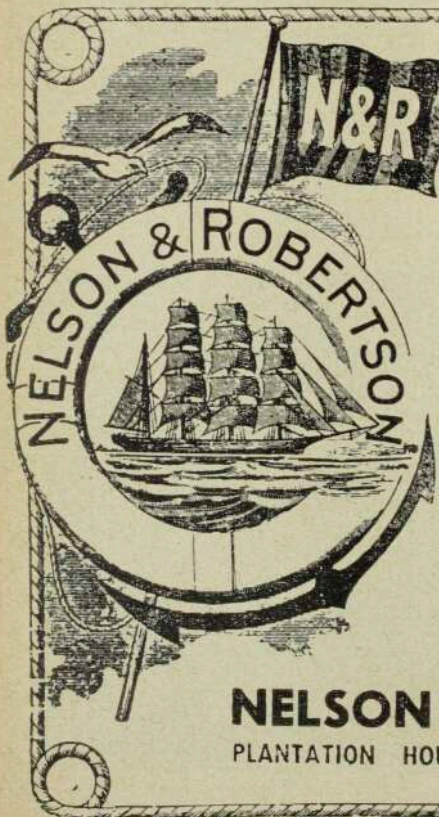


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● **TREKKA**, John Guzzwell's 20 ft. yawl which was thought lost in the first of strallian East Coast June cyclones, ended up unscathed in Moreton Bay, Queensland, on June 15 (June PIM, p. 19). Guzzwell stated that an air-sea search should have started for him automatically and had a new slant on carrying two-way radio which he does not). "I have strong views on it," he said, "but many people radio for help when they don't need it". There is something about that, of course. But not much. Fortunately there are few countries that have yet got to the stage of abandoning the yachtsmen to their fate—although, doubt, many would like to. Sea and drill operates when a yacht is overdue as it did in the case of Guzzwell. It is not to believe that a radio message from TREKKA, when the search was at its height, to say that Guzzwell was still OK, did not have been to advantage.

● **THE AMERICAN COUPLE**. John and Mary Bourke, whose 50 ft. schooner was wrecked off the Queensland coast in the gale that blew Guzzwell out to sea, stated their intention of buying their yacht and continuing their voyage around the world. The vessel was a sturdy and to the Bourkes, but her untimely demise settled at least one thing: It isn't a matter any more whether her name was VENTURA or VENTURER. Throughout her history the yacht has been both, impartially, although the latter supposed to be correct. PIM has stuck VENTURER, except in last issue when we stop-press item we fell for VENTURA. Grant, who is still having skin grafts at an Auckland hospital following the explosion on VE TEGA in the Hebrides this ago, was at one time John Bourke's companion on VENTURER. VENTURER has been in and out of PIM for years, but now departs. We hope the Bourkes will not.

● **NOVIA**, 34 ft. San Diego ketch was leave Auckland at the end of June, this time comfortably stowed aboard veteran Panamanian cattle ship, USHA, following her owners Lee and Gregg home to San Diego. The coal CATUSHA was to bunker in Auckland after loading, at Tauranga, the first of a total of 10,000 head of steers which are being shipped to the North American market. This shipment of live cattle to the States will be worth about \$10,000 to NZ.

● **TE RAPUNGA**, dismasted on passage north to Auckland last December and stranded on the west coast of NZ, Greymouth, has almost completed a repair at that port. Veteran skipper G. E. E. will take the 32 ft. ketch first to Wellington and then on to Auckland, maybe the islands. TE RAPUNGA was in the 1954 Tasman Race from New Zealand with an all girl-crew.

● **PHOENIX**, with owners Dr. and Mrs. Reynolds sailed from Honolulu on leg of voyage back to Japan on June 1. Their route lay near the Eniwetok test zone and there was some question as to whether this would be permitted or not. Finally decided that Dr. Reynolds could do as he liked.

● But not so **GOLDEN RULE**, with its owners Bigelow and Huntington on board. They have been cooling their heels in Honolulu under a restraining order issued by a US court.

● **UTOPIA**, the good-looking 65 ft. yacht and sailed by Mr. Fred Peterson of America, was in disfavour with immigration and customs authorities in Fiji. Instead of first calling at a port of entry, on his way into the Group of Islands, he called at Moala, in Lau, which is not legal. The laws of the group are strict about these things, and are good reasons—one of them being an ardent desire to keep Rhinoceros

beetle out of the copra producing areas of Fiji. There probably is not sufficient publicity given to these prohibitions—but most yachtsmen should know that one cannot these days cruise around Pacific islands without first attending to the formalities. For future reference yachtsmen should know that the three ports of entry in Fiji are Suva, Lautoka and Levuka. UTOPIA has been overhauled and fresh painted at Suva, and will sail for New Guinea and Singapore.

● **RONGOMAI**, owned and sailed by Auckland boatbuilder Roy Lidgard was in Fiji waters for a winter cruise in May. He had a crew of three and was joined in Fiji by his wife who flew from Auckland.

● **FOUR WINDS**, being sailed by owner and skipper E. R. Cross and crew left Honolulu in June after a shakedown cruise. They are heading for Palmyra, Johnson, Fanning, and Canton Islands, then to Tahiti and back to Honolulu by November.

● **JINNI**, with the Schallenbergers aboard left Honolulu on June 14 for Hilo, then on to Tahiti. They plan to cruise the South Seas for a while then on to Australia.

● **NAHRA**, Tahiti ketch, tied up at Honolulu for a while, left for French Oceania on June 14 sailed by Pete and Jo Byam, just newly married.

● **MAHINA II**, to have been delivered from Auckland to Suva (see March PIM) has now been sold to Mr. L. Lysaght of Tauranga, and in early June was sailed to that port where she will be used for local cruising.

● **CUTTY SARK**, 60 ft. v 12 ft. 6 in. x 8 ft. 6 in. Bermudan cutter, will not now make the Island cruise forecast in April PIM, owing to poor health of skipper Burnie Jones, and he and Mrs. Jones will shortly leave Auckland to return to the South Island.

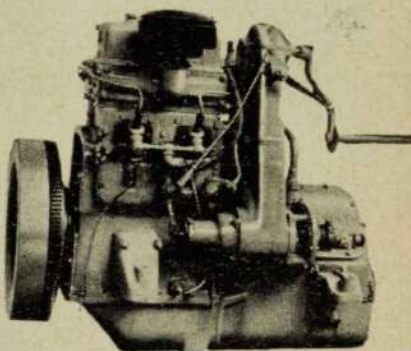
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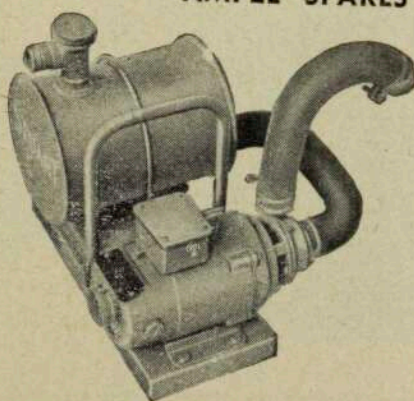
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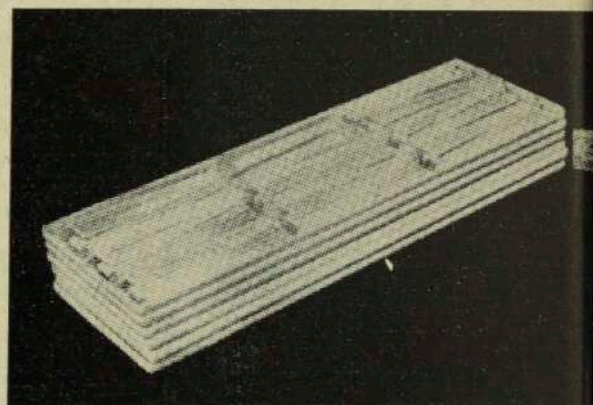
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PACIFIC REPORT

The month's round-up of news and pictures of people and events, from PIM correspondents in the South Pacific.

New Islands Association in NZ

Another Pacific Islands Association has been formed in Wellington, New Zealand. There is one, in Sydney.

Australia, also, are two other organisations, like the New Guinea Women's Club of Sydney, the New Guinea Association of Bourne, which are interested in Australian-controlled Islands.

E. M. Ojala, who was a prominent officer of the South Pacific Commission for some years, now is Food and Agriculture Organisation Regional Economist for the Far East (a UNO post) and that such an Association in New Zealand would be a valuable forum for discussion of Islands affairs—especially in view of NZ's commitments in Samoa and Cook Islands. The new Secretary of the NZ Islands Territories Department, J. M. McEwan, praised the Association and promised the Association full co-operation of his Department.

Leaders of the Indian Community

Results of the general pressure on Indians, to abandon their ancient political customs, and adopt democratic processes so that they may meet the growing Indian community on more equal terms, showing up in unexpected results.

There is the latest voting of the Council of Chiefs, for example. They are the head men of all sections of the 150,000 Fijian community. They meet every two years, to vote for a "panel", from which the Governor selects five Fijian members to sit in the Legislative Council. The votes went:

Mara	351
Edward Cakobau .. .	331
P. K. Ganilau .. .	304
Sa Sikivou .. .	247
Ratu Vunivalu .. .	234
G. K. Cakobau .. .	220
George Tuisawau .. .	161
Dovi .. .	81
Vuiyasawa .. .	73
Mataitini .. .	48

hitherto, it usually has been the duty to give support as a matter of course, to Fijian leaders of any rank. It will be noted that, in this poll, two commoners received many votes, while five men of the chiefly Ratu prefix status

were placed, so to speak, below the salt.

The Governor does not necessarily accept the five men at the top of the poll—he may nominate any of the ten in the panel. The choice will be made by the incoming Governor, Sir Kenneth Maddocks.

The three outstanding younger men among the Fijian leaders now are Ratu K. K. T. Mara, Ratu Edward Cakobau and Ratu Penaia Ganilau. Ratu George Cakobau, who is a direct descendant of King Cakobau, and paramount chief, seems to have fallen somewhat in favour. He has been Second or Third Fijian Member in the Council.

In the voting, fourth place went to Semesa Sikivou, a Queen Victoria School master; followed by a former Fijian member, Ravuama Vunivalu, who is at present Acting

Secretary of the Education Department.

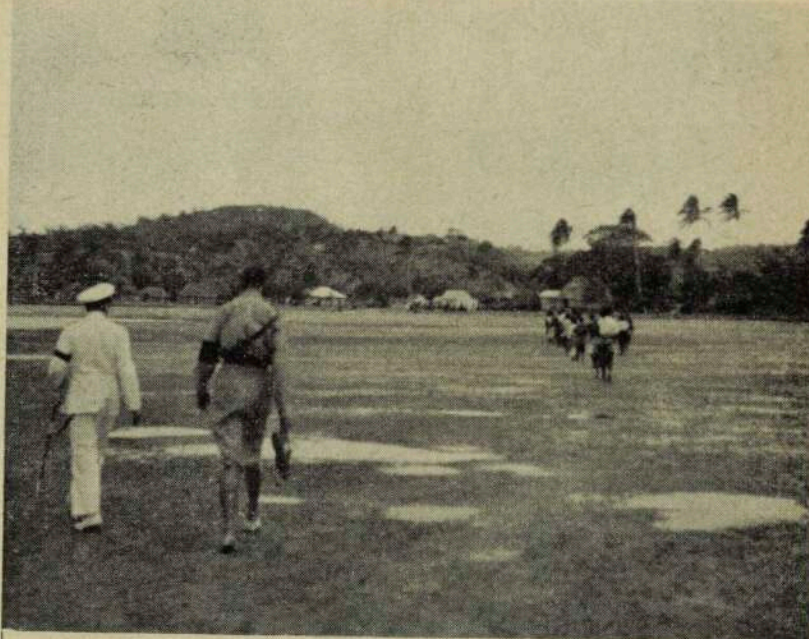
After Ratu George Cakobau (in sixth place) came Ratu George Tuisawau. Two of the late Ratu Sir Lala Sukuna's brothers, Ratu J. A. R. Dovi and Ratu T. W. T. Vuiyasawa filled eighth and ninth places.

Good NZ Money From Tourists and Bananas

Much useful and timely cash was distributed in Apia, and Western Samoa generally, on June 19 and 20, while the Huddart Parker liner *Wanganella* lay in Apia port, and 350 tourists—mostly New Zealanders—wandered about the big island of Upolu.

There were many entertainments in which Samoan dancing and singing were prominent; but the greatest happiness was expressed by both visitors and residents in the shops where large quantities of Samoan artifacts and products changed hands.

The following week, the steamers *Crusader* and *Matua* came in and lifted 50,000 cases of bananas for the New Zealand market. (Over)

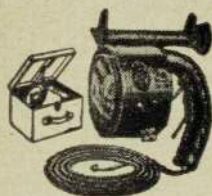


They Walked to Lakemba

When the tide goes out at Lakemba, Lau Group, Fiji, it goes a long, long way, as can be seen from this photograph. Island vessels anchor on the edge of the deep water and there is no way of getting ashore except walk. This is what happened on the day of Ratu Sir Lala Sukuna's funeral, on June 11. The Fiji army officer, shown here, is prepared for the worst and carries an extra pair of sandals. The Navy, on the other hand, is evidently prepared to take it as it comes. Two hours after this photograph was taken, the tide had come in and reached as far as the houses in the distance.

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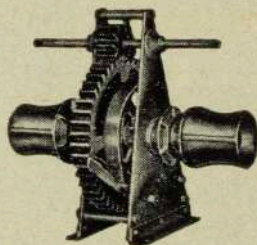


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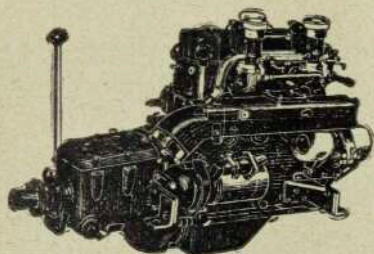
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Can You Supply An Omitted Name?

The help of present and former residents of Papua is being sought by the Port Moresby sub-branch of the S&AAILA, in the compilation of an accurate and complete list of pre-war residents of Papua who were killed in action or died in service in World War II.

It is intended that these names shall be inscribed on a permanent memorial, which the Port Moresby branch will establish in a suitable place in that town.

It should be made plain that the branch is not seeking the names of residents of the former Mandated (now Trust) Territory of New Guinea. Its memorial is for the Australian Territory of Papua, only.

The names already in the list are given below. If anyone knows of any former Papuan resident who lost his life in war service, he should send whatever details he can (name, former place of residence in Papua, in which he served, approximate age and date of death) to the Secretary, Port Moresby Sub-Branch, S&AAILA, PO Box 10, Port Moresby, Papua. The names may include those who died after the war as a result of war service. All claims for inclusion in the list will, of course, be checked by the Committee.

The following are the names now on the list at Port Moresby:

OS, N.	MATTHEWS, Rev. H.
LDIE, S.	McKENNA, T. B.
EWER, P.	MINOGUE, R.
OODBANK, R. A.	MUNRO, R.
UNN, L.	SCHRADER, C. L.
RDEN, K.	SHORT, R.
SSON, J. G.	STOPP, J.
FTON, M.	WILLIAMS, F. E.
YDIN, A.	WILSON, R. J.

Western Samoa's liquid funds, after some strain recently, have recovered perceptibly.

Wing Passions: by Terrigal Economists!

There is a laugh for New Guinea islanders' planters in this extract from the Gosford (NSW) Times of 24:

Members of the Terrigal branch of the Australian Labour Party have recommended that the FEC report to the Minister for Primary Production (Mr. McMahon) against importation of passionfruit pulp. Pulp is produced under slave labour conditions which strongly competes with the Australian product on the Australian market. The branch will ask the FEC to report that the native wage be made comparable to the Australian wage.

The English is shocking, but we see what it means).

The thing need not be taken seriously. It is on a par with similar howls from Australian primary and secondary producers who, for

some reason, argue that if they once begin to produce something, all similar products from other areas should be shut out.

The pattern never varies. The local committee puts pressure on the political machine; the machine gets on the neck of the local MP; the local member gets after the Minister; and, before anyone wakes up, some rank economic injustice has been perpetrated.

The law of supply and demand has been set aside so often in Australia in this way that the whole Australian economy is suffering.

The P-NG Administration polices the passionfruit industry in New Guinea, as it polices most other things. There is no slave labour—the mere suggestion of it raises high officialdom's blood pressure. Under official supervision, Messrs.

Cottee, of Goroka, pay the New Guinea native farmers 2d and 3d per lb for passionfruit. The fruit is washed, seeded, pulped and canned by high-class, automatic machinery—there are only a handful of natives employed there. The sealed cans are flown out to the port of shipment by modern planes, guided by very expensive European pilots. They are transported to America and Australia by shipping companies who provide, for seamen and stokers, wages and accommodation which (the shipowners claim) soon will send them bankrupt.

If the amateur economists and politicians of Terrigal who grow passionfruit cannot compete against P-NG passionfruit under these conditions, they should try crocodile-shooting or headhunting, for a change.

(Over)

If it's a
BETTER RUM
you're wanting ...



127

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Howls at the Fiji Customs Dept.

Big and little liners berth frequently in Suva, capital and chief port of Fiji.

Every so often, there are outbursts of anger, directed against the Department of Customs, because of inadequate, or muddled—or both—arrangements for the handling of passengers, and especially of those who are disembarking, and in a hurry for clearance.

In June, 98 passengers walked off the *Orsova* into confused conditions in the Customs shed. No arrangements had been made to handle them.

The Controller of Customs (Mr R. A. Emery) said he did not have sufficient notice of the large number who would require attention. Actually, he was advised two days previously—but the sacrosanct weekend had intervened, and nothing was done. Critics had much to say. They reminded the Government that Fiji is trying very hard to encourage tourists to bring their money and goodwill into Fiji per medium of ships and planes.

A sin of omission was failure to provide distinguishing letters, to guide the 98 passengers to their luggage. A sin of commission was the arrangement under which the stevedores were breakfasting in the corridor through which the luggage had to be carried.

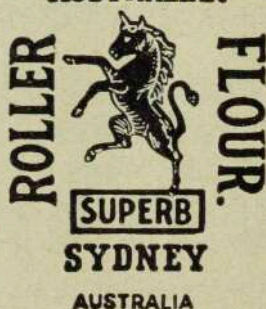
The plain fact is that the chief blame goes back beyond the Customs Controller.

Fiji should have had a Port Authority, long since, to provide suitable wharf accommodation.

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Miss Betty Liu, of Sydney, who has been revisiting Rabaul, her birthplace, and staying with her uncle and aunt, Mr. and Mrs. Chris H. Meen. She was a small child in 1942 when she left Rabaul just before the Japanese invasion.



and Mrs. George A. Haines, after their
age recently in the Methodist Church,
l. The bride, formerly Miss Elizabeth
ard, is a daughter of well-known Terri-
s, Mr. and Mrs. T. G. Kenward, of
l. The Rev. B. Chenoweth, a friend of
family, made a special trip from Kavieng
perform the ceremony. A reception for 100
was held at the New Guinea Club.

rein Customs could function
erly. Instead, there is no Port
ority, and wharf accommoda-
in Suva is gravely inadequate,
both passengers and cargo; and
responsibility for handling both
rown wholly upon the Customs
als.

he gets the impression that
oms are sour and unco-opera-
In the circumstances, one can
ly blame them.

aybe, if conditions continue
ening, and the public howls
y enough, the move to provide
ort Authority and better ac-
nodation, will be accelerated.
due, and overdue. Meanwhile,
one seems to be having a
t at the resentful Customs.

Industrial Land: Suva's wing Pains

Fiji's population grows, so
grows the capital city of Suva;
Suva, as the chief industrial
distribution centre, is demand-
more and better services.
ong other things, Suva wants
land for new industries, light
heavy. More industries, of

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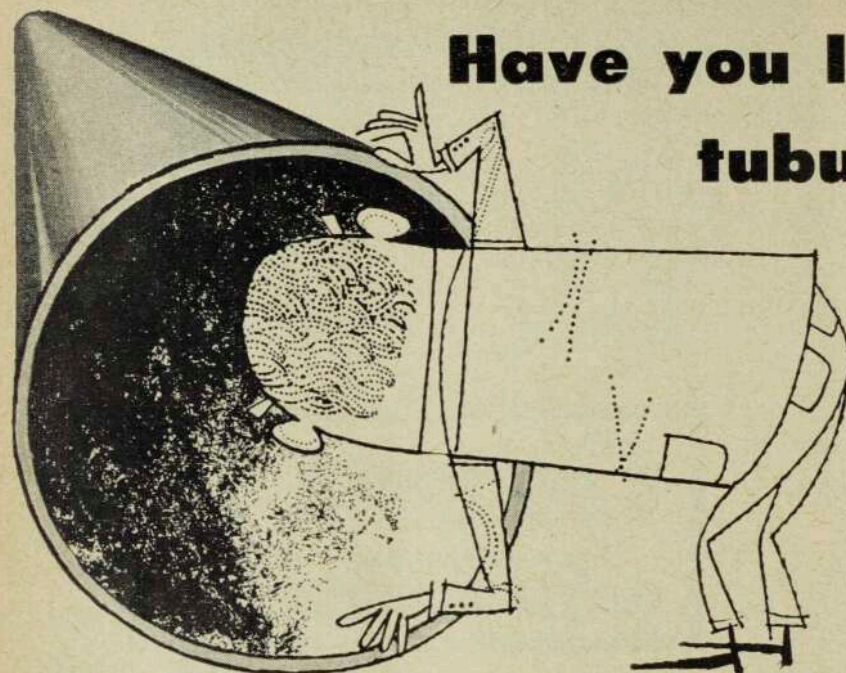


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From London to Papua
Smart people shine daily
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Kiwi puts a gleam on your
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"They're well worn, but they've
worn well, thanks to

KIWI

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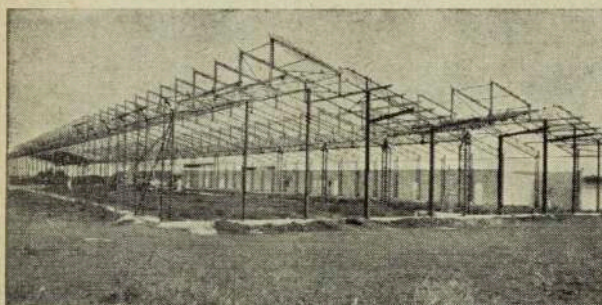


Have you looked into tubular steel?

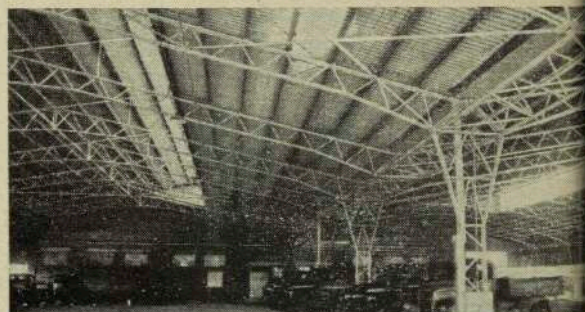
Actually if you **do** look into tube there's nothing much to see

What you **don't** see are all the advantages that tubular steel structures offer . . . lightness and ease of handling . . . strength and resistance to stresses and shock loadings . . . durability, adaptability and economy. Add to these the aesthetic qualities and you agree it will pay you to "look into tubular steel" for your next project. And who better qualified

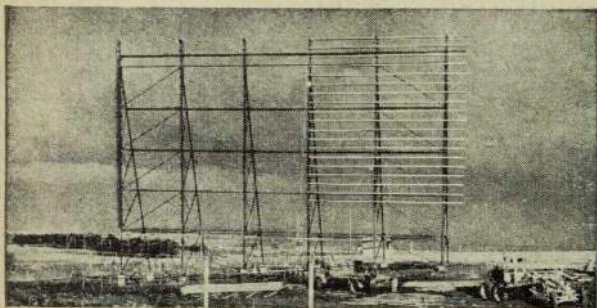
than "Cyclone," with their half century experience in tubular fabrications, to further your plan



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se, mean less need to buy essential goods overseas.

Officialdom originally planned the Walu Bay reclamation—westwards of the docks, which are at the city's southwestern end—should be the industrial

at the Walu Bay industrial area has almost reached saturation point, so it has become a case of finding elsewhere.

The Hume Pipe Co., which plans to set up a spun concrete pipe-manufacturing plant, started a new rolling when it sought permission to have 4½ acres of flat land at Vatuwaqa (to the eastwards, about 4 miles from the heart of the city) zoned for industry.

The Suva City Council, all in favour, and to support the Government's policy of attracting industry from overseas, agreed; but failed to go a stage further. Having there was little suitable land left in Walu Bay area, it decided to re-zone, not 4½ acres, but about 57 acres, which would have



taken care of foreseeable demands for the next 25 years.

But there was a fly in that ointment—or, rather, three flies—in the shape of Cable and Wireless, the Royal New Zealand Air Force, and the Posts and Telegraphs Department, all of which have radio establishments out that way. They claimed that industry at Vatuwaqa would interfere with their transmissions.

Eight or 10 years ago these organisations set up installations worth about £70,000; so, if they were to be shifted to make way for industry, someone would face heavy compensation claims. The

Desire Katevinica and his new Rex Theatre in Noumea, New Caledonia, which replaces an old one of the same name destroyed by fire in 1956.

Emphasis has been placed on making the building as fire-proof as possible; and in giving the theatre the most up-to-date appointments and projection equipment.

Katevinica, who served with the Free French Forces during the war, first went into the theatre business with three open-air picture shows made from war-surplus material.

17 Years—Still Going Strong

The annual general meeting of the New Guinea Women's Club of Sydney, will be held in the Feminist Club Rooms, 77 King St., Sydney, on the morning of July 24.

The Club has been in existence now for 17 years, which is getting on for being a record for this type of institution, and in glad years and sad years, it has been dispensing hospitality and help to all comers.

Recent activities have included an American morning tea (at which £14 was raised for Club funds); and a memorial service on July 3 for those who were lost in the "Montevideo Maru" 16 years ago.

Papua-New Guinea visitors to Sydney are always welcome at the Thursday morning King Street gatherings of these cheery women.

Director of Lands, Mr. D. T. Lloyd, at a conservative estimate, put this down at about £100,000.

So the fine Vatuwaqa plan went by the board. The Hume Pipe Co., unable to wait any longer, decided to set up on a site at Lami (outside the city limits, to the westwards, beyond Walu Bay).

The City Council really tried to avoid "spot" zoning—industry dotted here and there throughout the city—but its efforts have come to naught. There does not seem to be any suitable flat land anywhere inside its boundaries, unless a possible 10 or 12 acres reclamation at Walu Bay.

Suggestions have been made that Nausori (over 12 miles away) or some of the flat land out between Suva and Nausori, could be developed. The drawback there is the distance from the wharves, and lack of suitable roads to carry heavy transport.

It seems that the Government and the City Council will have to work in close collaboration to find a suitable area, otherwise it will be a case of "spot" zoning in the future. And in a well-ordered city that should not be allowed.

Where NZ Soldiers Fought the Japs

When the New Zealand 8th Army brigade withdrew from Mono Island, Treasury Group (south of Bougainville) in mid-1944, it left behind a church built of local material, as a gift to a few score Methodist natives there. This replaced a native church which went up in flames in October, 1943, when a small Japanese garrison was ejected by the New Zealanders.

This year the NZ-built church has been replaced by one built by the Islanders. It contains furnishings from the servicemen's church, and notably brass tablets carrying the names of NZ soldiers who died at Mono. The bodies of the latter eventually were re-interred at the NZ war cemetery near Bourail, New Caledonia.

About 50 New Zealanders and



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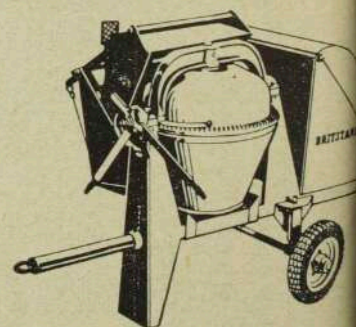
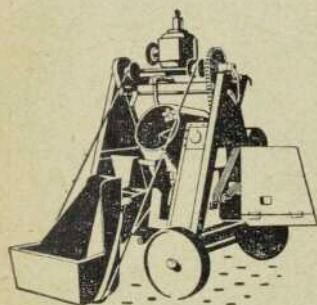
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Americans were killed at Mono. Men were helped by the Mono. In 1943, when Allied forces were king towards Rabaul and Truk, little-known Treasury group aimed strategic importance. After Allied occupation of Mono in October, 1943, the sheltered Blanche, between Mono and Stirling Islands, was used as a base for American naval craft to cover the ding on Bougainville. A hastily-constructed airfield on Stirling and was used by aircraft bomb-Rabaul early in 1944.

Quel to Mormon asion of Samoa

he recent decision (PIM, June, 37) of the Samoan Government restrict the immigration of Euro-missionaries into Western Samoa to one missionary for every adherents of his denomination, of teachers to one teacher to pupils of religious schools, has to a heated controversy in the mns of the Apia weekly news-er.

he new regulations (which nt only an enforcement of ex-g laws) were issued when, in nt months, a large number he 120) of young Mormons of a sexes arrived in Samoa and ted a vigorous house-to-house paign amongst Samoans and peans in the outside districts polu and Savaii. They tried to ee people to join the Mormon ch.

present, more than 75 per of the population adheres to London Mission Society and the odist Church, and a further er cent. to the Roman Catho-Church; while only 5,000 (or 5 cent.) are Mormons.

somewhat similar situation has n in New Zealand, where the rches are vigorously opposing methods of the Mormons in ng proselytes amongst ad-ts of the old-established de-nations.



and Mrs. John Hodson sign the Register their wedding in Rabaul Methodist Church ly. The bride was Miss Beryl Joan ht. Photo: Larry Chin.

There Was £2,100 in That Collection Box!

In a large, high-roofed building, thatched with leaves, on May 23, in Roviana, New Georgia, Solomon Islands, hundreds of Melanesian people sat on the floor clutching little packets.

Patient and still, they sat there for 2½ hours, while six village leaders described the benefits New Georgia had derived from the Methodist Mission. Between speakers, village choirs sang, some in English.

Fifty-six years before, on that day, the Methodist Church estab-

lished that mission station at Roviana. A little later there arrived the redoubtable John F. Goldie, to face up to some of the most unpleasant savages in the Western Pacific.

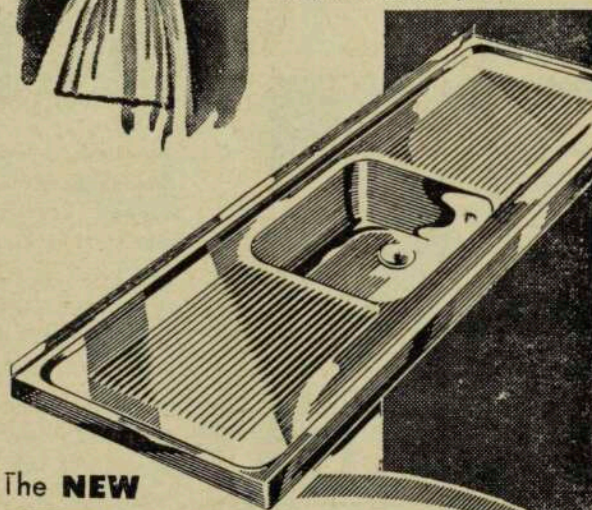
For nearly 50 years, undeterred by sorcery and filth, disease and discouragement, Christian Pioneer Goldie laboured in that unenticing vineyard. He is dead now; but if his spirit hovered over that place on May 23, he must have felt that his half-century of struggle and sickness and heartbreak were not in vain.

When the anniversary celebra-tions were over, and the long-dis-tance native preaching finished, the

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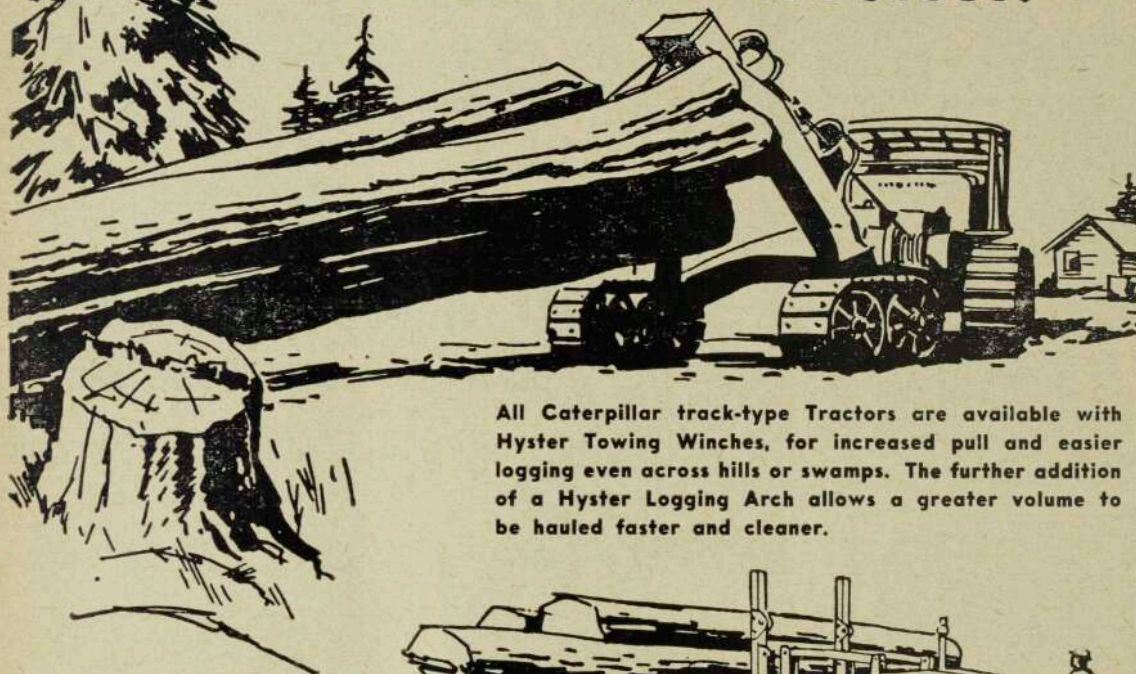
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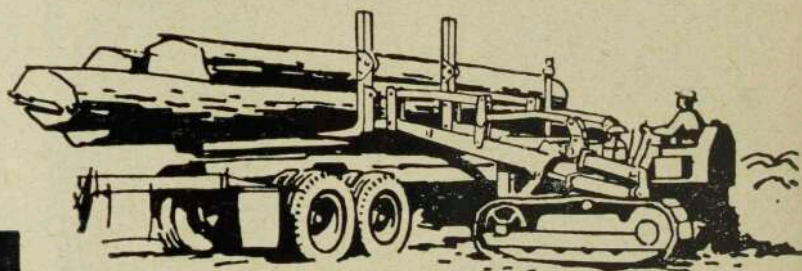
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STRIPED SAILS IN HUON GULF

A lot of time and money has been spent exploring the why and the where of New Guinea Territorians drinking habits—and it has even been said on good authority that they drink too much. Be that as it may, we can prove that one lad spends his spare time and money doing something else.

This beautiful catamaran, with the striped Viking sails, built to specification, and gleamingly varnished, is the first of its kind to be seen in local waters around Lae, New Guinea. It was built by Mr. Ken Finlayson, at a cost of about £300, and hours of spare time.

With all the ceremony due to such a fine craft, the catamaran was launched recently from Voco Point, and a bottle of lemonade broken over her bows. Like a true lady, she glided into the water without a hitch and settled down to some smooth sailing, slipping through the water with her proud owner at the helm, and one passenger at the time. A queue quickly formed, and all present had a spin round the bay, coming back with nothing but praise for the lovely craft.—P.R.

le of 30 villages filed through church, to deposit their gifts in the Mission in little bowls, awaiting them there.

less how much they subscribed and remember that these are Melanesian folk, with a subsistence economy. The total was 0. From its appearance, much cash had been saved, penny by penny, and painfully, over a time.

native leaders told the Methodist visitors that they had to wholly maintain the European mission workers in the field by 1962.

1942, when the Japanese overtook the Solomons, they built an important airfield at Roviana Lagoon right alongside the Methodist Station—in fact, the station buildings housed the Jap air-
When the tide turned, the Americans used every weapon they had to blast the Japs out of that island. There was not a vestige of

Mission station left when the battle of Munda was over.

The Methodists—still led by the redoubtable Goldie—were back there long before the surrender in Tokio Bay; and—unlike May 23, 1902—the eager natives came in hundreds to greet the missionaries. New Zealand Methodists raised no less than £100,000 for BSI mission rehabilitation.

After the gift of £2,100, there was dancing. Old hands noted that these were not Solomon dances—they were dances introduced long ago by the Tongan and Fijian teachers brought in by the Methodists.

There was feasting, and there was a concert that lasted four

hours. In that programme, there was a tableau, displaying the skill of native carpenters, motor mechanics, clerks, storekeepers, sailors, schoolboys.

Mission work in the primitive Islands often is tough and discouraging—but when the chance comes to review the work of 53 years, the worth-while reward comes more clearly into sight.

Islanders Spread Across NZ

So numerous are the people from Samoa, Rarotonga and Niue, now residing in New Zealand, that they provide a considerable section of

Some day, your Executor Must take over...



As your Executor must accept full responsibility for all your assets—including property and investments—only efficient, untiring Executorship will stand between your family and costly mistakes in administration. But have you complete confidence in the future ability of the Executor named in your Will? If you have appointed an old friend, it is high time to review your decision.

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The advertisement features a large box of MacRobertson's Columbine Caramels at the top. Below the box, three children are depicted: a girl on the left holding a sign that says "COLUMBINES FOR ME!", a boy in the center holding a sign that says "COLUMBINES FOR NOURISHING ENERGY", and a girl on the right holding a sign that says "COLUMBINES FOR CREAMY CARAMEL FLAVOUR". The box itself is labeled "MacRobertson's COLUMBINE CARAMELS". At the bottom left, there is a small logo for "M.R.T. 310". At the bottom center, it says "Made by" followed by "Sole Agents: S. E. Tatham & Co. Pty. Ltd., 178 Collins Street, Melbourne, Australia." At the bottom right, there is a large logo for "MacRobertson" with the tagline "THE GREAT NAME IN CONFECTIONERY".

Chalmers Appeal

thaniel Stuart Chalmers, 68, July 4 won his appeal in the Supreme Court, against a sentence of six months' imprisonment. Chalmers, who is president of the Fiji Kisan Sangh, was sentenced in Sigatoka Court in March having fired at, and wounded, a woman, with intent to do grievous harm.

The appeal hearing lasted less than an hour, compared with the days it took to hear the case in the lower court. It became apparent early that the Chief Justice (Lowe) did not think much of the Crown case.

He made several remarks criticising the magistrate's judgment, and announced that he would give reasons for his decision later.

One remark was that the magistrate's judgment was "inadequate". The conviction, and successful appeal, created wide interest in Fiji. Chalmers is well known as a colourful character.

Big-Scale Rice- Growing in P-NG

An investigation to determine whether Papua-New Guinea could be self-sufficient in rice production was concluded in June by S. Christian, an officer of the Commonwealth Scientific Industrial Research Organisation.

He said the problem was compounded by the need to find the combination of soil, climate and water, for successful rice-growing.

Christian toured almost all rice-growing areas in the Territory and said it would be

It Wasn't Expected of the Navy

Residents of Honiara, BSIP, who on Queen's Birthday week-end were pleased to see RN sailors marching "for the first time in the Solomons in 50 years", didn't go on being pleased with the sailors for very long. Later in the week-end some of these lads from HMS "Cook" almost took the local hotel to pieces, and generally made themselves unpleasant. They broke up the furniture, and attacked the licensee. Local native policemen, not being used to Europeans who act this way, couldn't cope. A Naval shore patrol was called and did not fare much better.

But a Honiara correspondent, writing about the incident, says the boys from "Cook" are not all hooligans; the ones he had to lunch were all nice blokes, who deplored the behaviour of the two or three trouble makers.

many years before the Territory would be producing rice on a large commercial basis. He will report to the Minister for Territories (Mr. Hasluck).

The Territory at present produces only 2,000 tons of rice, and imports 17,000 tons.

Surveying the Solomons

The British Solomon Islands is the first territory in history to have a bathymetric and a magnetometric survey simultaneously. This was done by HMS *Cook*, the RN survey ship, which goes about its business with an experimental proton magnetometer towed 500 feet behind the ship. It was equipped with special gear by Mr. Fred Gray, in New Zealand last February.

A Gray magnetometer has been tried ashore on San Jorge in the BSIP and has speeded up work by about six times. What is more, it can be operated by Solomon Islanders under supervision.

(The details given by our correspondent are technical and not altogether clear to the layman — except that a good job is being

done in the Solomons. He concludes by adding this note: "I see that the Russian ship that touched Australia made a song and dance about its magnetic survey. It is high time that something be said about our own people, and the RN quietly doing its job up here.")

Fiji Has a Second Air Service

A Piper Super-Cub and a Cessna 180 amphibian will shortly form the basis of a new air charter and taxi service in Fiji.

Former Fiji Airways pilot Brian McCook is the boss, working with former Fleet Air Arm pilot Donald Nairn, who has been operating a similar service in New Zealand.

The two men have formed a new company, Air Viti, Ltd., which will use the aircraft for air charter work, aerial photography or flying instruction in any part of the Colony where work is to be had.

The Piper, a 1957 model, will carry the pilot and one passenger—the Cessna will carry three passengers (one next to the pilot) and their luggage.

Headquarters will be at Nausori airfield, where a hanger is now being built. The new service will begin operation as soon as it is completed.

Lots of people in Fiji have been making inquiries from McCook about flying instruction.

McCook is a qualified instructor, and Fiji has no flying club—but it seems many people want to learn.

Whether or not they take advantage of the instruction remains to be seen—for many Islands territories have found before today that when it comes to the point they cannot support air taxi services.

The men who operate the aircraft have to keep them flying, and flying hours—not promises—make these services economic.

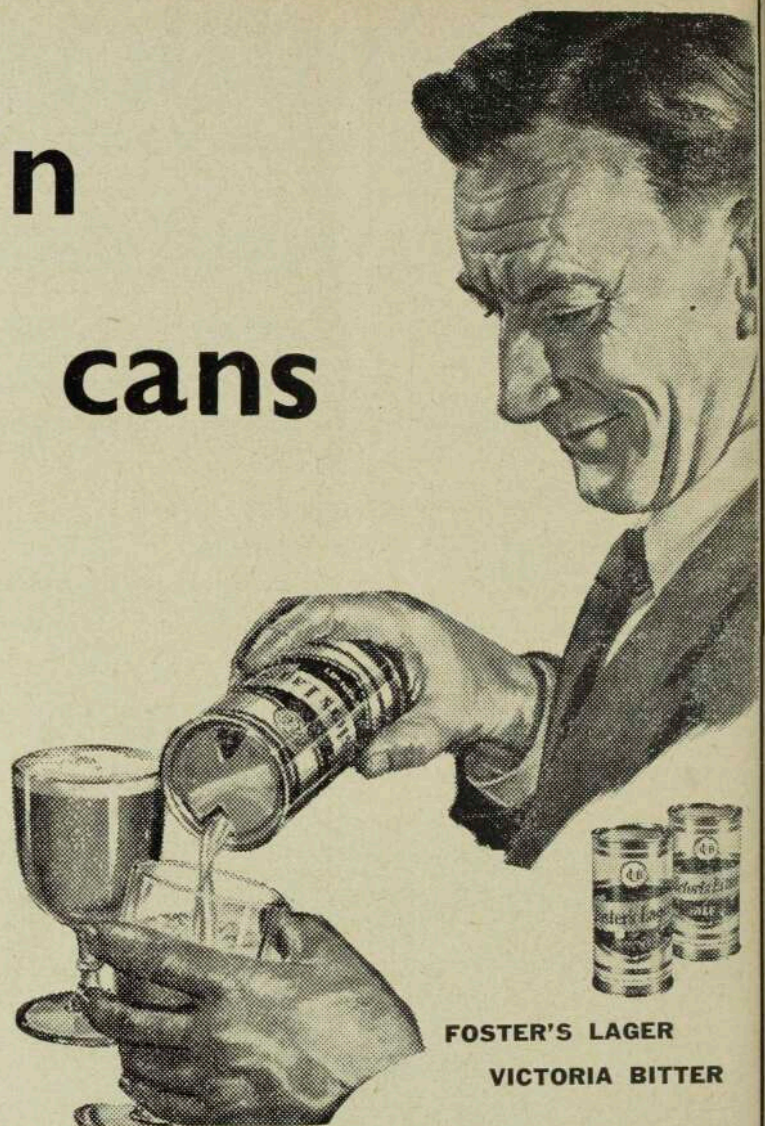
The Fiji tourist industry, including some of the more popular hotels, say they have their eyes on the new venture, because every now and then Fiji is visited by a party of tourists richer than the average, who seek to charter an aircraft such as McCook's—and find there is none available.

The test now will be—will there



R. PAUL (left) left Sydney for Tanna, in the New Hebrides group, with his wife, on the "Tulagi". Their son, Bob, is a trader and planter there. Although Tanna is not a port of call, the "Tulagi" made a stop there to allow Mr. and Mrs. Paul to disembark. S. D. MANN (centre) also sailed from Sydney on the June "Tulagi", for Santo, NH, after the death of his wife. She lived there with her husband for four years up until 1950, when he died. S. E. SHEEHY (right) was bound for Vila on her first trip to the Islands. She will visit Hamlyn Harris.

beer in handy cans



Enjoy the convenience of beer in cans. **HANDY CANS** are ideal for all occasions, especially out-of-doors, because they're light to carry, compact, and unbreakable. **HANDY CANS** are quick to chill, too, and retain all the world famous flavour of Foster's Lager and Victoria Bitter. You'll like them.

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W. R. Carpenter & Co. Ltd.,
Morris, Hedstrom Ltd.,
Nelson & Robertson Pty. Ltd.,
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They'll Be Moving to Moresby

When Super Constellations and later jets begin using Port Moresby airport at the beginning of next year, it is inevitably going to mean a new centre of gravity for air matters in P-NG Territory.

To date the air centre has been Lae. From next year it is going to be Moresby, and plans are already in hand for shifting Qantas headquarters there. Lae cannot take the big planes on its present strip and the plan to build an international-sized strip at Lahang has apparently been shelved. The new planes and the new air centre will have advantages—and some disadvantages.

The bigger aircraft will carry in one trip the same number of passengers as the present five or six masters per week. This means less frequent mails and freight.

To counteract this, to an extent, there will be one plane on the Hong Kong service calling at Moresby per week. But, in case Territorians get enthusiastic about this, they are warned that it will probably not be used to pick up passengers, as the service is usually fully booked from Australia.

Of course, by then, P-NG may not be depending on Qantas entirely. The Australian Cabinet is to consider whether the Sydney-New Guinea route should have another operator—and the negotiations are supposed to be taking place soon.

ough rich tourists to make it a McCook's while?

s of people in Fiji are hoping and not the least of them is McCook.

ing Value in Grade Phosphate

When the Australian farmer gets another ton of "super" he doesn't think much where it comes from and that some day it may be available at all, does not enter his head.

At the end of the phosphate deposits on Ocean, Nauru and Christmas Islands can be foreseen—it is a matter of decades, not years.

There has been considerable activity, therefore, in the Pacific in recent years, around those islands where low-grade forms of phosphate rock are known to exist or where good grade is present, but quantities hitherto believed commercially unimportant.

On the scientific side there is also activity, and new ways of treating the lower grade phosphates are being investigated.

Phosphatic deposits were found on Bellona Island, in the BSIP, two years ago and detailed examination has shown that although some of this is similar to Ocean Island deposits, much of it is of a type containing oxides of iron and alumina which cannot

be treated with sulphuric acid and turned into the superphosphate that the man on the land needs.

It is understood that Australia's CSIRO is giving this phosphate its attention. Australia holds the prospecting licence covering the Bellona area—and is holding on to it, evidently in the expectation that its scientists will ultimately be able to perform the necessary miracle.

A couple of months ago, an Australian party under Geologist W. White, in the New Guinea vessel *Kokoda*, visited a number of small islands in the Solomons group—including Santa Ana, Santa Catalina, Santa Cruz, Gower and Ramos.

Better Cocoa By Legislation

The much discussed, proposed Cocoa Ordinance had its preliminary airing in the P-NG Legislative Council in June—and then was adjourned until the next sitting of Council, in September. The adjournment was to give Members time to study the bill thoroughly.

In its present form the proposed ordinance provides for the inspection and grading of cocoa beans before they leave the Territory—and a fine of £100 if anyone tries to export them without having this little formality attended to.

The bill is designed to improve quality of NG cocoa beans, and was discussed at some length when cocoa producers and Australian manufacturers met in conference in Rabaul a few months ago.

The intention of the measure is, of course, admirable. But when an admirable intention gets translated into legalities the result is not always what every one wishes—and

that, according to the experts, could be the fault with this piece of legislation also.

It's No Green Bay Tree, but—

The select committee of the Papua-New Guinea Legislative Council, which was set up and did a great deal of work a few years ago to produce a report which showed Authority how the Council could be improved, but which was completely ignored, must be delighted to know that one of the tiny seeds that it scattered in that barren soil has had a delayed germination and is showing a shoot of green.

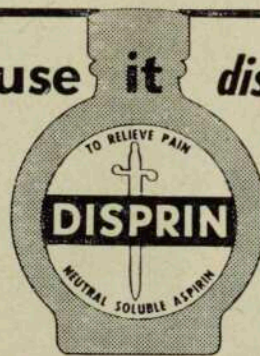
A number of native observers will attend the next meeting of the Legislative Council. They will sit in the public galleries and be accompanied by interpreters, and generally "observe" how the Council functions—from the rear, as it were.

The Select Committee had something more advanced in mind. It



Miss J. Wilks married Mr. A. Stephenson at end of May, in Port Moresby. Photo shows them after their wedding which was in Taurama Chapel. —Papuan Prints Photo.

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... and is far less likely to cause stomach upset

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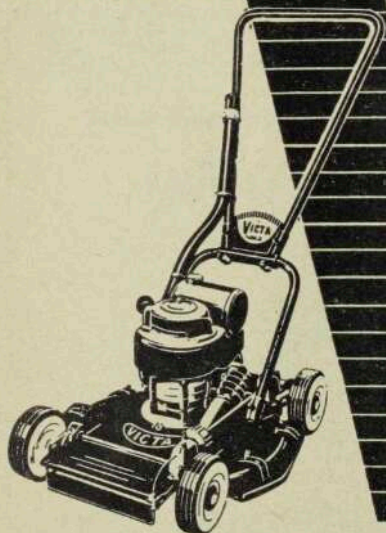
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VA10

sted that the observers sit in
oil and take part in debates
not vote. The Committee, in
ing the suggestion, was no
depressed by the little real
tribution the three nominated
e members now actually make
ouncil deliberations, and sug-
observers as an apprentice-

purpose of the Legislative
oil is obscure enough to Euro-
observers at times. What
people will deduce from it,
difficult to say. This new
e can therefore be regarded
ore than "a step in the right
ion"—wherever that direction

Skeletons on Henderson

human skeletons were found
ly in a cave on the west coast
nderson Island, by a party of
ners, who visit uninhabited
erson every few months

y appeared to be skeletons
r men, one women and one
but they were so old that any
r identification was not pos-
No article of any kind was
to give a clue to the history
people—who they were or
they got there. There were no
of foul play.

Fiji officials who are re-
le for Henderson and Pit-
instructed that the skeletons
ied.

Pitcairners usually land on
st coast—they had not visited
st coast cave for 40 years.

Alian Trade Now ally in Fiji

as been pointed out in this
on occasions in recent years
ere should be an official rep-
itive in Fiji of the Australian
ment of Trade.

alian Trade officials are
ined in many places which
enjoy one-half of the ex-
of goods and money that
between Australia and Fiji.

alia's Trade Commissioner
Zealand (Mr. H. C. Menzies)
Fiji at the end of June, and
ere announced that two
of Qantas (the Common-
owned air service which has
ught Fiji Airways), Messrs.
gan and W. R. Clarke, would
orth act as official corre-
nts of the Australian Depart-
f Trade.

enzies announced also that,
ew Zealand, he would visit
r times a year; and he said:
pe to increase trade in both
ns between Australia and
ad to encourage investment

MM Charters Instead of Building

Making its first call at Sydney
for Messageries Maritime, in July,
was the 8,000 tons d.w. *Melanesian*.

On charter for an indefinite period
from Italian owners, the vessel,
carrying cargo and passengers from
Marsailles through the Panama to
French Oceania, Noumea and Syd-
ney, will share the task with the
two MM vessels, *Tahitien* and
Caledonien.

MM announced last year that it
was building a companion to
Tahitien and *Caledonien*—but it is
understood that this plan has been

temporary abandoned. Hence the
introduction of the Italian vessel.

P-NG Plan For Native Foresters

Papua and New Guinea hope to
be training native forestry workers
at Bulolo in 1960, according to an
official statement.

Natives will be taken from
schools throughout the Territory
and will attend comprehensive
courses which will include survey
work, estimation of timber quant-
ities, identification of timber, silvi-
culture, supervision, staff re-
afforestation and logging. (Over)

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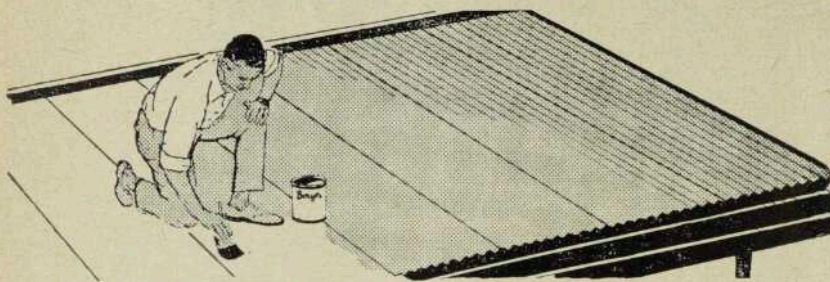
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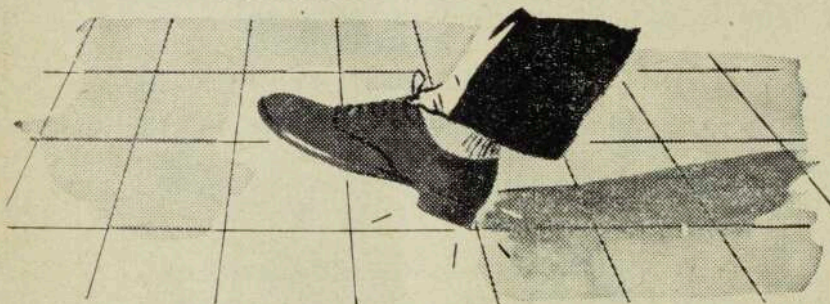
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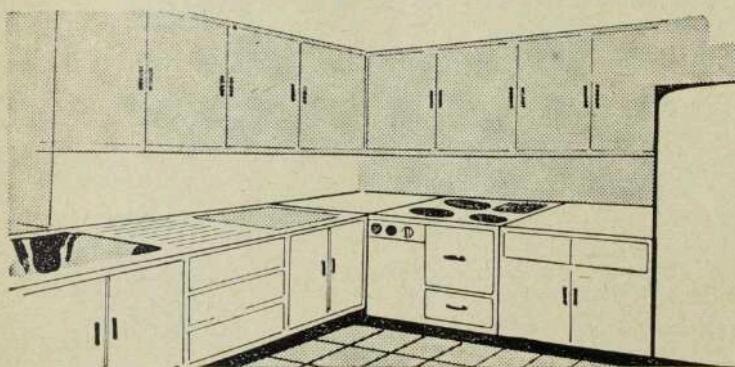
Made to be walked on!



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, benzine or kerosene.



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The Biter Has Been Bit

New Zealand of all countries cannot afford to permit a charge of butter dumping to stand, editorialised a NZ newspaper in June. And they can say that again.

New Zealand has been complaining bitterly about the loss of her JK butter markets to Scandinavian and other countries—then suddenly finds herself in the dock, on a similar charge.

The Rewa Co-Operative Dairy Co. Ltd., on behalf of the Fiji dairy industry, are the accusers. The Fiji Government has been asked to licence imports of butter and ghee. Fiji once had a small butter export—but for a long time was not able to cope with home demand. Enthusiastic exporters in Australia and NZ then rushed in to fill the vacuum.

New Zealand complains that whatever else she has been doing with butter, she hasn't been dumping, because that implies selling for less than home price.

Fiji, who is anxious to keep up banana exports to NZ, might have used butter as a bargaining point. Figures show that Fiji, last year, still sold almost £1 million of goods more to NZ than it bought; while Australia sold millions more to Fiji than it bought.

Looking into our crystal ball we would like to predict that there will be interesting doings in Pacific trade in the coming year, with dog important on the diet-chart of other dogs.

was hoped to train about 15
es each year; and Bulolo was
en because it is already the site
large timber industry, with
estation.

present, Papua and New
ea have 750,000 acres of timber
r control of the Forestry De-
nent, and it is hoped that in
ears, 10 million acres will be
dedicated forests.

Other New Industry (es) for Fiji

e manufacture of spun concrete
was commenced by Hume
stries (South Seas) Ltd., in
Fiji, on July 2; and it was
ted that the new factory
d be fully in operation by July
aking pipes of all dimensions
Fiji and Islands trade generally.

Access to Stand for Murder

June 15, Mrs. Veia Love
y, daughter of a Cook Islands
ess, was committed to stand
for the murder of her 8-year-
daughter, Blondie Takau, who
in a Calgary, Canada, hospital
April 7. (See Pacific Report,
PIM).

Moves for Tahiti-Tahiti Air Link

Tahiti-Hawaii air link is
being discussed, this time by
ian Airlines, which hitherto
een interested only in domestic
in its own group.
vavian Airlines, which has

several aircraft but no rights to
the Tahiti service, has had an offer
to merge from South Pacific Air-
lines, which has the rights, but no
aircraft. (SPA purchased Solents
for the service, and after years of
trouble had them passed by the
US Civil Aviation authorities. Then
came the UK take-over of Christmas
Island for bomb tests, and SPA was
out. Presumably it disposed of the
Solents).

HAL has been operating in Hawaii
for 29 years and at present owns
four Convairs, eight DC3's and one
DC6B.

Negotiations are now going on
between the two companies—and
with the French—to see whether
the service would be worthwhile.

A HAL DC6 has just made a
quick visit to Fr. Oceania, loaded
with company officials, to have a
first-hand look.

Also aboard were the head of the
French Tourist Office in San
Francisco, Mr. Georges Teremel;
the French Consul in Honolulu, Mr.
Max Pilliard; the Governor of
Hawaii, William Quinn, and Mrs.
Quinn; three men interested in
hotels in Tahiti, Mr. Spencer
Weaver, Mr. Fletcher Kettle (rep-
resenting C. F. Rehnborg, who is
also connected with some hotel
schemes in Fiji), and Douglas
Fraser (a millionaire in real estate).

Author James Mitchener and his
wife went along, too (according to
reports, Mr. Mitchener is interested
in writing a book on Pacific naviga-
tion).

What they saw, apparently they
liked.

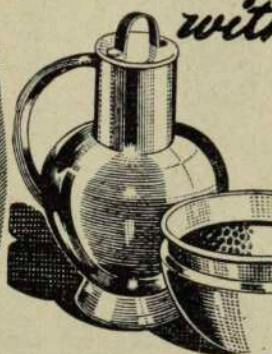
But the situation is not likely
to clear for another month, for
there are some problems to be
solved yet—particularly problems of
French finance, which are notori-
ously complicated these days.

Should the scheme work out,
HAL is planning a weekly service
with the DC6B between Honolulu
and Borabora (which is big enough
to take the aircraft).

The flight would take 10 hours,
with 16 first-class seats and 60
tourist.

HAL is interested in the TEAL-
Qantas deliberations over the

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the Brasso shine, with
its rich mellow gleam.
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the shine lasts longer.

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horsepower

with up to

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miles per gallon

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ure of South Pacific routes, be-
use it would get a share of that
rket, too—as well as feeding
sengers through to Fiji, NZ
Australia.
t would be a more interesting
ursion for those with the extra
h.
AL experts have, in fact, even
to figuring out what it might
America-bound passengers who
fer to get to Honolulu via Tahiti,
ead of taking the dull run from
li via barren Canton.
he answer is \$109 more.

Los will be Australian Shop Window

n Australian Trade Mission and
lay ship will visit the Far East
ards the end of this year to
note Australia's export trade.
he Australian Exporters' Federa-
is sponsoring this "floating"
sion and display which will be
first of its kind to leave Aus-
a.
ne Federation's promotion is
g undertaken with the co-
ation of the Swedish Principals
ne Australian-West Pacific Line,
eriaktiebolaget Helsingborg, and
Australian Agents, Wilh.
helmsen Agency Pty. Ltd.
ne Shipping Company is making
able all passenger accommoda-
and space for trade and
strial exhibits on the MV
s during its normal voyage to
Eastern Ports in the Philip-
s, Hongkong, Japan, China, and

the Pacific Islands—leaving Aus-
tralia late October.

A selected group of leaders of
commerce and industry will travel
with the *Delos*. They will represent
important export fields: iron and
steel; heavy industries; hardware
and metal processing; wool and
wool processing; meat; dairy pro-
ducts; and other primary and
secondary productions. Space will
be available on the ship for the
display of Australian export goods.

They Like Their Beer Canned

Carlton & United Breweries Ltd.,
Melbourne, advise that more than
two-thirds of its output of canned
beer is being absorbed by interstate
markets (principally North Queens-
land) and by the Pacific Islands
trade.

Furthermore, interest has been
aroused in this canned beer in
overseas countries, and many
enquiries have been received from
areas where the company does not
normally do business. A consign-
ment of 1,200 dozen cans of lager
recently went to Hongkong.

A recent advertisement in *South
Pacific Post* indicated that persons
in New Guinea can buy "Victorian
Bitter", in carton lots, 1/9½ per 13
oz can; whereas the same beer, in
Melbourne, costs 2/- and in South
Australia 2/5. In New Guinea, they
can buy cartons (48 cans) for
£4/4/6, and half-cartons for £2/3/3.



mid-May, more than 140 guests attended the Silver Wedding anniversary party of Mr.
H. Watson and his wife, Marie. The party was held at the Tivoli theatre, Arorangi,
ga.

"Billie" Watson, a prominent Rarotonga businessman, was an Island Council member for
years. He is a native of the county of Fife, Scotland, and has lived for 30 years in
Islands. After two years in Rarotonga he founded his own trading company which he
ed from humble beginnings into a major concern.

November, Mr. Watson's firm, United Island Traders, suffered heavy loss through fire.
ices and store have since been built, and work is progressing on the main store building.
ee years ago, Marie Watson, who is part-Polynesian and part-French, met her French
s for the first time during an extensive trip through Europe with her husband.

to shows Mr. and Mrs. Watson, centre, with daughter Jean (left) and husband John Smith;
ghter Betty (right) with her husband, Leslie Bailey.

Photo: F. M. MacKenzie.



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They Came to See Queensland's Marvels

Under an arrangement between the Papua-New Guinea Administration and the Queensland Chamber of Manufactures, 10 selected native teachers spent three weeks observing Australian life and ways in Queensland. Invited to comment, these were their remarks:

Francis Iramau looked out of his Brisbane hotel window at the large buildings and "just could not believe they were built by men".

Gaina Babona: "Everybody seemed to be racing with time, for they walked and used their hands quickly".

Aisea Tavai expressed his wonder at "such things as trams and trains that ran noisily along rails, and an incredible variety of traffic in the streets".

'Metho'—The Mixture As Before

"So the Rabaul boys have drunk 20,000 bottles of methylated spirits—in various mixtures—in six months? And the Brigadier has been instructed by the Minister to treat it like the noxious drugs

evil, and stamp it out? And there is to be a penalty of £100 or a year's gaol, or both, for selling it to natives? I fear me that they have their problem in front of them," writes "Papuan Old-Timer".

"Addiction of the natives to 'Lamp Mura-mura' always has been a trouble. Heaven knows how it can be palatable, even with the addition of other liquids. But we cannot stop the practice, here or elsewhere. I remember that in Liverpool, during World War I, they introduced a nauseating purple additive to prevent the old women drinking metho."

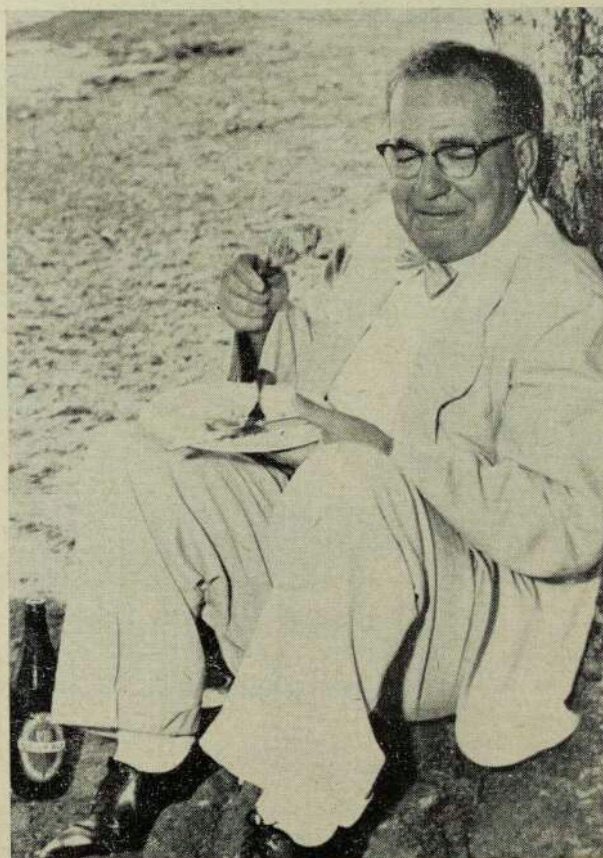
"And I seem to remember a frantic Papuan Ordinance, of long ago, calling for a penalty of £200 or two years in gaol for supplying metho to natives."

More Threat to Fiji's Sugar

Fiji can expect more trouble in the vital sugar industry in the coming season, according to Mr. B. D. Lakshman, who is regarded as the man behind at least two of the strikes at the Colonial Sugar Refining Company's mills last year.

Mr. Lakshman has added a proviso that the trouble will occur unless the CSR Co. agrees, in

And where are those Finger Bowls?



Mr. W. G. ("Tui") Johnson, managing director of W. R. Carpenter and Co. (Fiji), normally eats with knife and fork, and uses table napery. But in Suva on July 2, when TEAL opened attractive new offices and flew a half-ton of good food and wine from Auckland to feed the guests, Mr. Johnson found himself a trooper in the grounds of the Grand Pacific Hotel, with his back against it, and got stuck into the past in the manner of any leading Kai Vatu who appreciates the kind of hospitality. Warned that the unposed photo was likely to find its way into PIM, Mr. Johnson left off munching a prime piece of NZ turkey long enough to say, "Righto. A head it 'Where Are the Finger Bowls?' " here it is. Tui!—S.I.

—Photo Stinson



ISLANDS TRAVELLERS: MR. E. McGARRITY was aboard the July "Malaita" when she Sydney, bound for Bulolo, TNG, on a visit two years' absence. Mr. F. C. Kurton had just returned to Sydney from a Goroka and his first visit to New Guinea.

AND MRS. GREIG left on the July "Malaita" for Samarai, Papua, after a holiday overseas. Mr. Greig is a well-known Territorian with 33 years Islands residence. On the right, Miss Lilly Williams, Mrs. Greig's sister.

ter measure, to the demands of the Fiji Sugar Industry Employees' Association. Lakshman, strange to say, is not a member of the union, and is not seeking office.

It is difficult to work out why the union wants to have anything to do with him, but apparently a few irresponsibles are prepared to help him in applying the laws of jungle to industry.

The union recently negotiated an agreement with the CSR Co., which provided improved conditions. The president, Mr. Nand Kishore, a man widely experienced in industrial negotiation, has stated that he will fight on for better conditions.

Mr. Nand Kishore goes about his business the right way. He is a believer in the round table conference, and believes that he can secure reasonable concessions through negotiation.

The Government probably is keeping Mr. Lakshman closely and is prepared to take action if he starts to foment trouble. Fiji cannot afford any more industrial dislocation.

The Government has a new industrial ordinance, with the emphasis on conciliation; but there are no "teeth" in it, to deter trouble makers. The framers of the law seem to have some naive idea that reasonable negotiation is possible with people who are prepared to stir up strife in industry.

Sputnik Weather in BSIP

Honiara, BSIP, experienced the effects of an out-of-season cyclone on June 6.

Apart from the uprooting of

numerous trees, dislocation of telephone communications and electricity supplies, damage was only slight.

All services were restored the following day. NW-N winds rose at times to 55 MPH, and 4½ inches of rain were recorded.

The direction of the wind was "out of season" but only two boats were caught on the windward side of Point Cruz.

One anchored close inshore was able to ride out the storm, but crocodile-shooter, Mr. D. Sharpe, was not so fortunate, his vessel being swept ashore by the high seas.

Damage was not as extensive as first expected. (Over)

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One thousand doses of Salk Vaccine were imported into the BSI Protectorate following a mild outbreak of poliomyelitis in the Gilbertese village, of Titania, near Gizo.

With the epidemics of 1948 and 1951 still remembered Solomon Islanders were only too eager to be treated, even though a charge of £1 was made for the series of three injections to be carried out over a period of nine months.

To fulfil the demand an additional supply is now on order.

Apart from the seven original

cases no further outbreak has been reported.

Carpenters' Ploughing Problem in Fiji

Messrs. Carpenters, of Sydney, should be happy with their purchase in 1956 of all the Ordinary Shares in Morris Hedstrom Ltd., of Fiji.

In the year ended March 31, the MH net profit was down by a matter of £10,000, compared with the previous year; but it still provides 15 per cent. on £520,000 of Ordinary capital, and 6 per cent. on £219,200 of Preferences.

The profit was £141,609; the



Mrs. Via Wix (formerly a Miss Quintal) Norfolk Island—one of the visitors to Polynesian Association on a recent party night.—A Tele-Photo

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dividend of 15 per cent. took £78, of it, while the preferences require £13,152. This left £50,395 undistributed which, added to the previous carry-forward, made £614,589.

In fixing the net profit figure, the Directors provided £63,161 for depreciation and no less than £130,640 for taxation of income.

The trading companies controlled by the Carpenter organisation in Fiji seem to be all doing well. The Directors' major problem there is not the making of profits, but how to usefully employ, for the good of the Colony and all concerned, the substantial funds withheld from distribution.

It is, of course, the old problem of Fiji land. All wise Directors wish to plough back some of their profit but they cannot plough much because there is little or no land available for ploughing.

Gold Romance Behind GG's Bare Figures

There is fascinating early history of the Morobe Goldfield of New Guinea in the stark phrases and figures of the 46th annual report of Guinea Gold, NL, of Adelaide some weeks ago.

If it had not been for the enterprise and courage of the men who originally formed Guinea Gold, NL on May 11, 1926, and carried it through for three of four years in the face of great difficulties, there might have been no Bulolo Gold Dredging Ltd., Guinea Airways Ltd., Col-

Commonwealth New Guinea Timber Co., and other money-makers. Cecil J. Leven, a former NG District Officer, pegged leases in Kaindi, Bulolo Gorge and Bulolo flats country, and visualised dredging industry and the air transport; and two fellow officers World War I, C. V. T. Wells and P. A. Lapthorne (they were called "The Three Musketeers") and the necessary capital and got on with Guinea Gold NL. In 1951, they were joined early by George Jeffery and A. A. Scarfe. They had troubles a-plenty, and came down to their last £5,000 when A. Freeman, a Sydney solicitor, bought Placer, a famous Canadian re-financing company, into the picture.

After that, Guinea Gold saw phenomenal progress and enjoyed phenomenal riches.

Leven died early, but his soul was marching on in Bulolo GD, Guinea Airways. Wells, Lapthorne, Scarfe and Jeffery carried Guinea Gold, for years, as a steadily holding company, and recently reported an amazing increase from their shares in the opening companies. Their subscribed capital was only £50,000—£37,487 in 1951, and £12,513 "otherwise". Their profit in 1953 was £48,700 and in 1954 £46,800.

War II interrupted proceedings a little, but Guinea Gold always has a Bonanza.

When in the year ended last February, with Guinea Airways gone there and BGD Ltd. down to dredge (compared with eight years before the war), there was enough to pay over 16 per cent. on the old original £50,000 of capital. After Jeffery died a good many years ago and C. V. T. Wells more recently. But W. P. A. Lapthorne, eldest of the "Musketeers", still strong and is Chairman of directors.

N. Caledonian Governor's Firm Stand

(Continued from page 18)

he justified in exercising it to throw out the elected government?

Two arguments appear to have influenced him.

One was advanced by M. Chatenay. The Loi Cadre, under which community rolls—as originally planned—were discarded in favour of a common roll, was obviously unfair and unjust; and the proof of it lay in the fact that the Melanesian-dominated government had added no less than £1½ millions to the annual administrative costs of the Territory, and was proceeding to wring this huge additional expenditure out of the property-owning classes. Furthermore, the Loi Cadre was the product of a Metropolitan Assembly now so discredited that it had broken down and surrendered its authority to De Gaulle.

The other—and very tangible—argument was that Committees of Public Safety were springing up throughout the Territory, and challenging the governmental personnel and machinery; and, if this were not stopped, it would unquestionably develop into civil war.

The Governor's Decision

The Governor took the only possible course.

He suspended immediately the Government of M. Lenormand, and personally assumed full administrative control, and responsibility for the NC Administration.

He instructed the police, and the military personnel available that all arbitrary acts—that is, any action taken outside the machinery of the law—by either Rightists or Leftists, must be immediately suppressed, and the offenders arrested.

He then reported the situation fully to the De Gaullist Government, in Paris, and asked for instructions.

Police and soldiers took charge of all public roads and buildings; and places of public assembly were placed under strict surveillance. Hotel bars were closed. There were some clashes, but generally the people obeyed.

Naturally, the Governor was assailed furiously by both Left and Right. Lenormand's followers insisted that this was an outrageous De Gaullist dictatorship. Chatenay's Republican Socialists demanded that their organisation should have its right and proper place in the maintenance of public safety.

M. Grimald ignored them both. So deputations of Caledonia Unionists and Republican Socialists, within the week following June 18, flew to Paris, to place their furious arguments before the highest authority.

De Gaulle Acts Quickly

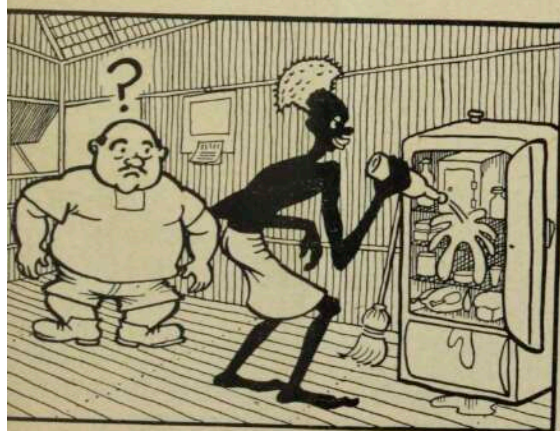
But Prime Minister De Gaulle had been wasting no time.

On June 18—the very day of the first demonstration—M. Carle, an inspector of the Department of Overseas France, already had arrived in Noumea to examine and report to the De Gaulle Government on the operation of the Loi Cadre, which had established Lenormand and his £6,000 per annum Ministers so firmly in power.

On July 2, exactly three weeks later, as a result of the reports of the Governor of June 18-19, there arrived in Noumea M. Raoul Angammanne, a highly-esteemed former Governor of New Caledonia (1951-54). He and M. Carle were immediately constituted a special Mission, to assist Governor Grimald, in Noumea, and advise the Prime Minister of France.

It was announced on July 4 that the suspension of the Lenormand government probably would continue until November (when, under

asta Ben . . .

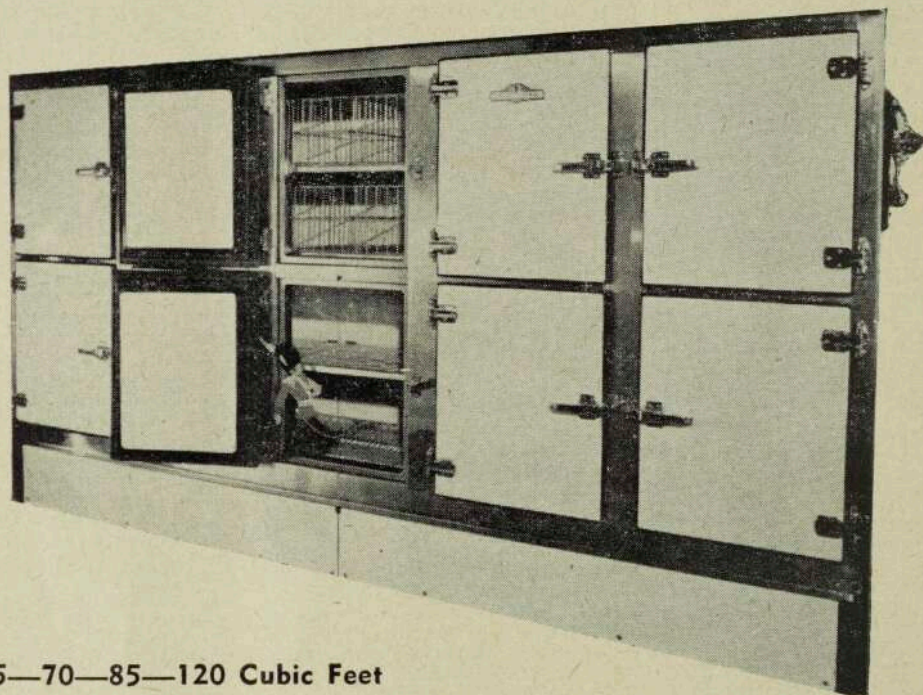


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national agreement with De Gaulle, a new Constitution for France—and, presumably, her overseas Territories—will be submitted to the people. A better solution could have been found.

Political Heat and Fever

Incidents which indicate the heat and fever of the inter-communal relationship in NC were reported in July by our Noumea correspondent:

The Governor has issued a new decree to remain in force for one month, forbidding all persons to carry weapons of any kind.

Lenormand challenged the Governor's power to suspend the Lenormand administration. The departments of administration are functioning as usual; but their administrative heads are the Governor and his officials, and not Lenormand and his "ministers". The deputation of Republican Socialists returned to Noumea on June 2 from Paris in a state of indignity — it appeared that, despite the heavy costs of the air journey, their representations were not sympathetically received.

The Lenormand propaganda sheet *Caledonien* directed

acidulous comment to the British and Australian Consuls, pointing out that British and Australian "citizens" have associated themselves too prominently with the anti-Lenormand demonstrators. It demanded that these foreigners stay out of a situation affecting the internal security of NC.

A pastoral letter by Monsignor Martin, head of the Roman Catholic Church in NC, read in all the churches and widely printed, has had a calming effect. Monsignor Martin—who, incidentally, is a fervent De Gaullist—strongly condemned the Rightist demonstrations of June 18, and the lawless acts of the political organisations. He declared that only disaster could follow any governmental action based on a belief that government was obliged to serve a particular group or party. He reminded the people that there were more than one race and group in New Caledonia's population; and there never could be peace in a country whose government directed acts of violence against a particular race or community.

Rightists and the Law

Here, according to one correspondent, are some of the unlawful acts of the Republican Socialists

who demonstrated between June 18 and 21:

- Armed men at Bourail molested Lenormand sympathisers, and three members of the Assembly were held prisoners until freed by troops acting under the Governor's orders.

- Armed parties of Republican Socialists set up road blocks and inspected cars. Government forces dispersed them.

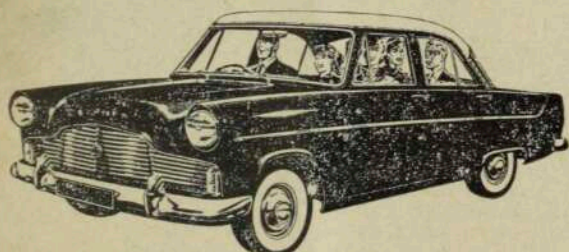
- Two natives—one a "Grand Chief"—who are members of the Lenormand "cabinet" were forcibly detained—some reports say they were assaulted.

- As a counter to the De Gaullist demonstration of June 18, trade union members and other followers of Lenormand organised a demonstration to take place in Noumea on June 21; but the Governor forbade the gathering and brought out armed forces to see that his order was obeyed. Street assemblies were forbidden and all bars closed.

- On Sunday, June 22, Lenormand "vigilantes" discovered what they regarded as a hostile assembly of 20 men in a building about 100 yards from Lenormand's house. Security forces were called and some of the group were arrested, and the premises searched. The owner of the premises left NC by the next outwards plane.

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It Was A Case Of Who's Who

From Pat Robertson, in Lae

OVER the Queen's Birthday holiday week-end, when almost everyone had hied themselves off to somewhere else to play sport or just have a look, seven very disappointed riflemen from Rabaul (Kokopo Club) had to stay home. Their club had contributed towards trophies and prize money for the Territory Championship on the Lae Rifle Range, and booking themselves on a charter flight they were all set to uphold the honour of their club.

the giant ray was brought alongside exhausted and fastened to the back of the dingy. The local professional fisherman, Joe Russo, later said, "It was the largest ray he has seen caught on a handline at Rabaul".

Moresby Entertains Hockey Visitors

THE first hockey team ever from Rabaul visited Port Moresby on Queen's Birthday week-end to take part in a hockey Carnival staged by the Papuan Hockey Assn. A team from Lae also competed and the matches played were of a very high standard. Rabaul eventu-

the Empire Games in Cardiff July.

Just when all looked hopeless the money raised by public appeal was sufficient to send one man, but not to bring him back—the Government came to light with £250, which assured representation.

Then in the space of two days the situation changed rapidly. The British Empire Games Association agreed to fly two members of the team back from London to Sydney—a gift of £500. The King's College, Brisbane, where one of the members of the team, Viliame Liga, is a student, offered to contribute about £175 towards the cost of sending the team.

That left Fiji in the position of having to raise about another £1 by public appeal, and Les Simpson, secretary of the Fiji Amateur Sports Association, was confident this money would come to hand.

The team will be made up of Mesulame Rakuro, discus thrower who represented Fiji at the 19 Empire Games, Vancouver, 19 Olympic Games, Melbourne, at 1957 Malayan Independence Games Jo Tokona, a high jumper of more than average ability; and Viliame Liga, javelin thrower. The manager, Mr. W. P. Ragg, is already in England on leave.

Sports Review

But someone else thought otherwise. The charter was re-routed to accommodate football fans, and it was too late to make further arrangements.

But they did have one representative at the shoot who acquitted himself creditably. He was Bruce Turner who was recently transferred to Burns Philp at Lae, and shot as a member of the Kokopo Club.

He was third in the Territory Championship, and won three or four trophies and considerable prize money.

Bill McMahon, last year's champion and a member of Port Moresby Club at the time, is now at Rabaul and a member of the Kokopo team who stayed home.

For a while it must have taken members a bit of thinking to sort things out, as many former team mates had now become opponents.

Phil Howell, original captain of Lae Club, came back as a Madang member and won trophies and prize money from his former team mates.

Lillyman and Wraight, also former Lae members now belong to the Port Moresby Club.

Prior to the start of the shoot, riflemen stood in silence for a minute for Gordon Murrell who was to have been a member of the Lae team, but was killed in the Lae air crash, on June 8.

They're Biting Off Rabaul

From Frank Hoeter

A RECORD catch was made one Thursday, in June, on Rabaul's North Coast when a 212 lb stingray was caught.

Three of the local fishing enthusiasts were out in a 12 foot dingy when the ray was hooked on a 100 lb breaking strain nylon line. One hour 20 minutes later

ally played Moresby No. 1 in the final and were beaten 3-1 after leading 1-0 till midway in the second half.

Rabaul players carried away the trophies for the Best and Fairest (Mike Sewell) and for the player scoring the most goals for the carnival (Norm Godbolt).

Hockey appears to have captured the imagination of the Territory people and in the years to come should be one of the Territories major sports.

Basketball — It's On Again

From Pat Robertson

BASKETBALL followers and competitors alike have been keenly disappointed in Lae, N.G., when after playing their first match a few months ago, they learned that Stewart Hall had been condemned.

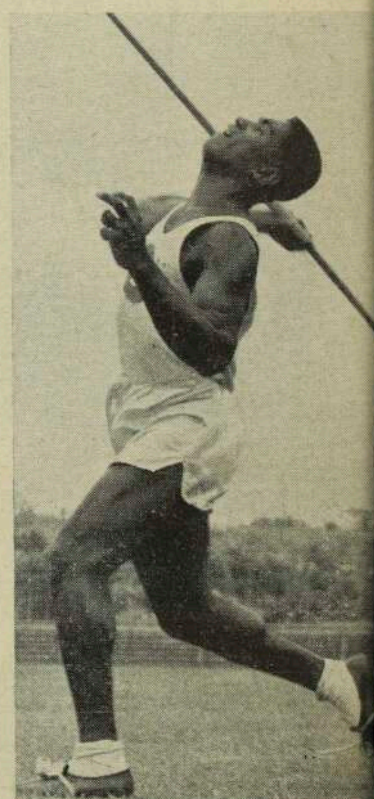
Competition was abandoned, and the thrilling contests—barracked by supporters with glass in hand as the bar is only a stone's throw from the hall—were missed by all.

However, the Hall has been repaired, a curtain raiser played on July 5 between the Lutheran Yankees and the Lae All Stars, and local teams are busy re-organising themselves after the long spell. The new competition is to commence later this month.

A Fairy Godmother For Fiji

From Norman Baxter, in Suva

THE Fiji Amateur Athletic Association must have a fairy godmother. For a long time it seemed an odds on bet that no one would represent the Colony at



Viliame Liga, Fiji's champion javelin thrower who will be one of the Colony's three representatives at the Cardiff Games. A divi student, 26 and unmarried his vital statistics are: 6 ft. tall and weight 14 stone.

Photo: Rob Wright, Fiji B

How They've Brought the Horses In

PAPUA-NEW GUINEA which has a reputation for trying anything once in the sports line has added yet another variation to its repertoire: There are now three polo-crosse Clubs, one in Port Moresby and two up the Range at Geri.

You don't even have to have a horse—a pretty expensive item in the Territory—to get into the polo-crosse club. But you have got to be a good rider—then the sport is provided.

The new club has been named the Moitaka Polo-crosse Club—Moitaka being the official name for what is locally called, in old colonial style, Eight Mile. The established polo-crosse on the Range are Sogeri and Taki.

The Thankless Job of Picking Sides

SPORTS selectors the world over can never satisfy everybody. Inevitably they are the target of criticism in public and private.

Suva rugby selectors are no exception and they brought coals of fire on their heads in nominating players for trial to select a team

to tour Tonga in July and August. With very little in the way of form to guide them—the season had only just started, and two playing Saturdays were lost because of the death of Ratu Sir Lala Sukuna—they blithely named 12 men to go before the national selectors, and ignored the claims of several for inclusion.

Perhaps this would not have been so bad had some of the most notable omissions not been international players who had represented Fiji with honour, and who were rapidly running into form.

The national selectors overruled them to some extent in calling on two players who were not nominated, but neither of these made the final touring side.

Incidentally, one of the most pleasing features, was the inclusion of 10 Nadi players in the side. The Nadi men who went to the trials were very fit and all deserved their selection. Suva had eight men only.

Pompey-Halafihi Bout For NZ?

From Peter Hall, in Sydney

NEW ZEALAND reports have it that the Auckland Boxing Association is aiming for an open-air light-heavy bout between Yolande Pompey (Trinidad) and Johnny Halafihi, of Tonga.

I think that the idea is more or less wishful thinking on the part of the ABA. If they could pull it off it would be wonderful, but for an open-air fight, even in summer, the ABA would have to offer both boys, especially world-rated Pompey, a very solid guarantee.

NZ expects a 20,000 crowd on the basis of the recent fight between Kitone Lave, of Tonga, and Chuck Woodworth, of USA. This bout drew 15,000 for a gross of £6,000. Naturally, the prices would be higher for a Pompey-Halafihi fight, but an indoor fight in London would draw more at better prices.

Both boxers are great drawcards in England, and they would not have the added air expenses, etc., if they fought there.

Somehow I don't think Pompey would stake his reputation against Halafihi in NZ, if he wants to stake it against him at all. Pompey is after the world title, and might not like to risk losing a fight against Halafihi, who would certainly like to have a crack at him.

A fight between them is almost inevitable, sometime, but when it does come it will certainly be on Pompey's terms.

He trains in London, does most of his fighting there and is that city's best boxing drawcard at the present time.

It seems obvious that he will want to have the best possible conditions for his fight—and in NZ, Halafihi would probably have the edge.

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Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby. Next Sydney sailing approx. Aug. 13.

MV Malekula sails from Sydney for Brisbane, Pt. Moresby, Samarai, Lae, Rabaul, Newak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing approx. Aug. 27.

MV Malaita sails from Sydney for Brisbane, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul, Samarai (other ports occasionally). Next sailing approx. Aug.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailings approx. July and Sept. 10.

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

MV Pak Hoi: Leaves Sydney for Brisbane, Honiara, Rabaul, Madang, Lae. Next Sydney sailing: approx. Aug. 1.

(This vessel replaces Sinkiang while that vessel is on charter work.)

MV Soochow: Next Sydney sailing approximately Aug. 20 for Brisbane, Port Moresby, Lae, Madang, Kavieng, Rabaul, Port Moresby.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby. Next Sydney sailing approx. Sept. 2. Details from Swire and Yuiill Pty. Ltd., Bridge St., Sydney.

Sydney-Dutch N.G.

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

Far East-S.W. Pacific-Australia

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

Beginning: Hongkong dep. Aug. 8, Madang, 21, Rabaul Aug. 25, Samarai (optional), Lae Aug. 30, Port Moresby, 5, Sydney arr. Sept. 16, thence Adelaide and Melbourne.

Beginning: Hongkong dep. Sept. 29, Madang Oct. 13, Rabaul Oct. 17, Lae Oct. 20, Port Moresby Oct. 26, Sydney arr. 3, thence Adelaide and Melbourne.

Beginning (replacing Fengtien): Hongkong dep. Oct. 20, Madang Nov. 2, Rabaul Nov. 5, Lae Nov. 11, Port Moresby Nov. 15, Sydney arr. Nov. 24, thence Adelaide and Melbourne.

These three vessels will call at any or all our Australian ports, Brisbane, Sydney, Melbourne and Adelaide, and load there for Far East including Shanghai where a call is made on the south-bound journey between Japan and Hongkong.

Details from New Guinea Australia Line and Yuiill Pty. Ltd., agents, 6 George St., Sydney.

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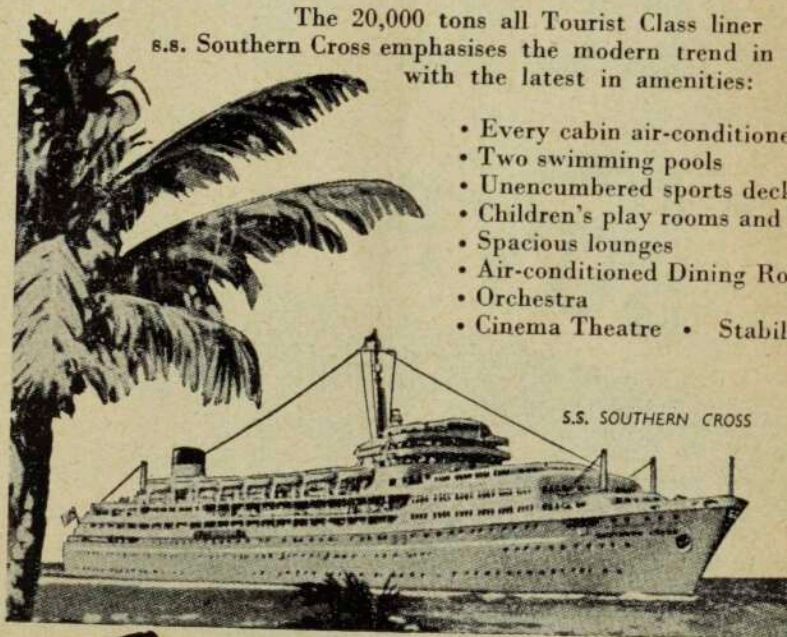
		HIMALAYA	ORCADES	ORONSAY	ORCADES
SYDNEY	depart	Aug. 8		Oct. 7	Nov. 11
AUCKLAND	arr/dep	Aug. 11		Oct. 10	Nov. 14
SUVA	arr/dep	Aug. 14		Oct. 13	Nov. 17
HONOLULU	arr/dep	Aug. 19		Oct. 18	Nov. 22
VANCOUVER	arr/dep	Aug. 25		Oct. 24	Nov. 28
SAN FRANCISCO	arr/dep	Aug. 27-28		Oct. 26-27	Nov. 30-Dec. 1
LOS ANGELES	arr/dep	Aug. 29		Oct. 28	Dec. 2
HONOLULU	arr/dep	Sept. 3		Nov. 2	Dec. 7
SUVA	arr/dep	Sept. 10		Nov. 9	Dec. 14
AUCKLAND	arr/dep	Sept. 13		Nov. 12	Dec. 17
SYDNEY	arrive	Sept. 16		Nov. 15	Dec. 20
					Jan. 24
					Jan. 27
					Jan. 30
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					Feb. 25
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FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

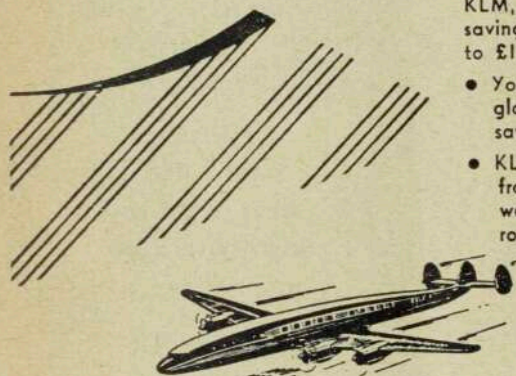
SHAW SAVILL LINE—1858-1958—A CENTURY OF SERVICE

Fly to Europe direct from Biak

and save £ £ £

Interested? Of course . . . especially when you travel Super Constellation by KLM, the World's First Airline. Your saving by this direct route may be up to £180 on the round trip to London.

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KLM ROYAL DUTCH AIRLINES
58 MARGARET STREET, SYDNEY.

When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

Delightfully situated in magnificent grounds overlooking Suva's beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff from 55/- (Fijian Currency) per 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.

regular services between Australian
ts and Japan. Northbound vessels call
Manila, Hongkong and Japan; south-
nd vessels call at any or all of
following: Hongkong, Manila, Sanda-
Rabaul, Lae, Brisbane, Sydney,
bourne and Adelaide, with quarterly
s at Gizo (opt.), Honiara and Vani-
2.

ros: Dep. Hongkong Aug. 7, Manila
9, Sandakan Aug. 14, Lae Aug. 24,
aul Aug. 27, Honiara Aug. 30, Brisbane
t. 3, Sydney Sept. 6. Northbound dep.
ney Sept. 24.

elos: Dep. Hongkong Sept. 12, Lae
t. 21, Rabaul Sept. 24, Honiara Sept.
Vanikoro Oct. 3, Brisbane Oct. 7,
ney Oct. 10. Northbound dep. Sydney
29.

tos: Dep. Hongkong Oct. 2, Manila
4, Sandakan Oct. 6, Kennedy Bay
Britain) Oct. 16, Rabaul Oct. 18,
Oct. 21, Honiara Oct. 24, Brisbane
29, Sydney Nov. 1. Northbound dep.
ney Nov. 21.

ails from Wilh. Wilhelmsen Agency
Ltd., 30 Pitt St., Sydney, or Islands
ts (R. Tebb, Lae; Town Transport,
aul; A. Strachan, Madang, BSIP Trad-
Corp., Honiara).

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from
land to Suva, Nukualofa, Vavau,
Pago Pago, Apia, Suva and return
uckland. Next sailing from Auckland:
12.

Matua maintains a service from
land to Lautoka, Suva, Apia, Suva,
eton, Wellington, and return to Auck-
Next sailing from Auckland: Aug. 1.
ails from all offices of Union Steam
Co. of NZ.

dney-New Hebrides-BSI- Rabaul, Etc.

Tulagi, 10 passengers, leaves Sydney
uly 31 for Norfolk, Vila, Santo,
ra, Yandina, Gizo; then on Central
voyage to repatriate time-expired
ers: Tarawa (Gilbert Is.), Washing-
s, Fanning Is., Christmas Is., then
to BSI, Honiara, Yandina, Pepesala,
a, Honiara, and return to Sydney,
ober.

ails from Burns, Philp & Co., 7 Bridge
Sydney.

dney-N. Caledonia-Tahiti

els of Messageries Maritimes Line,
from Marseilles, via West Indies
panama, call about every six weeks
eete, Vila (New Hebrides), Noumea
ydney, and return by same route.
sent on this run are the motor-
Tahitien and Caledonien and a
ed vessel, Melanesien. Next
sailings: Caledonien, Aug. 16,
n Sept. 30, Melanesien Nov. 16.

Polynesie (Messageries Maritimes)
ins about monthly passenger sail-
etween Sydney and Noumea and
w Hebrides. Next Sydney sailings:
5 and Sept. 12.

ails from Sydney agents: Messageries
es, 36 Grosvenor Street, Sydney.

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

Savill's new one-class all-passenger
outhern Cross makes four round-
id voyages per year, two west-
then two east-bound, calling at
d Papeete every trip. Next voyage:
outhampton Sept. 11, via South
to Sydney Oct. 17-19, Wellington
-24, Suva Oct. 28, Papeete Nov.
en via Panama to Southampton,
v. 26. She leaves again on Dec.

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., QUEENS-
LAND 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

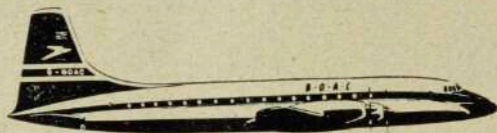
GENERAL STEAMSHIP CORPORATION LTD.

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.

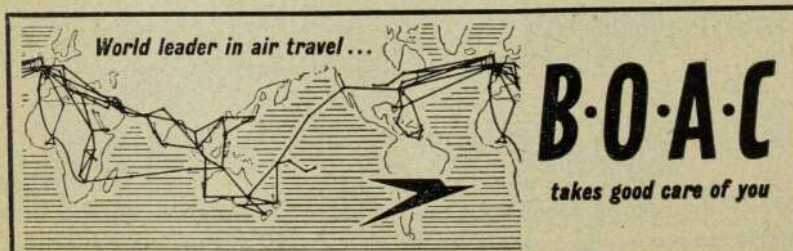
The *Britannia* is the pride of B.O.A.C.'s world-wide fleet . . . to fly in one is to enjoy *perfection* in air travel!

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.

Remember—whether you fly de Luxe, First Class or Tourist—B.O.A.C. has the reputation for the world's finest, most dependable passenger service. Discover for yourself why B.O.A.C. leads the world in air travel!

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

9, via Panama, for Sydney calling Papeete (Jan. 2-3) and Suva (Jan. 8).

N. Zealand-Cook Is.

The passenger vessel *Maui Poma* maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the United SS Co. of NZ Ltd.

N. America-Fiji-Hebrides, etc

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

Thorsisle: Dep. New Westminster, Aug. 8, San Francisco Aug. 15, Los Angeles Aug. 18, Papeete Aug. 30, Pago Pago Sept. 4, Apia Sept. 6, Nukualofa Sept. 9, Suva Sept. 11, Noumea Sept. 16, Townsville Sept. 23, Pago Pago Oct. 3, San Francisco Oct. 20.

Thorshall: Dep. New Westminster Sept. 8, San Francisco Sept. 15, Los Angeles Sept. 17, Papeete Sept. 30, Pago Pago Oct. 6, Apia Oct. 8, Suva Oct. 12, Noumea Oct. 17, Lae Oct. 23, Pago Pago Nov. 1, Los Angeles Nov. 16.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger cargo service from Los Angeles with *Ventura*, *Alameda*, *Sierra* and *Sonoma*. Southern terminal ports vary with cargo offering. Vessels call at Papeete, Pago Pago and Suva, depending on cargo. Next sailings approx., from Sydney: *Alameda* Aug. 7, *Sierra* Sept. 9.

American Pioneer Line has eight ships (*Pioneer Gem*, *Isle*, *Glen*, *Reef*, *Cove*, *Star*, *Tide*, *Gulf*) on Australia-Panama-Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (a subsidiary of W. R. Carpenter & Co.) operates a service three times yearly with a 10,000 ton, 98-passenger vessel *Lakem* along the above route. Accommodation is entirely First Class, two-berth cabin. Next sailing from Sydney August 15, with calls at Suva, Lautoka and Honolulu.

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

Sydney-(or NZ)-North America

The four cargo vessels, *Walhera*, *Wairuna*, *Waikawa*, and *Waitomo*, owned and operated by the Union Steam Ship Co. of NZ Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargo offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailing (approximately): *Waitomo*, July 25; *Wairuna*, expected sail early September.

The *Waitemata*, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

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

Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to Australia, Pacific Islands ports and New Zealand. Monterey: Southbound, dep. San Francisco July 27, Los Angeles July 28, Papeete Aug. 5-7, Auckland Aug. 13-14, Sydney Sept. 17. Dep. Sydney, northbound, Aug. 10, Auckland Aug. 23, Suva Aug. 26, Pago Pago Aug. 27, Honolulu Sept. 1-2, San Francisco Sept. 7. Mariposa: Southbound, dep. San Francisco Aug. 7, Los Angeles Aug. 18, Papeete Aug. 26-28, Auckland Sept. 3-4, Sydney Sept. 7. Northbound, dep. Sydney Sept. 10, Auckland Sept. 13, Suva Sept. 16, Pago Pago Sept. 17, Honolulu Sept. 19, San Francisco Sept. 28. Monterey: Southbound, dep. San Francisco Sept. 10, Los Angeles Sept. 11, Papeete Sept. 19-21, Auckland Sept. 27, Sydney Sept. 30. Northbound, dep. Sydney Sept. 3, Auckland Oct. 6-7, Suva Oct. 10, Pago Oct. 11, Honolulu Oct. 16-17, San Francisco Oct. 22. Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

United Kingdom-Australia- Port Moresby

British Federal Steam Navigation Co., Ltd., extended its regular quarterly UK-Australia service to Port Moresby. The vessels sail from Liverpool via Suez

to Sydney, Brisbane, Townsville, Cairns, Port Moresby.

Donegal: Sailed from Liverpool at end of June, due in Port Moresby August 25 (approx).

Westmeath: Due to sail from Liverpool Sept. 30; due in Port Moresby late Nov. Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

(First and Tourist Class available
all Services.)

BY PAN-AMERICAN AIRWAYS

(With Strato Clippers, using Sleeperettes and Berths*)

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

Mon., 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 18).

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—Britannia on Vancouver-Amsterdam Service)

Every Wed.: Sydney (dep. 11 p.m.) Nadi, Honolulu, Vancouver, Amsterdam.

FIRST-CLASS HOTEL ACCOMMODATION IN PORT MORESBY



Well-Appointed Dining-
Room, with Trained and
Courteous Service.

A Glimpse of One of the
Hotel's Cool and Pleasant
Lounges.

BOROKO HOTEL

Phone: Port Moresby, 5181

Under 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.*

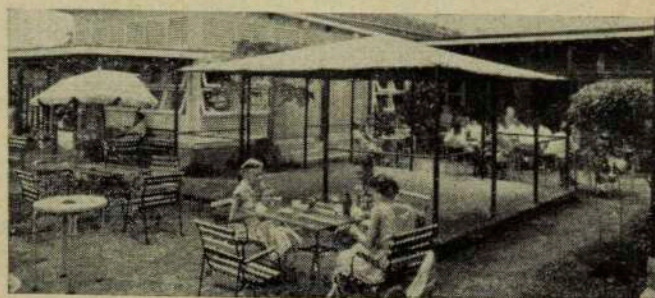
Beautifully-Appointed
Dining-Room

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**





Choicest quality, factory fresh "Rivermede" Brand Butter and Cheese is now available in a wide range of packs.

"RIVERMEDE" BUTTER

IN CANS: Three sizes available, 12 oz., 16 oz. packed 48 to the case or in cartons if specifically requested, and 5 lb. tins, 12 per case.

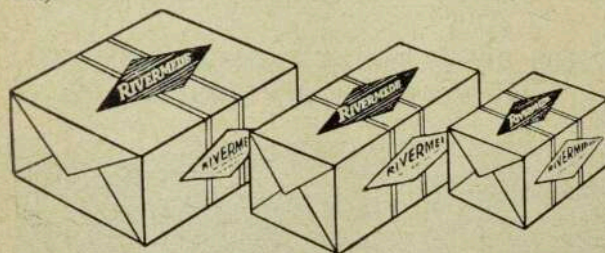
PATS: Three sizes: 54 x 1 lb., 108 x $\frac{1}{2}$ lb., and 228 x $\frac{1}{4}$ lb., pats to the carton.

BULK: In 56 lb. boxes (unbranded). Unsalted bulk butter also available.



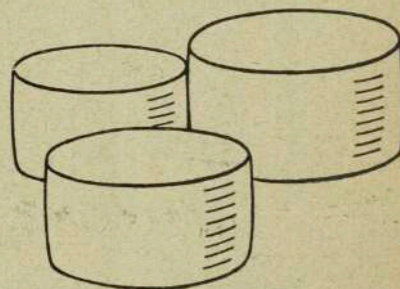
"RIVERMEDE" GHEE

Available in 38 lb. drums. (Min. 99 per cent. Butter Fat).



CHEDDAR CHEESE

HEADS: Crated in 3 sizes: 2 x 80 lb. heads, 3 x 40 lb. heads, 4 x 20 lb. heads. Smaller sizes of 10 lb. and 14 lb. heads also available on request.



IN CANS: Processed cheese packed under the "REX" Brand, 48 x 12 oz. cans to the case.

Distributed by:

W. ANGLISS & CO. (Aust.) PTY. LTD.

RIVERSTONE MEAT CO. PTY. LTD., "Imperial" House, 255-257 George Street, Sydney, New South Wales.
REDBANK MEAT WORKS PTY. LTD., 154-206 Stanley Street, South Brisbane, Queensland.

very Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.
 ery Sat.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Sun.), Honolulu, Fiji and Sydney.
 ery Mon.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Tues.), Honolulu, Fiji and Auckland.
 Note: Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

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

Depart: Tues. Arrive:
 Townsville, 1.50 a.m.
 Moresby, 7.35 a.m. Pt. Moresby, 6.35 a.m.
 Lae, 9 a.m.

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

Depart: Wed., Sat., Sun. Arrive:
 Pt. Moresby, 6.35 a.m.
 Moresby, 7.35 a.m. Lae, 9 a.m.

Depart: Thurs. Arrive:
 Sydney, 8 p.m. Brisbane, 10.40 p.m.
 Sydney, 11.59 p.m.

Depart: Fri. Arrive:
 Cairns, 4.35 a.m.
 Moresby, 9.50 a.m. Pt. Moresby, 8.50 a.m.
 Lae, 11.15 a.m.

Depart: Sun. (Thrill Class Service) Arrive:
 Sydney, 8 p.m. Brisbane, 10.40 p.m.
 Sydney, 11.45 p.m.

Depart: Mon. Arrive:
 Pt. Moresby, 6.35 a.m.
 Moresby, 7.35 a.m. Lae, 9 a.m.

SOUTHWARDS

Depart: Mon. (Thrill Class Service) Arrive:
 10.30 a.m. Pt. Moresby, 11.45 a.m.
 Moresby, 12.30 p.m. Brisbane, 7.5 p.m.
 Sydney, 8.30 p.m. Sydney, 11.10 p.m.

Depart: Tues. Arrive:
 10.30 a.m. Pt. Moresby, 11.45 a.m.
 Moresby, 12.30 p.m. Townsville, 4.15 p.m.
 Sydney, 5 p.m. Brisbane, 8.40 p.m.
 Sydney, 10.05 p.m.

Depart: Wed. Arrive:
 Sydney, 12.45 a.m.

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

Depart: Fri. Arrive:
 12.45 p.m. Pt. Moresby, 2 p.m.
 Moresby, 2.45 p.m. Brisbane, 9.20 p.m.
 Sydney, 10.20 p.m. Sydney, 1 a.m. (Sat.)

Depart: Sat. Arrive:
 10.30 a.m. Pt. Moresby, 11.45 a.m.
 Moresby, 12.30 p.m. Cairns, 3.20 p.m.
 Sydney, 4.05 p.m. Brisbane, 8.40 p.m.
 Sydney, 10.05 p.m.

Depart: Sun. Arrive:
 Sydney, 12.45 a.m.

P-NG Internal Services

Operated by Qantas
 HOLLANDIA (Dutch New Guinea) (DC3)

Wed. (Aug. 6, 20, Sept. 3, 17, etc.).
 s Lae 11.00 a.m., calls at Madang
 Wewak, and arrives at Hollandia
 1 p.m. Every alternative Thurs.

(Aug. 7, 21, Sept. 4, 18, etc.) departs
 Hollandia at 9.30 a.m., and, with calls
 at Wewak and Madang, arrives Lae at
 3.20 p.m.

PORT MORESBY-KIKORI (Catalina)

Via Yule Is., Kerema, Vaimuru: Alt. Fri.
 returning same day (Aug. 1, 15, 29,
 Sept. 12, etc.).

PORT MORESBY-DARU (Catalina)

Direct service each fourth Friday, return-
 ing direct same day (Aug. 22, Sept. 19,
 Oct. 10, etc.).

Via Kerema, Kikori, once every four
 weeks, returning Port Moresby from
 Daru direct (Aug. 8, Sept. 5, Oct. 3,
 etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai and return
 each Tuesday and Saturday, departing
 Port Moresby 7.45 a.m.

PORT MORESBY-RABAU (Catalina)

Alt. Tues. (Aug. 5, 19, Sept. 2, 16, 30, etc.)
 Port Moresby-Moewe Harbour-Talasea-
 Jacquinot Bay-Rabaul, returning via
 same ports (Aug. 7, 21, Sept. 4, 18, Oct.
 2, etc.).

NEW BRITAIN-BOUGAINVILLE

(Catalina)

Alt. Wed. (Aug. 6, 20, Sept. 3, 17, etc.),
 Rabaul, Buka, Teopasino, Kieta, Buin.
 Returning same day.

LAKE-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 Baiyer River,
 calling at any of: Goroka, Nondugl,
 Banz, Minj, Mt. Hagen, Baiyer R.,
 Kainantu. Arrival back at Lae de-
 pendent on stops.

LOWER HIGHLANDS

(Beaver)

Fridays: Lae (7.30 a.m.) to Goroka, call-
 ing at any of Nabzab, Kaiapit, Gusap,
 Alyura, Rintebe, Bena Bena, Kainantu,
 Goroka, Arona. Arrival back at Lae
 depends on stops made.

LAKE-BULOLO-WAU

(DH Beaver)

Mon.: Dep. Lae 7.30 a.m., via Bulolo, arr.
 Wau 8.35 a.m.

Mon.: Dep. Wau 8.55 a.m., arr Lae (direct)
 9.25 a.m.

(DC3)

Wed., Sat.: Dep. Lae 8.30 a.m., via
 Bulolo, arr. Wau 10.15 a.m.

Wed., Sat.: Dep. Wau 10.45 a.m., arr.
 Lae (direct) 11.15 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sat.: Dep. Pt. Moresby 7.45 a.m.,
 arr. Wau 8.50 a.m., dep. Wau 9.20 a.m.,
 arr. Bulolo 9.35 a.m.

Wed., Sat.: Dep. Bulolo 10.05 a.m., arr.
 Pt. Moresby (direct) 11.15 a.m.

MADANG-GOROKA (DC3)

Fri.: Dep. Madang 3.30 p.m., arr. Goroka
 4.05 p.m., returning same day; dep.
 Goroka 4.35 p.m., arr. Madang 5.10 p.m.

PT. MORESBY-MT. HAGEN-MADANG

(DC3)

Mon.: Dep. Pt. Moresby 7.30 a.m., via
 Goroka, Minj and Banz, arr. Mt. Hagen
 11.50 a.m.; dep. Mt. Hagen for Madang
 (either direct or via airfields as re-
 quired) 12.20 p.m.

Fri.: Dep. Pt. Moresby 9.30 a.m., via
 Goroka, Minj and Banz, arr. Mt. Hagen
 1.50 p.m.; dep. Mt. Hagen for Madang
 (direct or via airfields as required)
 2.20 p.m.

MADANG-PT. MORESBY (DC3)

Mon.: Dep. Madang 7.30 a.m., via Banz
 and Goroka, arr. Pt. Moresby 11.40
 a.m.

Fri.: Dep. Madang 8 a.m., via Mt. Hagen,
 Minj and Goroka, arr. Pt. Moresby 1.10
 p.m.

MADANG-WABAG (DC3)

Wed.: Dep. Madang 8.15 a.m. for Wabag,
 via Goroka, Nondugl, Minj, Banz, Mt.
 Hagen, Baiyer River, and Wapena-
 munda, returning to Madang same day.

NEW GUINEA-NEW BRITAIN

(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,
 noon, Rabaul, arr. 2.10 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).

DC3 aircraft link Biak with Hollandia,
 Sorong, Merauke, Tenah Merah, Manok-
 wari, Niemoer, Ransiki, Genjem, and
 Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.; Finsch-
 hafen, Rabaul, Buka, Munda, Yandina,
 Honiara (BSI), arriving 5.30 p.m.

Every Tuesday depart Honiara 7 a.m.;
 Yandina, Munda, Buka, Rabaul, Lae,
 arriving 3.45 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.

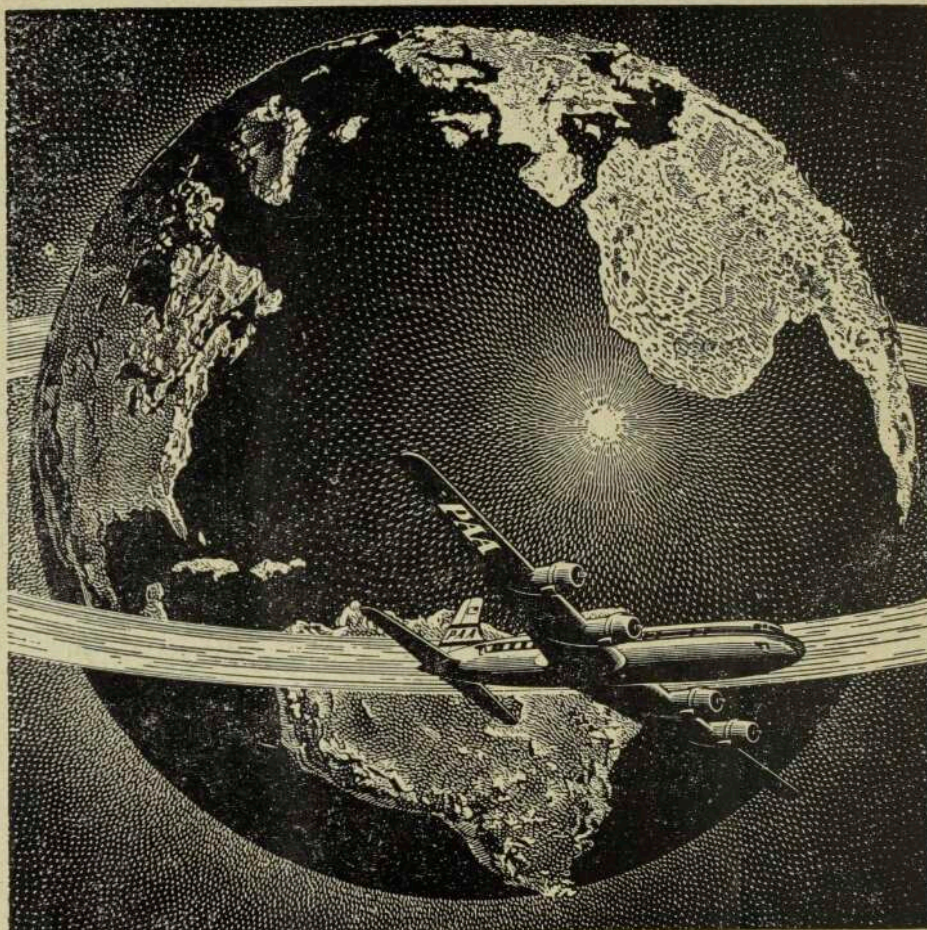
7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd.,
 with Sandringham Flying-boats.

Return flight usually each Tuesday and
 Saturday.

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8. Sydney-Norfolk Is.

(By Qantas, with Skymaster)

Fri. (Aug. 1, 15, 29, Sept. 12, 26, etc.):
Dep. Sydney midnight, arr. NI 6.45 a.m.
Saturday: dep. NI 5.30 p.m. same day
or Sydney, arr. 9.30 p.m. Alt. weeks
takes NI-Auckland-NI flight. (See
table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Weekly)

Sydney dep. 11.45 p.m., arriving
Tontouta, 7 a.m. Thurs.
Tontouta dep. 8.30 a.m., arriving
Sydney, 2 p.m. same day.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

Days: Depart Tontouta 8 a.m.,
arrive Santo 11.10 a.m., arrive Vila
5 p.m., depart Vila 2.15 p.m., arrive
Tontouta 4.35 p.m.
Days: Depart Tontouta 8 a.m., arrive
Santo 10.30 a.m., arrive Santo 12.5 p.m.,
depart Santo 1.30 p.m., arrive Tontouta
9 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

ice from Noumea to Nadi (Fiji)
Wallis Is. first Saturday in each
month. Next flights: Aug. 2, Sept. 6, Oct.
2. Wallis Aug. 4, Sept. 8, Oct. 6.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

at. (Aug. 2, 16, 30, Sept. 13, etc.):
Turn flight Norfolk (dep. 8 a.m.)
Auckland (arr. 11.45 a.m.), dep. 1.15
p.m. Norfolk (arr. 4.15 p.m.). (See
table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft.

and Sat.: Dep. Auckland 9.30
a.m., arr. Sydney 1.00 p.m.
Wed., Sat., Sun.: Dep. Auckland
9 p.m., arr. Sydney 9.45 p.m.
Departs Auckland 11.30 a.m., arr.
Sydney 3 p.m.
Dep. Sydney 3.00 p.m., arr. Auck-
land 6.30 a.m. following day.
Sun.: Dep. Sydney 7 a.m., arr. Auck-
land 2 p.m.
Tue., Sun.: Dep. Sydney 11.30 p.m.,
Auckland 6.30 a.m. following day.

14. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft.

Thurs.: Dep. Christchurch 5 p.m.,
Sydney 8.40 p.m.
Dep. Sydney 8 a.m., arr. Christ-
church 3.10 p.m.
Dep. Sydney 3.00 p.m., arr. Christ-
church 10.10 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with
DC6 aircraft.

Dep. Christchurch 11.30 a.m., arr.
Melbourne 4.00 p.m.

Tues.: Dep. Melbourne 7.30 a.m., arr.
Christchurch 3.00 p.m.

15B. Auckland-Melbourne

Tasman Empire Airways, with
DC6 Aircraft.

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

16. New Zealand-Fiji

Tasman Empire Airways, with
Super DC6 aircraft.

Tues., Wed., Fri.: Dep. Auckland 4 p.m.,
arr. Nadi 9 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr.
Auckland 3.30 p.m.
Thurs.: Dep. Nadi 30 min. past midnight
arr. Auckland, 5.30 a.m.

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

17. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.

Service normally fortnightly, with extra
flights as required.
Departs Suva Thurs. 9 a.m. crosses Date-
Line, arrives Satapuala (W. Samoa)
Wed. 1.55 p.m., departs Thurs. 2 a.m.,
arrives Aitutaki 7.30 a.m., departs 9.30
a.m., arrives Papeete (Tahiti) 2 p.m.
Departs Papeete Sun. 7.30 a.m., arrives
Aitutaki 11 a.m., departs 12.30 p.m.,
arrives Satapuala 5 p.m., departs Mon.
8 a.m., crosses Date-Line arrives Suva
Tues. 10.55 a.m.
Leaves Suva Aug. 1; leaves Papeete Aug. 3
—service will then be temporarily sus-
pended.

18. 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.)

19. Fiji Internal Airways

Fiji Airways, Ltd., Drover 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:
Sat., Sun.
Suva-Taveuni-Labasa-Taveuni-Suva: Mon.

20. N. Caledonia-Loyalty Is. Internal Service

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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 at Plaine des Galacs):
Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Ile des Pins, Noumea: Saturday
and Monday afternoons.

21. French Polynesia Inter-Island Service

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Friday: Papeete, Huahine, Raiatea,
Papeete.
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22. Micronesia

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Pacific Commerce and Produce

Barikewa Gives Some Hope

AUSTRALASIAN Petroleum Co. has given a little more hope for the Papuan oil project with its latest drilling report just released.

The company reports that it has found evidence of further gas showings in the well at Barikewa. The well is now at 13,392 feet—an increase of 346 feet in the past month.

Earlier this year substantial flows of gas were reported by the company from the Barikewa well in two zones around the 8,000-foot level.

There has been considerable speculation on whether this gas could be put to commercial use in the Territory if a field could be proved. Obviously, this latest sign of gas will inflate those hopes, and turn even more attentive eyes to the well now drilling at Kuru.

At Kuru No. 3 well, however, the drilling company has met with delays following the deflecting of the drilling bit in soft formation at 1,846 feet. A second hole has since been started and drilled to 2,775 feet, where casing will be run at 2,745 feet.

The first well in the Kuru area will be remembered for the excitement it caused when, early in 1956, it met an uncontrollable flow of gas at 998 feet, resulting in the well "blowing its top". The gas flowed for 140 days.

The company finally drilled another well directionally to seal off the gas after exceptional efforts to control the flow had failed.

Kuru No. 2 well, drilled in mid-1956, met gas in the same formation and under the same pressure conditions. But the formation was found to be underlain by water and the well was ultimately abandoned after drilling to 7,305 feet.

Puri well has been deepened 1,122 feet to 9,143 feet, the latest report adds.

CSR Increases Profit

The Colonial Sugar Refining Co., Ltd., increased its net profit by £363,700, or 18½ per cent., to £2,335,058 for the latest year to March 31.

This was after undisclosed tax provision, and increasing depreciation charge by £692,065 to £2,376,627. Dividend of 8 per cent. on bonus-enlarged capital requires £1,497,600.

The new dividend rate is equal to 10.66 per cent. on the old capital basis against the actual payment of 10 per cent. for each of the two previous years.

Raw sugar output in Australia and Fiji reached a record level of 471,300 tons—a rise of 28 per cent. over 1956.

Production in Fiji was 196,100 tons—an increase of 61,600 tons. Directors say the prospects for Fiji for the current year are disappointing, with normal wet season rains lacking and growth generally backward. Estimated Fiji production is 180,000 tons in a total of 458,000 tons.

Sales from Australian refineries in the past year rose by 25,000 tons to 510,000 tons.

In other divisions of the company, sale of building materials made a new record; distillery sales were high, and business of CSR Chemicals improved.

Total assets rose by £11.4 million to £72.5 million. Fijian assets at £13.1 million were more than double the previous year's figure.

Morris Hedstrom Profit Down

Morris Hedstrom, Ltd., planters and merchants, showed a fall of about 7 per cent. in net profit for the latest year to March 31. Actual profit figure was £141,609, Fijian currency—a fall of £10,727. Ordinary dividend remains at 15 per cent. and absorbs £78,062 of the profit. All of this goes to W. R. Carpenter, which acquired all Hedstrom ordinary shares early in 1956. Preference dividend of 6 per cent. required a further £13,187. Result was struck after cutting tax provision by £47,560 to £130,640, and depreciation charge by £13,671 to £63,167. Directors report that results were affected by bad weather conditions in many areas and especially by drought.

Placer Profit Down Heavily

Placer Development, Ltd., has indicated a sharply reduced net profit of about 2,500,000 dollars for the year to April 3 last. This compares with the previous year's result of 3,599,000 dollars. One of the main companies in the group, Canadian Exploration, Ltd., netted an estimated 1,117,400 dollars compared with 1,672,300 dollars for the previous term. This company showed production of 31,400 tons of lead-zinc concentrates against 30,392 for the 1957 year, and tungsten output down from 99,354 to 96,927 units.

Further testing work to cost about 400,000 dollars is planned for an area in Northern Quebec where there are indications of a substantial tonnage of high grade zinc ore, with small amounts of copper, gold and silver.

Another company in the group, Coron Oil, made a net profit of 1,306,424 dollars compared with 1,672,295 dollars for the previous year. Production fell from 565,370 barrels to 428,287 barrels. Producing days were restricted to 11 days in February, nine in March, and eight in April. Ten successful and two dry wells were drilled in the last quarter of the year.

New £1 million Fijian Loan

An Australian stockbroking firm, J. Potter and Co., has underwritten a new £1 million loan for the Government of Fiji. Loan is being issued at £99 for each £100 of stock. It offers 5 per cent. for stock maturing in 1963/65, or 5½ per cent. for 1973/75 stock. Money raised is to be used for development, states the prospectus of the issue.

Norfolk Whaling's Acquisition

Norfolk Island and Byron Bay Whaling Co., Ltd., has contracted to pay £42,000

ew Zealand currency in acquiring the New Whaling Co., Ltd., New Zealand. His amount £1,000 has been paid and the rest is due by October 31, 1960. The Whaling Co. is the owner of assets of the property of Hauraki Whaling Co., Ltd., and last shown in the books of that company at £NZ146,620. Barrier Reef will not engage in whaling this season as its vessels are doing a survey of reefs not previously worked by the company owners. To date the Byron Bay whaling season has taken more than 50 whales, despite bad weather.

Lolorua Rubber Pays 15 per cent

Lolorua Rubber Estates, Ltd., has declared a final dividend of 7½ per cent, a total of 15 per cent, for the company's latest year. The dividend is payable on July 29. Although it is a reduction from the previous year's 20 per cent rate, the new rate was generally received in view of the fall that has occurred in the price of rubber. Production from the Papuan estates under the management of Steamships Trading Co., Ltd., is mainly higher in May. Kerema produced 35,000 lb (April, 28,062); Mariboi, 37,683 lb; Rubberlands 36,400 lb; and Lolorua 42,029 (38,355) lb.

Goldfields output up

Guinea Goldfields, Ltd., in its preliminary statement for June, reports an increase in production. Golden Ridge mill treated 4,086 (May, 4,228) tons of ore for 938 (822) oz fine gold, 928 (915) oz silver. Golden Ridge mills produced 117 oz fine gold (preliminary, no figures). Koranga Alluvial output was 206 oz fine gold from 10 cubic yards (May figures showed output of 86.156 yards but no clean output). Tributaries output rose from 87 to 169.310 super feet against 166.168 super feet in May.

Oil Prospects "Enhanced"

For Oil, Ltd., field geological work, carried out by core drilling, was developing a picture which could be very important to the company, states the chairman, Mr. K. A. Cameron. It would be months before a significant stage had been reached but indications were that the value of the prospect had been considerably enhanced by the work done, he said. Geological parties were working in the Suai, Same and Viqueque areas. A second diamond drill would be working soon in the Suai area, he said.

The Stock Market

A month of rising share prices culminated in a new record level for the Sydney Exchange index of ordinary shares at a level of 258.15—a rise of almost 10 per cent, and 21 points, or 10 per cent., since the beginning of the year. In the previous month the index had risen almost four points after a decline.

General feeling is that the market is held almost solely in the fact that this is an Australian election year, and that the impending Federal Budget will contain some of the steps traditionally taken with an election.

In fact, there have already been a variety of forecasts of tax reduction and pension increases. All these, of course, are completely without basis but have their influence on the course of the share market. Factors helping to offset the gloomy outlook for commodity prices, as far as the market is concerned, include record motor registrations, exceeding 8,000 in May, and a further increase

in hire-purchase business during the same month when new HP contracts exceeded £22 million.

Demand for hire-purchase companies for public loan funds eased during the month to a total of about £2 million. Custom Credit Corporation announced a profit of almost £1 million for the year to June 30 with the total amount due to it under contracts now exceeding £42 million. Not to be outdone Australian Guarantee Corporation stated the next day that its outstandings had risen by 31 per cent, in a year to £47 million. Largest of the group, IAC, announced in April that more than £50 million was owing to it then.

A market sensation was caused by the debut of Commercial and General Acceptance, the new HP company sponsored by the Commercial Banking Co. of Sydney. The 2/6 paid shares opened on the market at almost 7/-, and big money was made by shareholders who had got in on the ground floor.

Indications were at edition time that the market was nearing its top overall, at least for the time being. Its immediate future will probably be decided by the

contents of the Treasurer's Budget message.

SYDNEY SALE PRICES

	June 9	July 9
B.H.P.	45/6	46/9
Burns Philp	54/-*	55/9
Burns Philp (SS)	45/6	47/-
C.S.R.	£40	£43/17/6
Dylup Plantations	12/6	14/9
Hackshalls	42/-	42/-
Kauri Timbers	19/6	20/3
Kerema Rubber	10/-	10/-
Koitaki	10/6	11/3
Lolorua	6/3	7/-
Mariboi	5/-	5/6
Norfolk Is. Whaling	5/3	4/6
Queensland Insurance	72/-	69/9
Rubberlands	5/-	5/6
Sthn. Pac. Insurance	55/-	56/-
Steamships Trading	44/6	44/9
W. R. Carpenter Hold.	11/3	14/9
Timor Oil	2/6	3/-

* Shares ex bonus issue.

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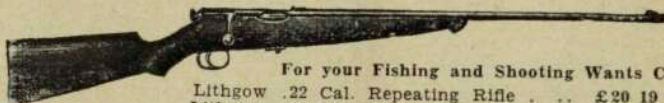
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COPRA

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.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by Government; and the Board effects distribution and sales, and makes payments to the producers. Production is mainly to (a) Unilever (under contract covering 1958), (b) Australia (for consumption) and (c) crushing-mill Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market. Unilever price: Manila FM grade, with premiums up to £3A per ton hot-air dried.

"Tentative" Price For New Guinea January, P-NG Copra Board announced "Tentative Prices", from January or copra delivered at main ports: Hot-Dried, £A47 per ton; FM Standard, £A47; Smoke-Dried, £45/7/6.

Fiji:—No Government control—producers where they wish. Bulk of copra goes crushing-mill in Suva, whose price wharf, Suva, is announced each week. at July 7. HAD, £F52/17/6; FM1, £1/10/-; FM2, £F50/2/6.

WESTERN SAMOA:—Official Copra Board receives all production, and sells and makes payments to producers. The proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £Stg.3 per ton for hot-dried. Prices as from April 21, 1958—air dried: £Stg.45/15/-; sun dried 1: £Stg.43/5/-; No. 2: £Stg.39/15/-.

TONGA:—Sales are under Government control. Part of production goes to Europe, by arrangement with Unilever contracted by Philippines prices, and part to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices on Philippines market. Price dried July: 1st grade, £A51/10/-; 2nd, £A49/10/-; 3rd grade, £A45/10/-.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines, less "stabilisation fund" charges.

SAMOA:—Producers receive 4 cents lb. 9.6 or £A40 approx. per long ton. 10c bonus, if average proceeds exceed buying price and expenses.

NEW HEBRIDES:—July price: 7,800 Pac. Frs. (£A45/12/3) delivered Vila/Santo. French price, 84,500 Metrop. Frs. per 1,000 kilos, c.i.f. Marseilles).

COOK ISLANDS:—Local price is based on NZ50 per ton, f.o.b., Rarotonga, premium of 50/- (NZ) for top grade dried. Shipping, handling, shrinkage storage charges reduce the outer price to about £NZ30 per ton, rate.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on July 9, was £Stg.373/15/- per ton, c.i.f., London. P.-N.G.:—July 10: Around £A400 per ton c.i.f., Sydney.

W. SAMOA:—Price quoted early July £S370, f.o.b., Apia.

COFFEE:—P.N.G.: July 9: Good grades range from 4/8 lb and up c.i.f. Sydney. Top quality about 4/11 lb. Overseas supplies still freely available.

July 10: Kenya Arabica, A grade, f.a.q., £Stg.515; B grade, f.a.q., £Stg.505; C grade, f.a.q., £Stg.479; all per ton and c.i.f. Aust. ports.

PEANUTS:—P.-N.G.: July 9: Kernels 1/10 into store; Virginia bunch, in shell, large, well-cleaned up to 1/3 del. Sydney. Large crops coming in from Queensland and Northern NSW. NG, in types other than Virginia bunch, hard to sell at 8d lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on July 8, was: No. 1 RSS, spot, 78 Straits cents (27.08d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on July 10: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed standard packs 67/-, Green 65/-.

RICE (Australian):—Price from May 1, 1958—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton, f.o.w.; under 5 tons, £68/10/- per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—May 9 quotation by independent pearlery unchanged. Sound, £A750; D, £A550; E, £A375; EE, £A205 (in store Sydney). Cook Is.—Penrhyn: No sales reported.

TROCHUS:—Market still weak. No business being done.

GREEN SNAIL:—Merchants report no business being done.

London and US Quotations

Copra: London, July 9: Philippines in bulk, July/Aug. \$191.50 seller; Straits/

Borneo, fair merchantable, del. weights, c.i.f. UK/Nth. Europ. ports, July/Aug., £Stg.71, seller. New York, July 9, Philippines, c.i.f. US Pacific ports, \$182 asked. £1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, July 9, Straits, crude bulk, c.i.f., £Stg.105 ton, July/Aug., seller. Ceylon in bulk, UK/Nth. Europ. port, £Stg.109, per ton, July/Aug. seller.

Rubber:—London, July 8: RSS No. 1, spot, 23d Stg. buyers; July-September, 23½d Stg. March, 1959, 22½d.

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, Lae, Rabaul) and **NATIONAL BANK OF ASIA** (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

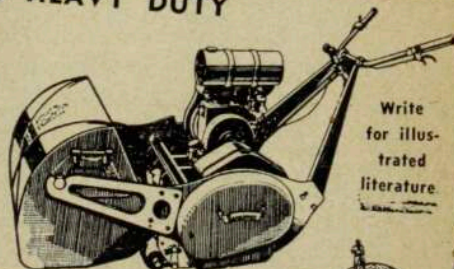
NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

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 June 9, quotes: Selling, Noumea, 168 Pac. francs to £ Aust.; Papeete, 166.25 Pac. francs to £ Aust.; 208 Pac. francs to £ Stg.; 72.82 Pac. francs to US \$. Selling 1.179.25 Metrop. francs to £ Stg.

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PEOPLE

(Continued
from
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The German Minister to New Zealand, Dr. Noehring, has just paid a mid-winter visit to Western Samoa.

Mr. N. C. Kelly who has been appointed to succeed Mr. E. R. Winkel as Attorney-General of the Western Samoan Government, has arrived at Apia by plane to begin his new duties.

Mr. J. H. Donaldson who has been Headmaster of Samoa College since 1956, has left Western Samoa with his family for England where he will undertake educational research work before returning to New Zealand. He did a great deal to improve facilities at the College and the standard of education during his two-years' term, and residents were reluctant to see him go.

Recently the first prize ticket holder in "an interstate consultation" (we aren't allowed to say which one, because it is illegal in NSW) was given as K. B. Rehder, Post Office, Samarai, Papua. The amount was £7,000.

A man with a big heart is Brigadier A. E. Brown, Secretary-General of the Imperial War Graves Commission, Anzac Agency. When he was in Papua-New Guinea recently, inspecting war cemeteries at Bomana, Lae and Bitia Paka he undertook to inspect any grave or memorial for the next of kin of any Australian serviceman buried there, and to furnish a report on it. That could be a tall order. There are over 8,000 graves in the three cemeteries, plus hundreds of names of servicemen who lost their lives in the Territory but have no known place of burial.

After an absence of 26 years, Mr. John Vivian Wood, of the Bank of New South Wales, with his wife, returned some weeks ago to the Morobe District, NG, as Manager of the Bank's Lae branch. It was his intention to arrive about the same time as the new bank building was opened, but he got there before the event.

He was at Salamaua from 1929 to 1932 and has had an interesting time meeting again the old timers. During his absence from the Territory he was a very busy man and

had appointments at Melbourne and Brisbane as Foreign Exchange Officer, and seven years in Head Office Administration at Sydney, where he was Assistant to the City Inspector prior to his appointment at Lae. During his term in Melbourne he spent two months abroad visiting the Bank's agents in India, Pakistan, Ceylon and Singapore.

During his stay in Brisbane he took an active interest in the Commonwealth Institute of Accountants (later Australian Society of Accountants) and served a term as State President. Also, he was for three years part-time lecturer in Banking and Foreign Exchange at the University of Queensland; and is co-author of the standard text book "Australian Banking". He was a member of Rostrum Clubs in the three eastern Australian cities—and has now joined the active Rostrum Club at Lae.

Recreations have been swimming and tennis with some compulsory lawn-mowing. Mr. Wood has now graduated to bowls and Wednesday afternoon appointments are kept at the Lae Bowling Club.

Handy Sydney Addresses for Islands Visitors

AUSTRALIAN TERRITORIES DEPARTMENT, Commonwealth Buildings, Circular Quay West (B-0537)—a massive brown stone building on the right side of lower George Street, Millers Point.

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SOUTH PACIFIC COMMISSION: City office for publications etc.: 115 Pitt Street (Tels. BW 3409/BW 5487). West side of Pitt Street between Martin Place and Hunter Street.

AUSTRALIAN SCHOOL OF PACIFIC ADMINISTRATION, Middle Head Road, Mosman. (XM 1035). Located on Middle Head, past the Balmoral Naval Depot. Take Spit, Spit Junction or Mosman Junction bus in Carrington Street, City. Alight at Spit Junction, North Sydney. Take a blue "Naval Depot" bus (every 25 minutes and alight at the school).

PACIFIC ISLANDS SOCIETY: Contact President (Mr. N. H. Foxcroft—LX 1778). Meetings at 77 King Street, 7th floor—near George St.

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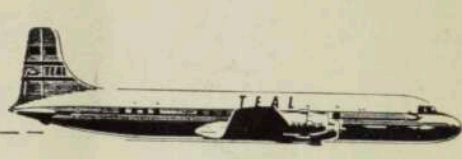
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