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NATIONAL LIBRARY OF AUSTRALIA

SEPTEMBER, 1958 Vol. XXIX. No. 2

PACIFIC ISLANDS Monthly

GO ON—DON'T GIVE ME THAT! The expression on this Tolai infant's face, as it sits among the cabbage leaves and bean stalks, under a table in the Rabaul market, seems to suggest that it has heard an incredible piece of local gossip. Photo was taken by a Fiji visitor to Rabaul, Mr. G. Cotter.

Established 1930

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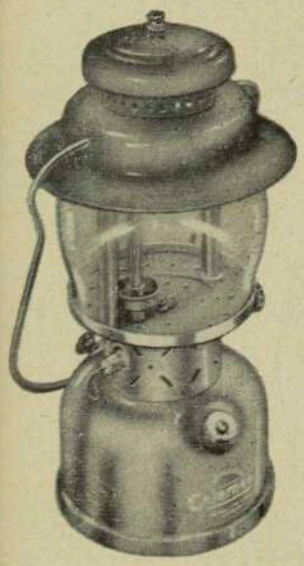
Coleman Coleman Coleman

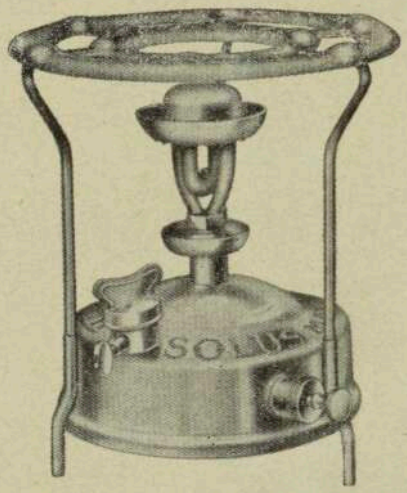
Your Guarantee of Satisfaction Backed by Established Service

Depots Throughout the Islands



LANTERNS

Designed to withstand heavy usage and exposure to all weathers these Kerosene lanterns have built in automatic jet cleaning needles, safety air-seals on pumps and heat and shock proof globes. They cannot spill and burn safely in any position. Two sizes.



SOLUS STOVES

Coleman Solus Kerosene stoves are sturdily constructed with heavy brass pressure-tested tanks. The burners are of high grade brass containing a high copper content for good heat conductivity. All parts are interchangeable with similar stoves. Available in Silent and Roarer types.

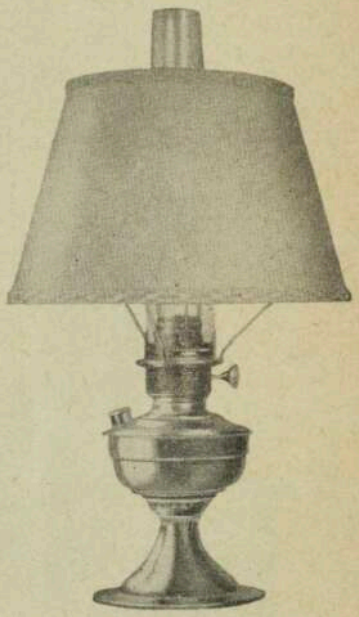


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Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7¼ ins. Weight 3 lbs.

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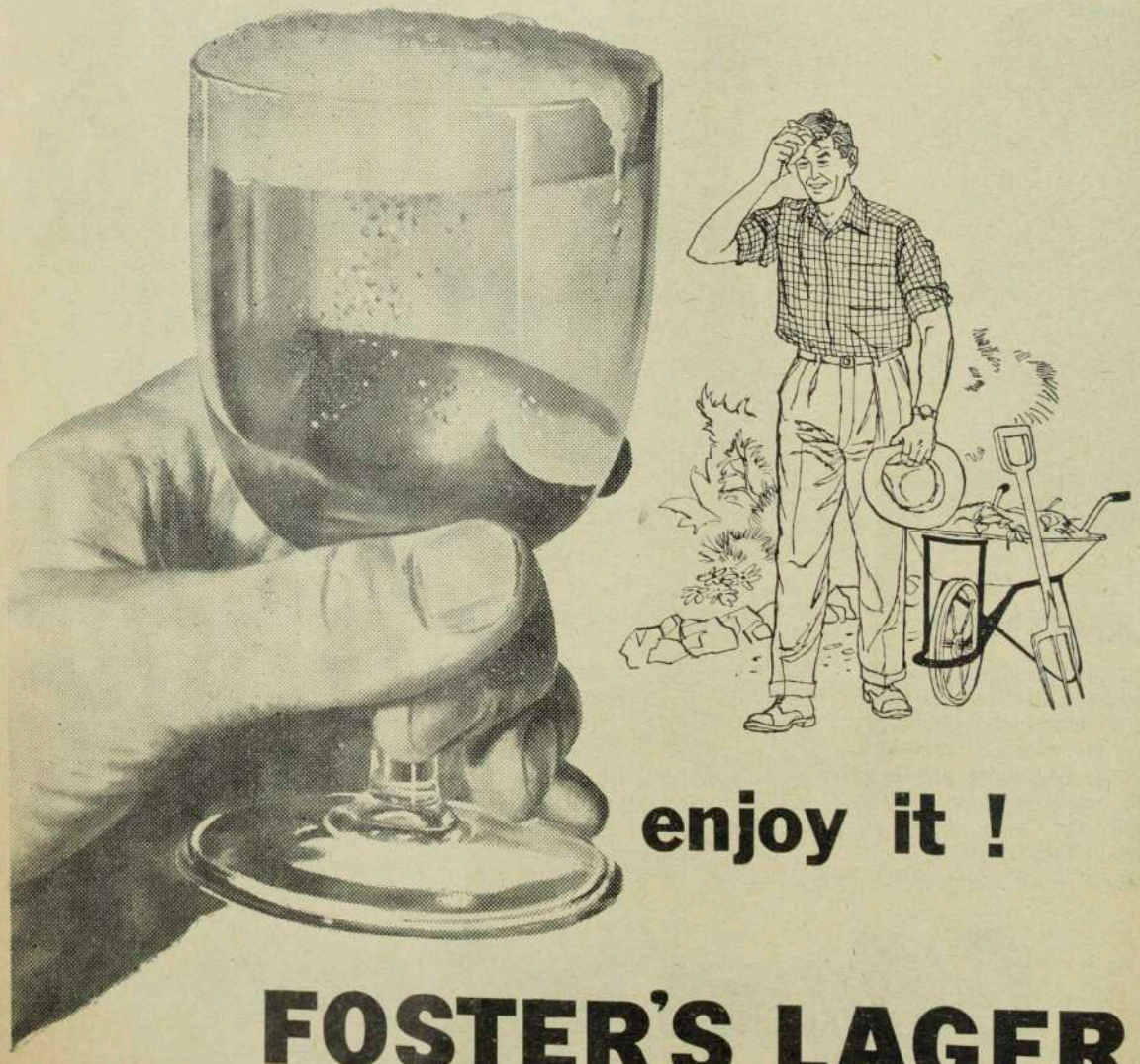

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TIN TO MAINTAIN
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Biscuits

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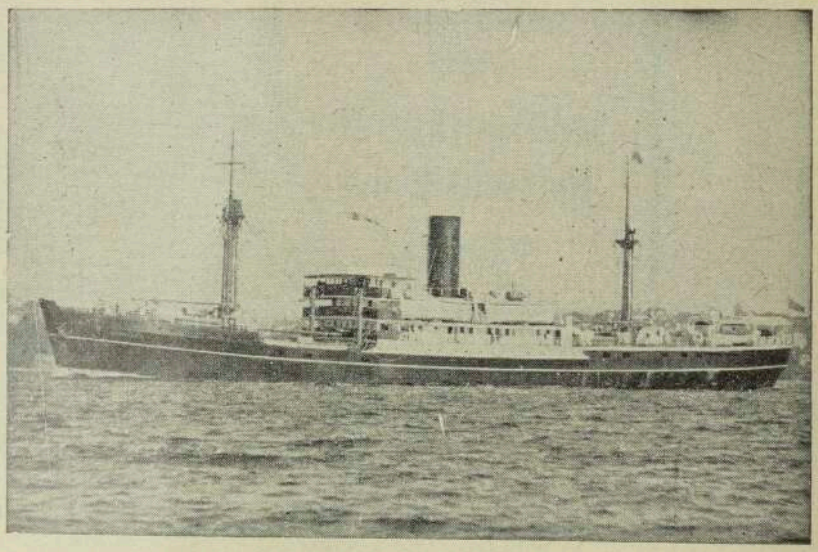
M.S. "SOOCHOW"

S.S. "PAKHOI"

Regular services between Australia and Papua-New Guinea



JAPAN, SHANGHAI, HONGKONG, NEW GUINEA, AUSTRALIA

REGULAR SERVICE WITH THE STEAMERS: **"FUNING"—"FENGNING"—"CHENGTU"**

Japan, Shanghai, Hongkong, Madang, Kavieng, Rabaul, Lae, Samarai, Port Moresby, Sydney, Melbourne, Adelaide. (Returning from Australia to Japan direct).

For further details please apply to agents or refer to the weekly advertisements in the "South Pacific Post".

THE CHINA NAVIGATION CO. LTD.

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PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai . Cables: "Steamships".

NEW GUINEA: Colyer Watson (NG) Ltd., Lae, Madang, Rabaul. Cable: "Colyeram".
New Guinea Co. Ltd., Kavieng. Cable: "Camohe".

BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cable: "Wilgilsand".

MELBOURNE: John Sanderson (S. ping) Pty. Ltd., 111 William Street. Cable: "Syndicate".

ADELAIDE: George Wills & o. td., 33 Gilbert Place. Cable: "Willsandco".

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe. Cable: "Swire".

EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: "Swire".

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CABLES: "SWIRESHIP". BU 1712.

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PEOPLE

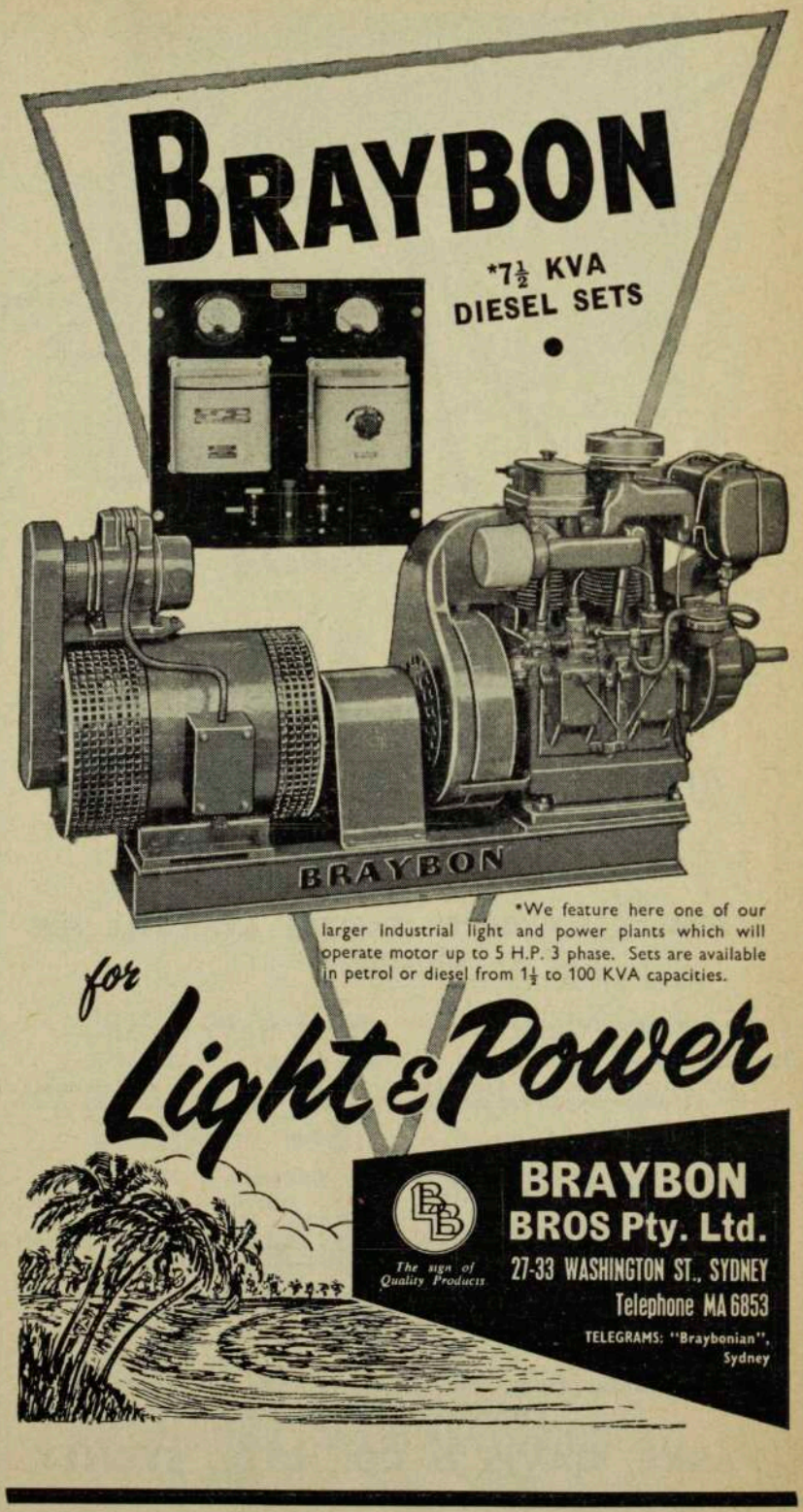
Mr. H. L. R. Niall, popular District Commissioner of Morobe District, New Guinea, underwent a difficult operation in Sydney at end of August. The operation is reported to be successful and his complete recovery is now expected. Mr. Niall became ill in Lae, in July, and subsequently was flown to hospital in Sydney. He was discharged in August, but subsequently underwent an X-ray examination and was ordered back to hospital where the operation was performed.

At Nukualofa, Tonga, in late August, the Governor of Fiji, Sir Ronald Garvey, presented Prince Tungi, Premier of Tonga, with the insignia of a Knight Commander (Honorary) of the Civil Division of the Most Excellent Order of the British Empire. It was conferred on him by Queen Elizabeth. Occasion was the signing of a new Treaty of Friendship.
—Rob Wright photo.

Mr. M. D. I. Gass arrived in Honiara, BSIP, on September 1 to assume duty as Chief Secretary of the Western Pacific High Commission. Mr. Gass comes to the Protectorate after serving 13 years in Ghana and the Gold Coast, where he was first appointed an Assistant District Commissioner in 1939. Returning to Ghana in 1945, after military service, he has more recently been Permanent Secretary in the Ministry of the Interior.

* * *

A New Zealander, Mr. Mark Anthony is becoming a familiar figure in the Solomon Islands. Responsible for the delivery from New Zealand of the three *Twomey* vessels, donated by the New Zealand Leper Trust to the Melanesian, Methodist and Roman Catholic Missions in the Protectorate, Mr.



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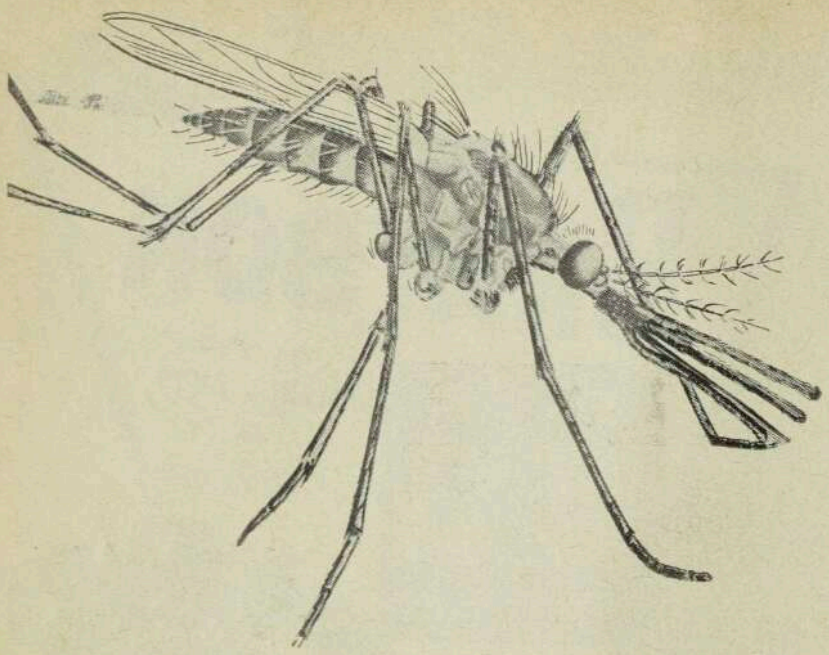


PARKE-DAVIS

CAMOQUIN TABLETS

Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

3 tablets to be taken as a single dose once weekly, or 1 tablet three times weekly.

For Children:

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

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

TREATMENT DOSE—

For Adults:

3 tablets taken as a single dose. A second dose of 3 tablets may be given in from 24-72 hours if fever has not subsided completely.

For Children:

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

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

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

Obtainable from all chemists and suppliers of PARKE-DAVIS products

PARKE, DAVIS & CO., LTD., SYDNEY

Anthony recently completed delivery of the second vessel, *Ozama Twomey*, for the Methodist Mission at Munda, Western Solomons.

The third vessel (for the Roman Catholic Mission) *Mala Twomey*, is expected to arrive in Honiara about the end of October.

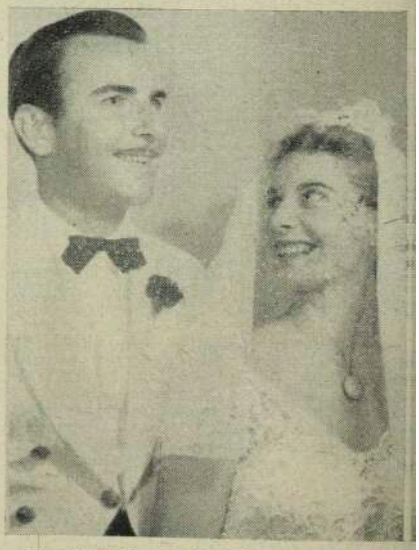
* * *

Lutovia Bonifasio Pua, aged 20, a Samoan student at the Marist Brothers Juniorate at Tuakau, NZ, was commended by a Coroner at an inquest in September for his heroism at a drowning fatality at Port Waikato on January 30.

Pua assisted two other students to safety and continued to search for 15-year-old Terence Anthony Whitehead, who, however, was drowned. The incident occurred during a picnic by the students who are trainees for the religious life.

* * *

Rear-Admiral Toulouse Lautrec, Commanding French naval forces in the Pacific, will shortly return to France, his term of duty having expired. He will be replaced by Rear-Admiral Evenou. The new Admiral will arrive in Noumea by the September *Tahitien*.



St. John's Church, Port Moresby, was chosen for the recent marriage of Miss Joan Andersonn of Brisbane, to Mr. Keith Braybon, of Sydney. The best man and attendant, both Port Moresby residents, were old friends of the bridegroom who is also connected with Islands trade through Braybon Bros. Pty., Ltd. The couple will live in Sydney.

—Papuan Prints

Monseigneur Martin, Roman Catholic Bishop of New Caledonia has been nominated Chevalier of the Legion of Honor. Monseigneur Martin had, more than once, declined this when offered him as a civil honor. However, this time it comes to him for his services in the Resistance during the war. Monseigneur Martin was a member of the illustrious order of Buchenwald for some time, having been de-

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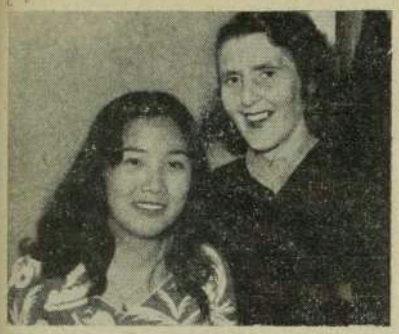
ported to that celebrated reception house by the Gestapo. All New Caledonia joined in congratulating the missionary Bishop.



Miss Lilna Tetuanui, of Tahiti, photographed at a Polynesian Association meeting in Sydney, with Association secretary Mrs. Irene Byron. —Tele-Photo.

Another New Caledonian to be honoured recently was M. Jean Tran Ap. M. Tran Ap has been made a member of the Companions of the Liberation—which has a select membership of a few of the heroes of Free France. M. Tran Ap, was born the eldest of a large Viet-Namese family, but he is now a naturalised French citizen and is New Caledonia's most decorated soldier. His decorations include the Legion of Honour, Resistance Medal, Croix de Guerre and Medaille Militaire. He now lives in Paris and has been made a member of the Council of the Order of Liberation—the two Liberation awards being the result of a special decree made by General de Gaulle.

Dancing at the Qantas Ball in Port Moresby in early August, two well-known Port Moresby people, Mrs. Jack Chatfield and Mr. R. Wright. —Papuan Prints.

More and more P-NG Territorians are finding that a fascinating trip to the East is much more interesting than spending their leave in southern capitals, and latest voyagers, Mr. and Mrs. M. A. Powell, of Lae, NG, who returned from Japan aboard MV *Citos* in August, had nothing but praise for the ports they visited. Mr. Powell said that, contrary to accepted ideas, he found hotels in Hongkong and Japan no dearer than first-class hotels in Australia. Shopping facilities and night life in most of these cities

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PREPARED WAX
FLOOR POLISH
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"Twice the shine in half the time"

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only paint with silicone "101"

Tanox Super Gloss cleans itself every time it rains because it contains Silicone "101"; which gives it the smoothest, glossiest surface to which dust and dirt can't cling. Tanox keeps the weather out, too, because Silicone "101" has amazing water repellency. And Tanox lead-free colours retain their freshness and strength for years.

Approach us direct or our Representatives for the Pacific Islands.

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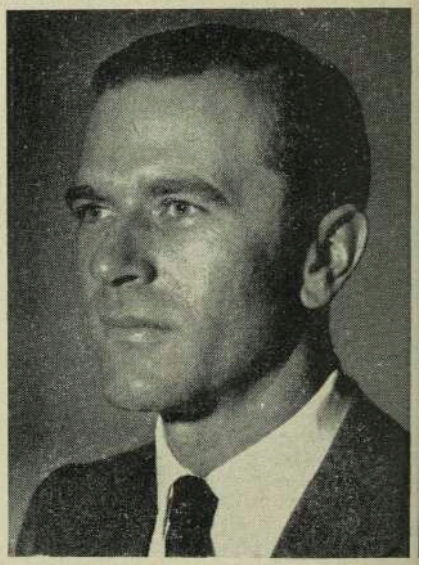
were an attraction in themselves. On top of this the traveller saw magnificent scenery, and enjoyed life on a vessel which made its leisurely way homewards via out of the way ports.



Mr. Barry Combe, newly-appointed New Guinea manager of Concrete Industries (Australia), Ltd., which will establish a factory at Six Mile, Port Moresby, in December for the manufacture of pre-cast concrete building materials and other products. Mr. Combe, formerly district manager for the company at Kembla Grange, NSW, will leave Sydney in October to supervise the erection of the new factory.

Corporal James Litchfield, 21, is attending an Australian Army officer's cadet school at Portsea, Victoria—the first representative of the Fiji Military Forces to do so.

* * *

Mr. John Stannage, former associate of Sir Charles Kingsford Smith and now manager of the Fiji Broadcasting Commission, was among the guests taking part in a flight between Sydney and Christchurch in September, to commemorate the 30th anniversary of the first air crossing of the Tasman by Smithy and Charles Ulm. Hal Lichfield, who was navigator on the first flight, and T. H. McWilliams, a radio operator, were guests of honour. Mr. Stannage flew as Smithy's radio man in the Southern Cross on the first crossing of the Atlantic from London to New York in 1930.

* * *

The stream of VIP's who visit Papua-New Guinea for the first time appear to have one impression in common—they are amazed at the progress and activity throughout the Territory.

The latest "surprised" visitor was the economic advisor to the International Bank, Mr. Andrew Kamarck.

"I was amazed at what work was

going on," he said. "I could also see the tremendous problems confronting the administration."

* * *

Mr. Jules Rey, well known Tahiti inventor, and the man who brought the first automobile and merry-go-round to the Cook Islands in the 1920's, returned to Rarotonga on a visit in August. Not much has been heard of Mr. Rey's last invention, a machine for opening coconuts and extracting the flesh, since a battle over patent rights developed in the United States several years ago. The machine had been demonstrated throughout the South Pacific and was going into production.

* * *

Mr, N. G. Jamieson, an annual visitor to the Papeete July Fete, returned to Auckland in August aboard the *Waitemata*—in which he invariably travels.

* * *

Dr. R. G. Simmers, MSc., ScD (MIT), Assistant Director of the NZ Meteorological Service, was visiting Island stations in August.

Cutting the cake after their marriage at the Roman Catholic Church, Port Moresby, in August, are Mr. and Mrs. W. Dolan. She was Miss W. Clarke.

—Papuan Prints.

Fiji-born Mr. R. G. Kermode, solicitor, and newly-elected European member for the North-Western Division seat in the Fiji Legislative Council, took his seat in the Council in August. He had a marginal win over Mr. Mark White in a by-election at Lautoka.

Mr. Kermode's parents, Mr. and Mrs. George Kermode, who were making their first visit to Fiji for 13 years, saw their son installed. Mr. Kermode, Snr., was formerly a Superintendent of Police in Fiji.

* * *

The Orient liner *Orsova*, which berthed in Sydney from US, Sept. 5, was almost a BSIP special. No less

For swift, sure three-way relief from
HEADACHE & ALL PAIN
VINCENT'S A.P.C.
POWDERS & TABLETS
3 medicines in one!
ASPIRIN · PHENACETIN · CAFFEINE

Take VINCENT'S with CONFIDENCE
AVAILABLE EVERYWHERE AT ALL CHEMISTS AND STORES
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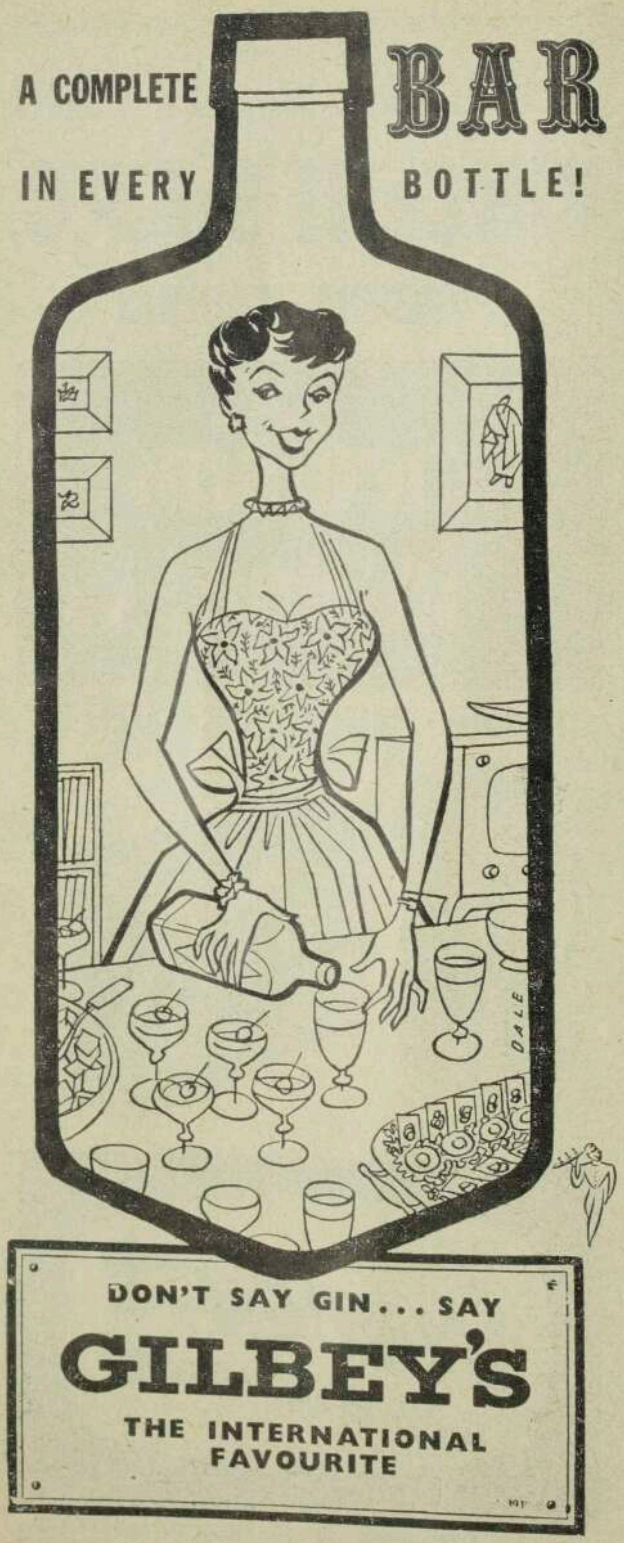
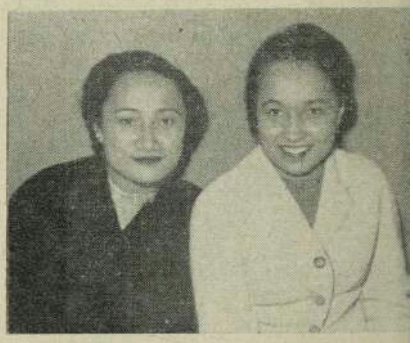


than five couples, one with a smal child, went on later to Honiara, an from Honiara some went to othe parts of the Solomons. They wer Mr. and Mrs. A. J. Child, destina tion Government Training College Honiara; Mr. and Mrs. A. S. Pringle to King George VI School, Malaita Mr. and Mrs. J. F. Isaac, to sam destination; Mr. and Mrs. Warre (Mr. Warren going to the Geologica Survey Dept); and Mr. J. E. Randall of the WPHC, Honiara, and Mrs Randall.



Photographed in Sydney in August, Mis Elizabeth Gibson, from Rotuma, who is doin a nursing course in Sydney, and Kitty Picke ing, of Suva.

—Tele-Phot

New Caledonia has a new com mander of its Army forces. He i Colonel Raymond Appert, 54, a dis tinguished soldier ranking high i the Legion d'Honneur, and a mem ber of the Companions of the Lib eration, thus a strong de Gaull man. He replaces Colonel Lansaro who recently returned to France.

* * *

Born in Sydney recently, Richar Phillipson Glover, first child of M Ted Glover of *South Pacific Pos* and Mrs. Glover. All three returne home to Port Moresby in early Sep tember.

Mr. U. Maggs, and the former Miss Charles, after their marriage at St. John Church of England, Port Moresby, in Augus

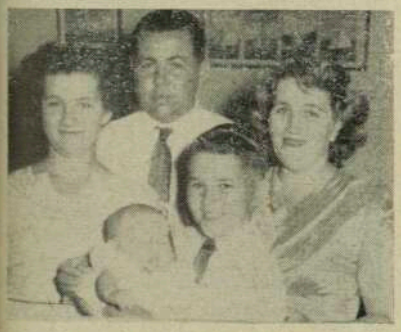
—Papuan Print

Miss Lois Niall, daughter of Dis trict Commissioner and Mrs. Niall of Lae, New Guinea, seems to H carrying on where her father le off many years ago when he was Patrol Officer (or an ADO), and leading patrols in Eastern Papu

That is the way a newsagency story that was recenly published in Australia, goes anyway. Miss Niall, a charming young woman and a graduate of Sydney University, is now engaged in native welfare work in the Administration. She was making a round of native villages to co-ordinate the work in native women's groups.

* * *

The beautiful new Anglican church in Apia, Western Samoa, will be consecrated on October 19 by the Bishop in Polynesia, the Right Rev. Dr. L. S. Kempthorne, newly returned from the Lambeth Conference. After that, the Chaplain in Samoa (and, incidentally, the church's builder), the Rev. C. W. Whonsbon-Aston, will leave Samoa, after 15 years' service, and proceed to Fiji, as Archdeacon, to take command of the famous old church in Levuka, where he was stationed many years ago. It was Church-builder Whonsbon-Aston who organised and directed the erection of the Anglican church in Lautoka, long before World War II.



Well-known Port Moresby sports couple, Mr. and Mrs. Jack Martin, had their new son, Darryl, christened at St. John's Church of England, in August. They have two other children.

—Papuan Prints.

In Melbourne currently for a six months refresher course in child welfare, is Miss L. C. Ram-Samuj, of the Fiji Medical Department. She has visited Australia on several occasions, and completed her nursing training at Epworth Hospital, Melbourne, in 1940.

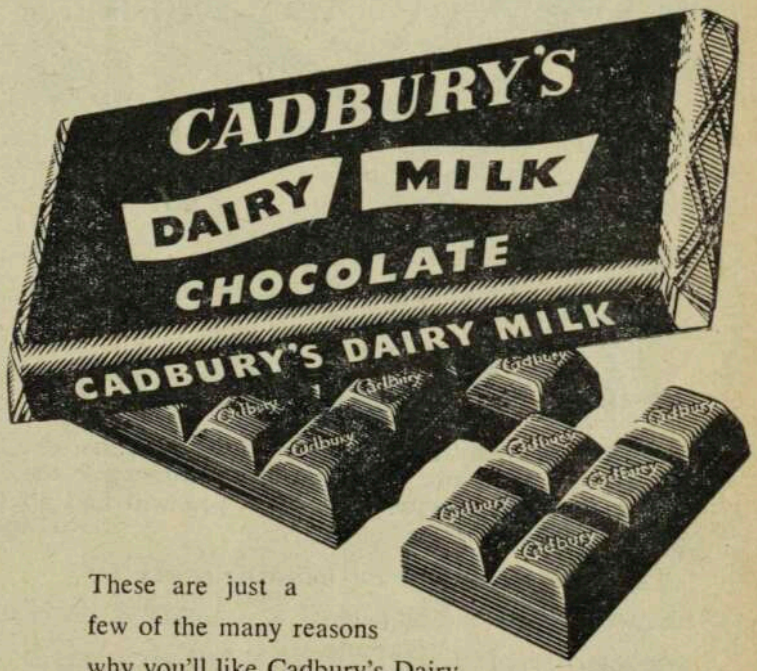
* * *

Visiting Sydney in September was Mrs. Vincent Zigas, wife of Dr. Zigas, of Kainantu, Eastern Highlands, New Guinea, whose name has come to be associated with the peculiar native palsy of the Fore area called kuru or (by the press) Laughing Death. Dr. Zigas has spent the last three years studying this disease, which affects only this one New Guinea tribe, and is nearly always fatal. He is now in the United States carrying out further research and will return in November. Dr. and Mrs. Zigas have just completed a world tour, but Mrs. Zigas has returned to Sydney to be with their

21 chunky squares

rich satisfying flavour

so smooth . . . so creamy



These are just a few of the many reasons why you'll like Cadbury's Dairy Milk Chocolate. Take a deep bite of Cadbury's Dairy Milk Chocolate. Mmm . . . it's so smooth . . . so creamy . . . so satisfying. There's wonderful eating enjoyment in each of the 21 thick, chunky squares. Nourishing, too; there's a glass and a half of pure, fresh, full-cream milk in every ½ lb. Buy a block today.

Cadbury's Dairy Milk Chocolate

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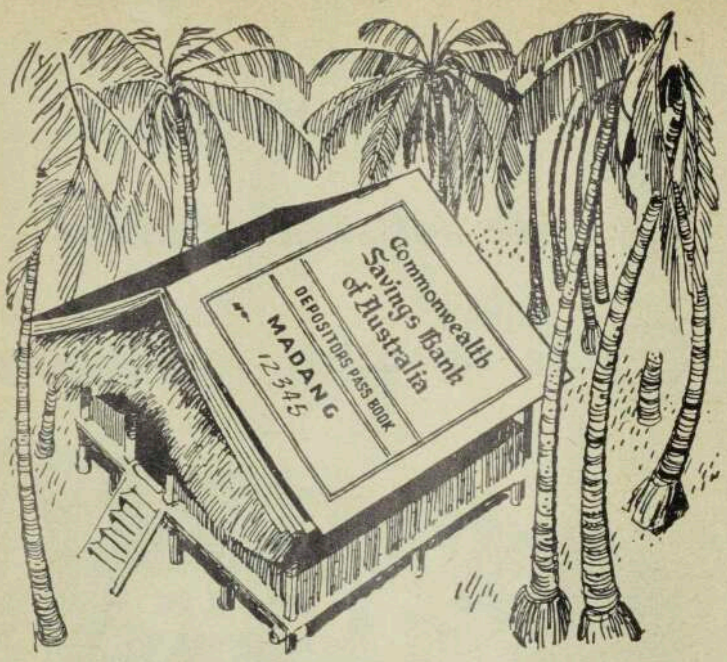

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The Commonwealth Savings Bank offers *you* the best protection for your savings right throughout the Islands. No matter where you go you will find an office of the Bank.

There are branches at the following places:

Port Moresby	Rabaul	Bulolo
Goroka	Kavieng	Lae
	Wewak	
Madang	Honiara	Norfolk Island

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).

For all your savings bank needs use the Commonwealth Savings Bank—the bank that serves you best throughout the Islands and Australia.

COMMONWEALTH *Savings* BANK

Guaranteed by the Commonwealth Government of Australia

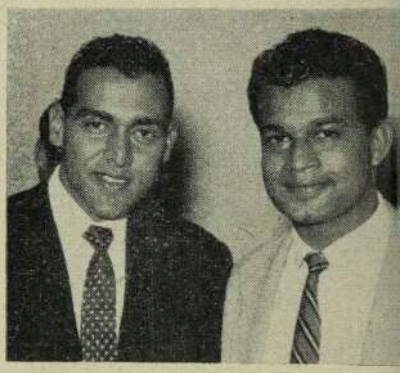
baby son while her husband completes his work in Washington. Mrs Zigas is a Sydneysider.

* * *

Mr. Malcolm G. Smith returned to Rabaul on the August *Bulolo* with his new bride, formerly Miss Helen McCullagh. They were married at the Church of England, Wingham, NSW, on July 12.

* * *

Miss Gael McFarlane, member of a well known family of Suva Fiji, received some encouraging publicity from Melbourne newspapers recently when she got a leading role in "Plaintiff in a Pretty Hat", which opened at the National Theatre on September 3. She left Suva six months ago "determined to get a part in a play". At home she was a foundation member of the Fiji Arts Club. Sister Rosemary is in Melbourne also, but she has no stage aspirations; she has a job in an office.



Two Indian students from Suva, Messrs. Sa Ali Asgar and Michael Jiwan, photographed Sydney in August.

—Tele-Phot

Local history was made in the British Solomon Islands Protectorate when Rosalyn Kevisi was appointed to the Western Pacific High Commission Secretariat, as trainee clerk. Miss Kevisi, of Kindu in the Western Solomons, is the first Solomon Islands girl to enter the Government service.

She has spent nine years at Kokengolo Methodist Mission school firstly as a student and later as a teacher.

* * *

A coming-of-age party in the Auckland Town Hall on August 3 for Miss Tutai Malietoa, daughter of High Chief Malietoa of Western Samoa, was attended by over 50 guests.

* * *

Mr. R. M. L. Gladney, who resigned from the post of Resident Agent, Aitutaki Island, last year after a number of years there and in a similar position at Penrhyn, recently returned from vacation in New Zealand to take up a position in the clerical section of Cocos Islands Medical Department.

Passengers bound for the Cook Islands per September *Maui Pomare* from Auckland included Mr. Roy Bain to audit the books of A. B. Donald & Co., Mrs. R. Taripo returning home to Rarotonga; Mr. E. N. Davis, of NZ Meteorological Service to instruct observers in the use of a new radar installation at Rarotonga; Mr. Les Bailey, Clerk of the Court, returning from vacation; and Mr. David Murray of Social Development Department returning from a Co-operatives conference at Port Moresby.

To Longoma and Jack Kanit showed real interest in this motor mower, which they saw being assembled during a tour they made of the Victa mower factory in Sydney in August. The two were among six New Britain Tolais who made a tour of Sydney industrial plants. For story see Pacific Report.

Once a flying Dutchman in the Dutch Naval Air Force, and now an Australian coffee planter, popular Marinus Zuydam has left Qantas, at Lae, NG, to till his own soil at Banz, NG.

Mr. Zuydam and wife Mary, have extended invitations to friends to visit them at their plantation, "especially when the coffee is ripe." Mr. Zuydam has flown more than a million air miles.

* * *

Mr. A. Shoebridge, Commissioner for Government Transport in NSW, left Sydney on September 10 for a round trip of P-NG on the *Bulolo*.

Mr. Shoebridge said his trip would be "completely a holiday".

* * *

For the first time in its history, the national executive of the RSL in August visited New Guinea for a meeting. It was led by the Federal president, Sir George Holland, and included Queensland branch president Sir Raymond Huish, and president of the Australian Capital Territory branch, Mr. A. R. Cutler, a Victoria Cross winner. The unassuming manner of Mr. Cutler especially made an impression on Lae people, where the meeting was held. Sir Raymond was unlucky, however—he had his arm mauled by a dog who was obviously no respecter of persons.

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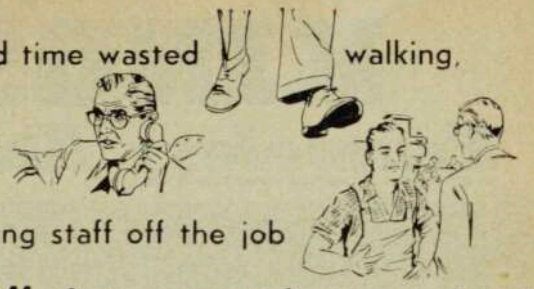

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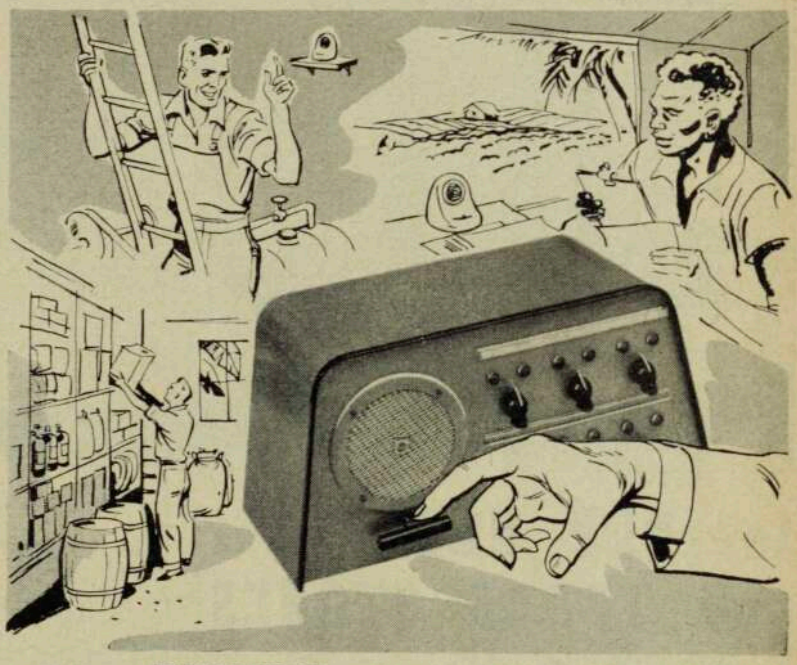

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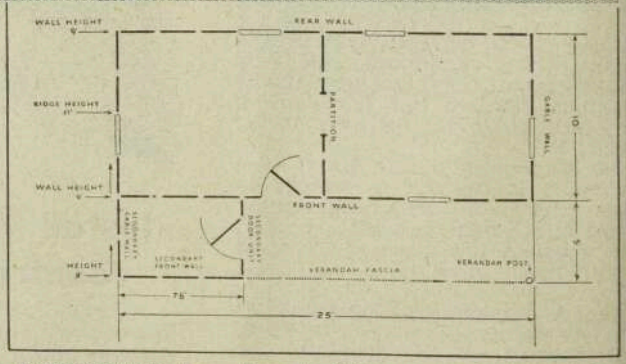

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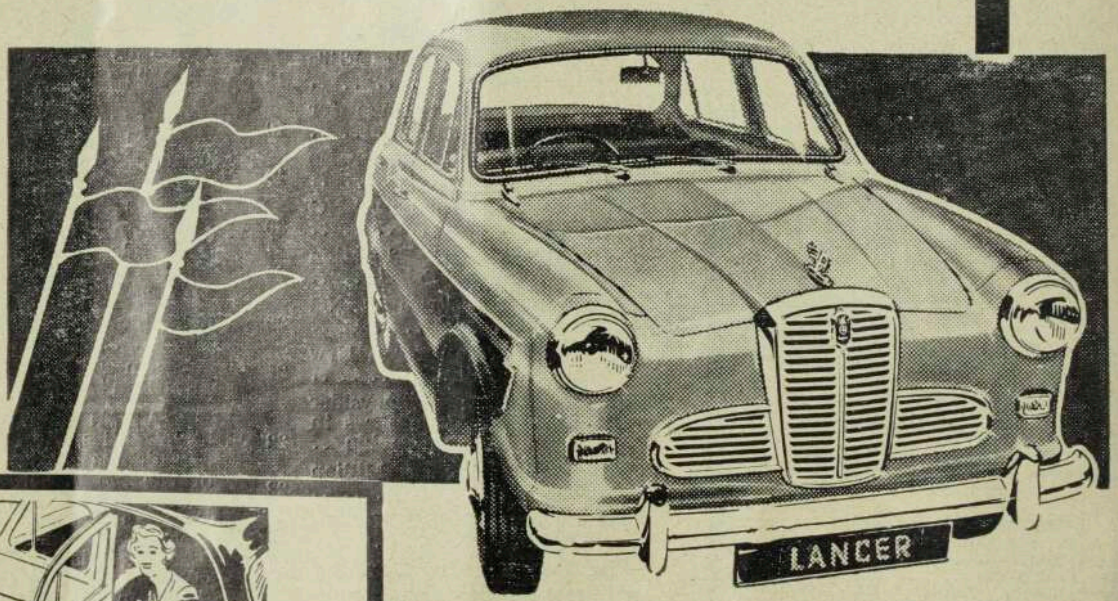

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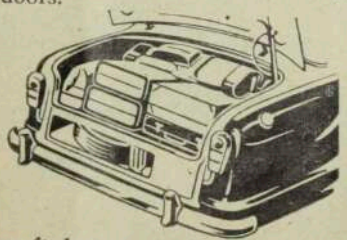

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Honours, Gifts and Old World Diplomacy

TONGA RENEWS ITS TREATY OF FRIENDSHIP AND PROTECTION WITH BRITAIN

The oldest of the Pacific monarchies, Tonga, renewed its 57-year-old Treaty of Friendship and Protection with Britain, at a colourful series of functions at Nukualofa on August 26.

THE treaty was signed in the small wooden Tongan Legislative Assembly building, within sight of the Royal Palace, by the Governor of Fiji, Sir Ronald Garvey (on behalf of Queen Elizabeth), and Prince Tungi, Premier and Minister for Foreign Affairs (on behalf of Queen Salote).

It was the last important function in Sir Ronald's career as Governor. He retired from office a few days later (see page 129).

Tonga loses none of its independence under the new Treaty, but in fact receives some wider powers.

These include powers to negotiate her own trade treaties and some other matters affecting external relations, and increased powers given by Tongan courts over foreigners in civil cases.

British courts retain criminal jurisdiction in some serious cases.

Autonomous

Under the original Treaty, ratified in February, 1901, Tonga was completely autonomous, but undertook not to make agreements with other nations, but to have its foreign affairs transacted through the British Agent and Consul in Tonga (who is responsible to the Governor of Fiji).

The Consul had (and retains) a Consular Court for the trial on major charges of British and other foreign subjects.

The Consul also (by a supplementary agreement made in 1905) was entitled to review the budget and advise on it. His consent is also necessary for the appointment of foreigners to the Tongan Government.

That original Treaty of Friendship (there were other treaties of a different nature before it) was negotiated at a time when Tonga was the only Pacific State not under control of a foreign power.

Fiji had been admitted to the British Empire, Tahiti had become a French Colony, Hawaii was annexed to the United States, Samoa had been divided between Germany and the United States.

At the turn of the century, Britain felt that unless she took Tonga under her protection, "her seizure was only a question of months".

Basil (later Sir Basil) Thomson, who at one stage in his remarkable career was Assistant Prime Minister in Tonga, was sent out from Britain to negotiate the new Treaty, which was signed in 1900 by Tonga's George Tupou II, and ratified the next year.

Thus the self-governing Kingdom was able to retain its independence and still enjoy the protection of a big Power.

No Publicity

The new Treaty of Friendship was probably signed ahead of schedule. Negotiations have been going on for some time, without publicity, but it was understood that the new Treaty would probably not be signed until sometime next year. There were no Press reporters in Tonga for the ceremony.

Sir Ronald Garvey flew to Tonga from Suva aboard an RNZAF Sunderland for the signing ceremony. He was accompanied by the Colonial Secretary of Fiji (Mr. P. D. Macdonald), his Chief of Protocol (Group-Captain Agar, RNZAF commander in Fiji), and his aide (Lieut. Wesney).

Lady Garvey and their three daughters were also aboard.

The party drove through lines of cheering schoolchildren at Nukualofa, where they called on the Queen after receiving a 17-gun salute at the palace. (Over)

PACIFIC REPORT

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

Noumea Shopkeepers Affected by Nickel Slump; BSIP Impresses Visitors; Battle on the Banana Front—117. Preparations for Eclipse, 121. Tolais Take a Look at Sydney, 123. Rabaul Sergeant Gets a Medal; Problems of Shell Industry —125. Pearl Culture for Hongkong—127.

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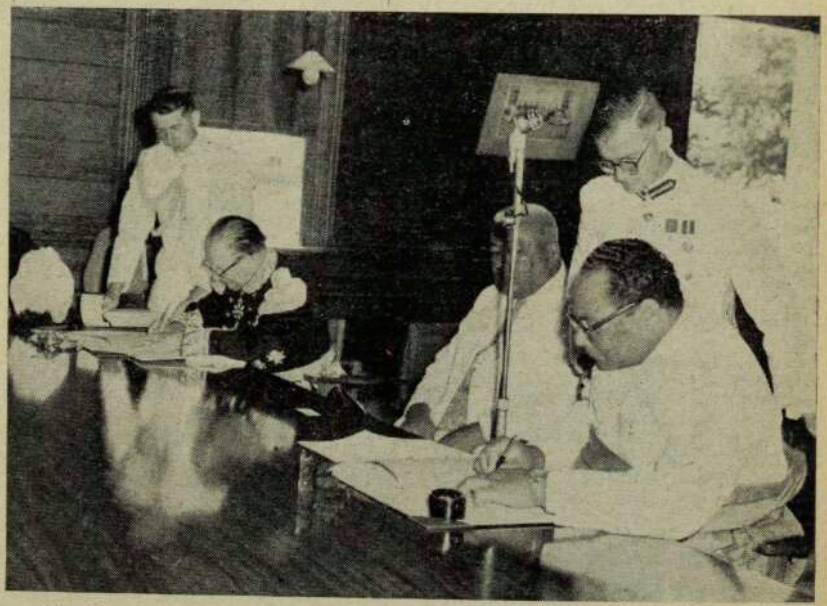
HISTORIC MOMENT IN TONGA



In the Legislative Assembly chambers at Nukualofa on August 26, Sir Ronald Garvey and Prince Tungi sign duplicate copies of the new Treaty of Friendship. —Photo Rob Wright, Fiji PRO.

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The Scene at Nukualofa

The scene in the Legislative Assembly just before the signing of the Treaty. Sir Ronald Garvey is reading a message from Queen Elizabeth to the Tongan people. Earlier he had conveyed a message from Queen Elizabeth to Queen Salote, which said: "On the occasion of the signing of a new Treaty of Friendship I extend to your Majesty, your Majesty's Government and the people of Tonga my warmest good wishes. The association between our two States has for long been a happy one and it is my sincere desire that the new Treaty should strengthen the bonds of friendship between us."

Picture right shows Sir Ronald handing over a mace to Queen Salote, to be used in the Legislative Assembly. It was fashioned from a famous Tongan war club which found its way to Britain.

In the background, left to right, are Mr. P. D. MacDonald, Colonial Secretary, Fiji; Group-Captain Agar, CO of the RNZAF in Fiji; Lieutenant Wesney, the Governor's aide; Mr. A. R. Read, British Agent and Consul in Tonga; and on the right, Vaia, the Queen's aide.

—Photos: Rob Wright, Fiji PRO.

Sir Ronald conveyed to Queen Salote a message of friendship from Queen Elizabeth, and presented her with a specially bound copy of *Erskine May's Parliamentary Practice*, and a mace ornamented with silver and gilt.

The mace is fashioned from a war club that once belonged to King George Tupou I, who gave it to a missionary, and it found its way to England.

Later in the morning, at the signing ceremony in the Legislative Assembly, Sir Ronald Garvey said that since the first Treaty was signed there had been great political changes "and the emergence of Tonga as a modern state, capable of managing its own affairs and occupying an honoured place among the nations."

Great Developments

It was to reflect the great developments of this century that the new Treaty was being signed, and he was confident it afforded the basis for further development of friendly co-operation.

Prince Tungi replied that significant advances had certainly been made in Tonga over the years, and Tonga had strengthened her relationships with other territories.

He was satisfied that the new Treaty offered a way to preserve the links with the past and strengthen the bonds of friendship.

Sir Ronald and Prince Tungi signed the new Treaty in duplicate —Sir Ronald using a silver writing set, and Prince Tungi using Queen Salote's personal writing set of tortoise-shell, with the Royal monogram set in gold.

After the signing ceremony, Prince Tungi bent down as Sir Ronald placed around his neck the insignia of a Knight Commander (Honorary) of the Order of the British Empire.

Kauvai, country residence of the Queen, outside Nukualofa, was the scene of a celebration feast later in the day—a feast of the kind that Tonga excells in.

The official party sat down to roast pigs, chicken, crayfish, and island fruits of every kind, and a display of Tongan dancing.

The Sunderland took the party back to Fiji in the afternoon.

Tonga has announced it will shortly publish a White Paper on the Treaty, giving an explanatory memorandum and details of how it intends to conduct the external relations which have been newly entrusted to it under the Treaty.

And Her Majesty Queen Salote has sent this reply to Her Majesty Queen Elizabeth's message: "I greatly appreciate and warmly reciprocate Your Majesty's good wishes and share your sincere desire that by the new Treaty the long and happy relationship between our two States will be continued and, despite the distance that separates them, become even closer."

FIJI'S IMMEDIATE FINANCE PROBLEMS

Indian Traders Act As Constructive Critics

The recommendations of t Fiji Fiscal Review Committee recently before the Fiji Legis tive Council, and in some cas already accepted—have been b fore a committee of Fiji busin men, of which Mr. R. Prasad secretary.

THOSE recommendations ha been very closely examined, m especially in relation to th likely effect upon the future econo of the Colony. The following is summary of the opinions express by the businessmen. The major of the latter are members of t Indian community.

Generally, the comments ma while critical, were reasonable, co structive and expressed in moder terms.

Strong objection was lodg against some of the committee commendations, namely:—

That the scale of capital e penditure in Fiji should be duced.

Expenditure on capital develo ment is required to ensure f employment and increase in produ tivity. In this period, when unem ployment has become serio expenditure to create more emplo ment and, at the same tim increased productivity is mo desirable, the businessmen said.

That loan money, additional that already estimated, should be raised.

Loans from abroad are most d sirable. We are experienci

(Continued on page 149)

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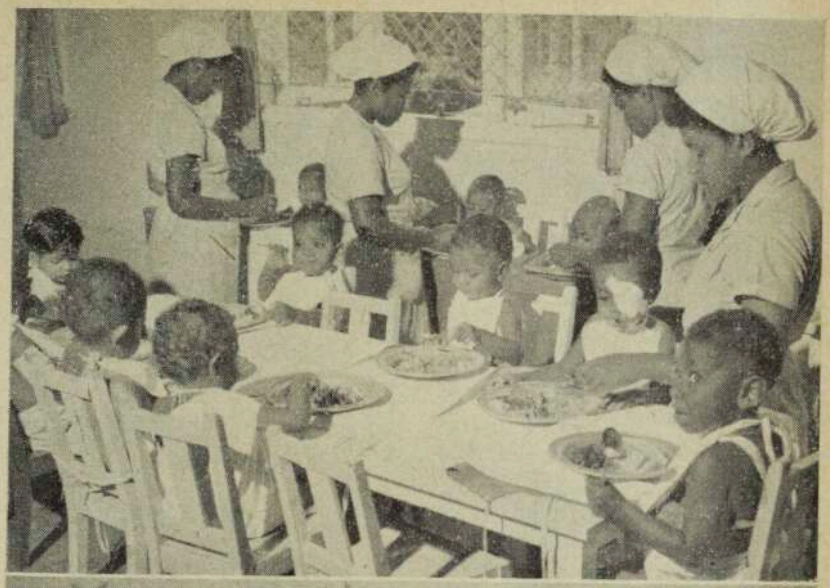
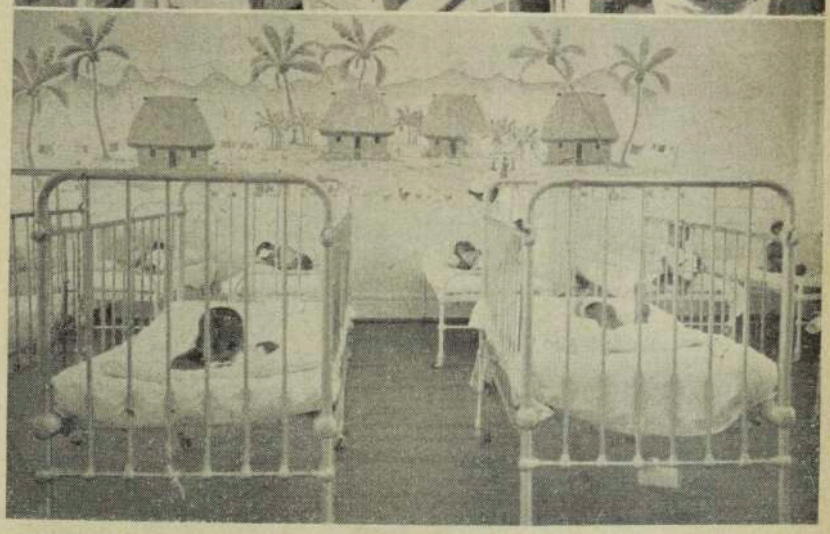
Eatin' and Sleepin' Time

In the children's ward of the Colonial War Memorial Hospital, Suva, life is not all castor oil and tears. A lot of the time it is just eating and sleeping—and the young patients enjoy both, as these attractive Fiji PRO photos by Rob Wright show. The mural was painted by several members of the Fiji Arts Club.





COPRA SITUATION

HIGHER PRICES CONTINUE

The continuing high average price in the UK and Continental markets was a feature of the copra market in August. The average was £Stg.72/10/- per ton—being lowest at the end of the first week in August and highest (£Stg.73/11/1) at the end of that month. (Average for July was £Stg.70/2/6).

THE high prices and the buoyancy of the market is attributed to the fact that little or no copra from Indonesia is finding its way to the European market; and at the same time, shipments from the Philippines have also been extremely low.

As a result of the high price for copra, buyers have, however, been turning more to soft oils, such as peanut and soya bean. It is thought that if it had not been for Unilever's undertaking to accept in 1958, something like 100,000 tons of Pacific copra, the drift to alternative oils would have been even greater than it has.

When supplies from Philippines and Indonesia return to normal it may be difficult for copra to win back the consumers who have turned to these alternatives.

There is no immediate prospect of an improvement in the Philippines supply position, and Indonesia remains an unknown quantity. Therefore, it is assumed that copra prices will remain relatively high for some months—although some consumers are forecasting a surplus of oils and fats, and consequent lower prices, next year.

P-NG Production

Adverse weather condition affected production of copra in a large area of Papua-New Guinea in the current year. However, in spite of it, it is unlikely that production for the full year will fall by more than 1,000 tons below that of 1957.

For the first eight months deliveries to the Copra Marketing Board were 62,100 tons. It is expected that for the full year they will be around 95,000/96,000 tons. (Total production in 1957 was 97,743 tons).

—Based on bulletin issued by P-NG Copra Marketing Board.

FRANCE'S FATEFUL DECISION SOON

From Our Own Correspondent

NOUMEA, September 1.

Not only the people of Metropolitan France, but also all the qualified electors of all the French Territories—which include the Territories of New Caledonia and French Polynesia—will vote in the referendum, this month, on whether the new Constitution proposed by Prime Minister de Gaulle will be accepted.

THE New Caledonia political party (generally Leftist) led by M. Maurice Lenormand has decided to vote in favour of the new Constitution. This means practically a unanimous vote for De Gaulle in New Caledonia, as the Opposition party (generally Rightest) will, of course, support De Gaulle.

It is announced that the vote will be taken on September 25.

The voting procedure will be very simple. The voter will be handed two voting papers bearing the words *"Do you approve of the Constitution proposed by the Government of the Republic?"* On one voting paper is the word "Oui"—on the other, the word "Non". The voter places in the ballot-box the one which carries the answer he favours.

French officialdom believes that this method will cause the least possible confusion.

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SEQUEL TO COCOA CONFERENCE

CONFERENCE ON NG COFFEE

It was suggested in June "PIM" that if New Guinea coffee growers and Australian coffee merchants could get together in a conference (like the cocoa conference held in Rabaul some months ago) it would be a very good thing.

It is probably coincidental, rather than because of any influence "PIM" has on the Minister for Territories, but in September, Mr. Hasluck announced that he was in the course of arranging such a conference. In an official handout he said:

THE Government and the Administration are well aware of the problems of marketing the products of Papua and New Guinea and have devoted considerable attention to them.

The policy already publicly expressed by me on several occasions is that the Australian market should be assured to all Territory products which are complementary to Australian production.

This policy has been pursued over the past seven years in discussions with Australian importers, in governmental decisions, in trade negotiations with other countries and in inter-governmental bodies such as the Australian Agricultural Council.

Past Success

Among the examples of success may be quoted the obtaining of a waiver on GATT for Territory products, arrangements made for the marketing of rubber and discussions with Australian importers regarding the marketing of cocoa.

Similar measures are already being undertaken in respect of coffee and, following the recent success of a cocoa conference at Rabaul, I am at present in course of arranging a coffee conference which will probably be held in the New Guinea Highlands, in order to bring together the coffee growers, the selling agents, the coffee merchants and the Territory Agricultural Department as well as officers of the Department of Territories, to discuss particular problems.

The production of coffee is growing at the following rate: 1955-56, imports of 170 tons; 1956-57, 274 tons; 1957-58, 370 tons. Total imports of coffee into Australia in 1957-58 were 6,000 tons.

Until 1957-58 coffee was meeting a rising market and a world shortage. Now, world stocks are accumulating and prices are falling. Naturally, merchants in Australia are unwilling to build up large stocks for fear that they may be caught

(Continued on page 149)

Mr. G. T. Roscoe.

New P-NG Education Director Appointed

A surprise announcement of the appointment of Mr. Geoffrey Thomas Roscoe, M.A. Dip.Ed, as Director of Education for Papua-New Guinea, in succession to Mr. W. C. Groves, was made in Canberra on September 2. Mr. Roscoe has been Assistant Director in P-NG since 1947.

The surprise element was the appointment of a man from within the P-NG Public Service, as it had been generally assumed that Minister Hasluck had turned down all local applications and that the new director would come from "outside". The Minister was understood to be handling every aspect of this appointment himself, as he has strong views on native education.

Another surprise in the announcement is that it was made with such despatch. Mr. Groves retired only in mid-August. Such speed is unusual in NG Administration appointments.

When Dr. J. Gunther was appointed Assistant Administrator in March, 1957, and vacated the directorship of Health, Dr. R. F. R. Scragg was appointed Acting Director. He is still Acting.

Mr. Roscoe is a graduate of Queensland University, and before going to P-NG as Assistant Director of Education in 1947, was headmaster at Charters Towers High School. He is 58, which, if he is retired at 60, as was Mr. Groves, gives him less than two years to direct his department.

Nevertheless, Mr. Roscoe's appointment is most welcome.

He is a competent and popular administrator, and P-NG people and *PIM* commend it as another win in the long struggle to have experienced P-NG Administration officers given top posts in the P-NG service.

FLOODS IN NG'S MOROBE DISTRICT

Bridges Without Rivers and Rivers Without Bridges

Torrential rainfall in the Lae, New Guinea, area during August almost made prophets of the Morobe District Advisory Council members.

AT a meeting held early in the month they suggested that steps be taken immediately to check the course of the Busu River which was encroaching on land near the Malahang Native Hospital.

They said the river was cutting into ground near the operating theatre, and was already within 10 yards of the main road.

Mr. Wan Jin Wah said: "If nothing is done the whole place could be swept away one night".

Prophetic words, for within a week the Busu had—

- Reached an unprecedented height.
- Swept away the bridge owned by the South Pacific Timber Company, and valued at £15,000.
- Destroyed huts used by timber workers.
- Stopped production at the logging site.
- And cut to within five yards of the Malahang Native Hospital.

The same rains caused the Erap River to break its banks and change course, leaving the £20,000 bridge sitting over a trickle of water, while the river flowed merrily over the Highlands Road, 200 yards away.

A week later, a further recording of 19 inches of rain in about three days caused the Oomsis River to cut a path about nine feet wide into the road on the Lae side of the Oomsis Bridge; a wire suspension bridge over the Upper Watut River collapsed while a 10 ton truck was attempting to cross it; the Erap River flowed stronger over the Lae-Highlands Road; the unbridged Munum Waters were again in flood and the Lae-Wau and Lae-Highlands Roads were again closed to traffic.

Houses Swept Away

In Lae township, the flooding swept away native houses in the Butibum River area; destroyed the road to the gaol; caused hundreds of pounds damage to the new brick works, destroyed gardens, and

(Continued on page 149)

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Six Vital Years Have Been Wasted

Whitehall's Plan For A New Set-Up In Fiji

Probable new steps in the revision of Fiji's governmental machinery and policies were indicated in an announcement by the retiring Governor of Fiji (Sir Ronald Garvey) in the Legislative Council there on August 15.

THE British Colonial Office, he said, is going to appoint a Commission of Inquiry "from the United Kingdom" which, probably in 1959, would "examine the surveys of the Colony's natural resources and population trends and, having regard to the need to ensure the maintenance of a good standard of living for all sections of the community, recommend how the development of the Colony and its resources should proceed."

He said the Secretary for the Colonies now was seeking suitable persons to be chairman and members of the Commission.

EDITORIAL COMMENT

This, of course, is all to the good—it is a move which Fiji citizens and newspapers have been advocating for a long time.

But, consider the appalling slowness of the procedure. It was in 1952 that Fiji Legco, on the motion of Mr. Maurice Scott, resolved:

That this Council urges that a Commission of Inquiry from the United Kingdom be appointed FORTHWITH to inquire into and advise as to what steps should be taken to ensure that this Colony will not suffer from over-population, to the detriment of the standard of living of all races in the Colony.

Since that resolution was adopted, six years ago, asking for immediate action, the Fiji population has grown from 312,000 to 375,000—by no less than 16½ per cent.—and it is unlikely that the Commission of Inquiry will really get into action before 1959.

Then the Commission will travel around, in the usual leisurely fashion, taking evidence and examining documents and compiling a report. There is little hope of the report reaching the Colonial Office before 1960, and being acted upon before 1961 or 1962.

By then the Colony, with 400,000 people, will be bursting at the seams.

Seeking "Basic Information"

Realising, doubtless, that there has been an embarrassing waste of time, the Governor said that before the Commission of Inquiry could be established, it must be provided with "certain basic information on the economic potential in various fields in the Colony"—the inference apparently being that the appointment of the Commission has been delayed while this data is being compiled.

The plan to appoint the Commission (he continued) had caused certain other important plans—and, notably, one to enlarge and elaborate the control over native lands, through the Native Land Trust Board—to be deferred.

He said that "some of these proposals had been enshrined in draft legislation, but that legislation must now await consideration by the Commission, as the substance of it will be fundamental to the task of the Commission."

"There is every prospect," the Governor said, "that the Commission's recommendations will, in effect, give you a blue print for future policy."

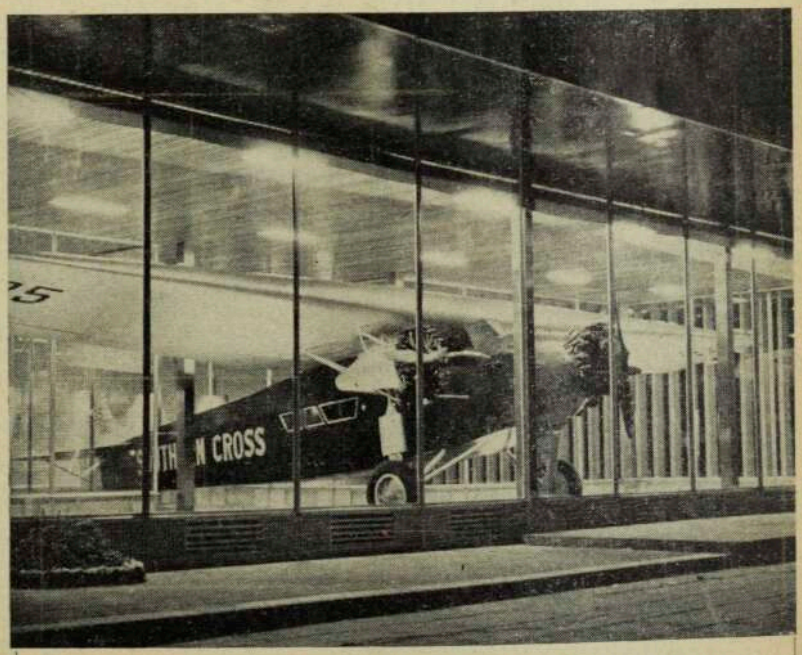
It is known, of course, that some "surveys" have been made, and that others are in progress—something of the kind by a Professor of Geography from Australia is either under way, or pending.

But even that does not explain the appalling delay that has occurred.

The Governor seemed to dismiss, lightly, the embarrassing problems created by Fiji's extraordinary increase in population—it has nearly doubled in the last 20 years—by saying that "Fiji's population problem is only part of a world-wide problem"—that the population of the world generally was growing at a staggering rate.

That, of course, is true; but what His Excellency seemed deliberately to ignore is that few, if any, countries have Fiji's peculiar set-up—namely, most of the lands vital to the country's subsistence are held by the indigenous race, while an industrious and ambitious immigrant race, now considerably outnumbering the indigenes, cannot get ready access to the land.

It is—to say the least—very unwise to treat this as "only part of a world-wide population problem". (His Excellency's own words). It cannot go into that category while the Fijians hold the land, and the more rapidly increasing Indians are clamouring for it. (Over)



The Old Bus at Rest at Last

The "Southern Cross", the late Sir Charles Kingsford Smith's famous Old Bus, which took part in many epic flights, including the first crossing of the Pacific in 1928, at last found a permanent home in August—in Brisbane. Here she is behind her glass-fronted shrine, erected by public subscription. Americans Mr. Harry Lyon and Mr. James Warner re-crossed the Pacific for the opening ceremony. Story and pictures are on pages 84-85.

We are sure that Sir Ronald Garvey, during his six years of office, did his utmost to grapple with this problem. We fear that in this section of his speech he was seeking excuses for the dilatoriness of the British Colonial Office, which all his urgent representations had failed to remove.

Plans for Development

The Governor, in his address to the Council, dealt at some length with developmental possibilities, and made these points:

- Following conferences of administrative officers, the Government favoured the policy of building more feeder roads for the opening up of undeveloped country, while slowing down on main developmental roads from which no early economic return could be expected.
- The idea of opening up new country between Matavatacou and Viti Levu Bay was favoured, even if in this case a new development road was required.
- New staff had permitted additional work in geological mapping, and the encouragement of hopes that new industries could be developed, based on impressive new deposits of bauxite uranium and other valuable metals.
- Although a large hydro-electric plan based on Navua had been abandoned, and the plan based on Monosavu was not encouraging, he still felt that investigations should continue, seeking some means of harnessing the abundant water from the central mountains of Viti Levu. He suggested Waiga Gorge as a possibility.

£350,000 p.a. More Taxation

Both the Governor and the Financial Secretary (Mr. Davidson) gave details of plans for raising another £350,000 per annum by new taxation—a vital need in view of the Colony's present position. These plans included:

- Reintroduction of port and customs service tax on imports.
- Increased taxes on goods and commodities not in general use in the community. Higher taxes on whisky, gin, rum and brandy.
- Reduction in the public service staff—only 20 of 166 posts which had recently become vacant were being filled.
- Reduction in capital works which normally would be financed out of revenue.

In the 1957 financial year, Fiji's accounts showed an actual deficit of £500,000, while the Colony's reserves decreased by £871,000.

It was proposed to reduce capital expenditure in 1959 from £3½ million to £2½ million.

It was planned to add £1 million to reserves in the next couple of years, to bring them back to £1½ million, which was the lowest figure regarded as safe.

HOME BASE

By Sydneysider

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

SYDNEY has been undergoing the second of its three annual juvenile Scourges. The other two happen in the May and the Christmas school-holidays.

In this respect Sydney has never outgrown its hick-town background, and to an extent unknown anywhere else on earth, at these periods of the year the kids flood into the city, the youngest of them accompanied by mother and maybe grandmother: To use the floors of the big department stores as skating rinks, to ride up and down escalators, to be boxed over the ears in public, to scream like stuck pigs, to consume gallons of ice cream, tons of meat pies, potato chips and lollies, and—up to the age of six and assisted by mum—use the gutters as urinals.

This latter habit, unknown before the war, is said to have been picked up from our European migrants.

* * *

The rabbit which Mrs. Gertrude Melville, 73 year old grandmother and Labour MLC, started running when she attacked the State police in the Council, was chased avidly by three city newspapers but spurned by the fourth, the *Daily Mirror*, which is making a virtue of being pro-Government and pro-Police at present. Demands for Royal Commissions and assorted inquiries have been refused by the Government. The fuss is likely to lead nowhere except to a rap over the knuckles for Mrs. Melville who, no doubt, will be judged to have caused her party embarrassment.

* * *

Although it has not yet done anything irretrievable in the way of introducing equal pay for women, the State Cabinet has decided to go ahead with its second piece of vote-catching legislation, and introduce three weeks annual leave for all workers under NSW awards from January, 1959. The psychology of it is that there are more people who will benefit from it than there are employers who will not. Other citizens, without benefit of crystal balls, are already taking a longer and dimmer view and foreseeing its snowballing effects, although admitting that once introduced, no non-Labour government will ever have the courage to unscramble the eggs.

Fewer working hours are not likely to make NSW cheaper to live in; nor get more overseas investment, which was what Premier Cahill went overseas to attract a few months ago.

* * *

CULTURE: Premier Cahill said on September 2 that the cost of Sydney Opera House "could safely be taken not to exceed £5m. to build". (Original estimate £3,700,000). Public contributions to the building fund have reached about one-twentieth of that amount, but citizens need have no fears—special State lotteries to pay for it will be resumed soon.

* * *

PEOPLE: Sydneysider Shirley Abicair, who has won fame and fortune in the UK as a zither player and singer on TV, returned to Sydney to visit her parents and to do TV shows over local stations.

Mr. Brian Travers, 39, who left Sydney Church of England Grammar School, North Sydney (Shore), as a senior prefect in 1937, will return next academic year as Headmaster, in succession to Mr. L. C. Robson, Shore headmaster since 1923.

* * *

MEMORIALS: A Fountains Committee was formed after Lord Mayor Jensen called a public meeting of people interested in providing the city with more fountains. The Lord Mayor, who was abroad earlier this year and was impressed with other cities' fountains, thinks leading citizens might like to donate some to Sydney and thus have their names perpetuated.

* * *

BIRTH: To Mrs. Giraffe, of Taronga Park Zoo, a daughter, Parramatta, 3 cwt. Both well. (Taronga now has eight giraffes all bred from one pair and will supply other zoos on request and for a consideration).

* * *

KNIGHTHOOD IN FLOWER: No fewer than four knights attended the annual dinner of the Fort Street High School Old Boys' Assn. They were Sir Percy Spender, on leave from the International Court; Sir Garfield Barwick, QC, MP; Sir Bertram Stevens (ex-politician) and Major-General Sir George Wootten.

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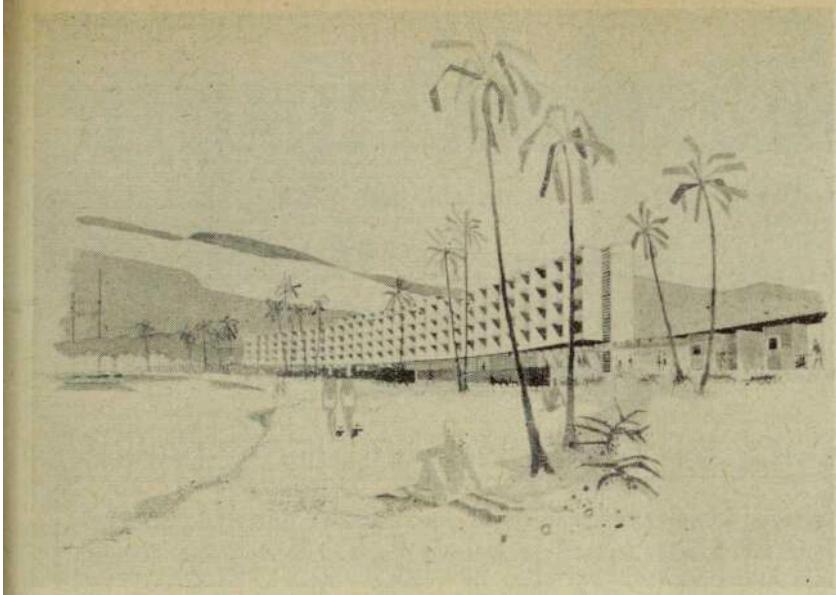

North West Fiji Hopes For A Million Dollar Hotel

By a Special Correspondent

A big Canadian group has begun negotiations to erect a $1,700,000 hotel at Saweni Beach—a small crescent of sand, with some palms, midway between Nadi airport and Lautoka, Fiji.

IT is asking the Fiji Government and the Northern Club Lautoka (which leases the area) to give it a quick go-ahead so that, if everything else is in order, it can have the five-storey, 120-room hotel built by Easter of 1960.

Financial interests connected with a big Canadian transport group are behind the scheme. They have not yet made a final decision on the project, even if Government approval is given, but there is hope that this is one Fiji hotel scheme that will come to something.

It has plenty of points to commend it.

Saweni Beach is in easy reach of Nadi airport, and the hotel will mainly be directed at airline passengers, who arrive around the clock and thus want a 24-hour service.

The hotel will offer it, and provide each room with its own bathroom and balcony.

There will be a lounge, 24-hour-service restaurant, dining room, main bar, dancing and sunbathing terrace, 60 ft by 100 ft swimming pool, tennis court and other facilities.

The swimming pool will have its own bar, coffee shop and showers.

18 Bures

There will be another bar on the roof, with accommodation for private parties and dancing. There will be a 120-car park fronting the main entrance, and five shops will also be built into the hotel.

Eighteen bures will be an additional part of the accommodation, for use by longer staying transient passengers. The hotel will not cater for airline passengers only, however.

According to a report by International Consultants Ltd. of Vancouver, which in July sent out a team of worldly-wise, free-spending experts to look the site over for the principals and draw up the plans, the Saweni hotel will "preserve the originality of the Fijian scene and not attempt to duplicate too closely the Hawaiian type of tourist accommodation".

The consulting company, too, lists a number of improvements which it would like to have made to the area, most of them, presumably, by the hotel builders.

Air Conditioning

These include reconstruction of the access road to the beach from Queen's Road, insect control, depositing of sand in the bay to prevent discolouration of the waters, provision of fresh water (requiring Government co-operation), air conditioning "for when sea breezes fail", and removal of a broken concrete hardstand and concrete slipway, a relict of war-time, when the beach was used by amphibious aircraft.

Acting Governor For Fiji

Pending the arrival of Fiji's new Governor (see page 129), the following rearrangements have been made in the chief executive positions in Fiji:

Mr. P. D. Macdonald, Colonial Secretary, is acting as Governor, with the title of Officer Administering the Government.

Mr. H. W. Davidson, Financial Secretary, is acting as Colonial Secretary. (Mr. Davidson, who has been transferred to a more senior post in North Borneo, will leave Fiji about the end of October.)

Mr. H. P. Ritchie, Deputy Financial Secretary, is acting as Financial Secretary.

NEW GUINEA IS BEING PREPARED

Significance of SP Conference in Rabaul

Accommodation arrangements are being made in Rabaul for the 70 or more delegates, plus officials, from 19 South Pacific Territories, who will assemble there in April for the Fourth South Pacific Conference.

THESE arrangements will be reviewed at the September-October session of the South Pacific Commission, which begins at Noumea on September 26.

It is hoped that the Commission will have the co-operation of the Papua-New Guinea Administration in giving the delegates opportunities of seeing the two other important sections of P-NG—namely, Papua and the New Guinea Highlands.

Although Papua and New Guinea constitute the biggest single unit in the large number of Territories which are represented in the South Pacific Commission, it often has appeared that there is not enough community of interest between P-NG and the other big groups—and especially the archipelagoes of Polynesia.

The assembly of the Fourth Conference in Rabaul may help to break down some of the barriers between Western Melanesia and Polynesia.

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COMMENTARY

Who Slipped on That Banana?

A LITTLE political blackmail seemed to be indicated by the New Zealand Minister for Customs when he said (during a debate on who should supply NZ's bananas) that he hoped that a NZ mission to Fiji would be able to make "mutual trade arrangements" (Pacific Report, this issue).

He said that at present the balance of trade was all in Fiji's favour. And this, of course, is very true.

It is only part of the story, however. It is now a matter of history that in the past decade New Zealand consumers have had an insatiable appetite for bananas, and some years ago, in order to appease this in the easiest way, the supply of tropical fruit to the Dominion appears to have been entrusted, by the National Government, to one private firm, Fruit Distributers Ltd.

Fruit Distributers made a five year contract with Fiji for the supply of bananas, and this expires next March, after which it is likely that Fiji will have to weigh in with something pretty substantial in the way of reciprocal trade if the Colony is to continue to enjoy its present market for the fruit in NZ.

When, in spite of this contract, Fiji's banana quota was cut sharply at the beginning of this year (it was later restored, for 1958, to 100 per cent. of the base year 1956) it was stated to be because of NZ's drop in overseas reserves. Now the NZ Government seems to be preparing to make a virtue—or anyway, political capital — out of this necessity.

First, it was a wicked thing, indeed (or so the present Government says) for the then Government to allow a private firm ("interested only in its own profits") to make any contact with Fiji.

Secondly, it was even worse that the agreement should have been made with *Fiji*—when all the time NZ should have been fostering trade with its own UN Trusteeship Territory, Western Samoa.

Now, so far as we know, Western Samoa has not suffered one iota in the last five years from the agreement the fruit company had with Fiji. NZ would have been able to take all of what Samoa, as well as what Fiji produced.

Banana production in Samoa fluctuates widely—65,000 cases in 1952; 446,000 cases in 1954; 294,000 the next year; over 300,000 in 1957.

It is only in this year, 1958, that Samoan banana exports have boomed—with an expected total of 750,000 cases.

This sudden, 100 per cent. increase has produced problems of its own, and Samoa has had to reduce its shipments. For the time being.

Next year, because of climatic conditions, or because the Samoans wish it, exports could fall drastically.

On the other hand, at NZ's behest, a lot of people in Fiji, over the last five years, have been working hard to produce more bananas. It is difficult to get anyone to believe now, that it was all just a mistake —even though we have the present Government's word for it that if every New Zealander examined his conscience he would admit that it had hurt him to be eating Fiji bananas when in his heart he knew that it was just a Tory trick: That the bananas could, as easily, have come from NZ's own Trust Territory of Western Samoa.

We can only guess at the reasons why Fruit Distributers made that five-year contract with Fiji. But the guess is that while the Fiji Government can urge Fijians to go forth and plant more bananas and get a 95 per cent. response, the Western Samoan Government—and a NZ-directed W. Samoan Government at that—urging the same thing can expect only that Samoans will respond by exercising their traditional right of pleasing themselves.

☆

No Unity in the Islands World

WHEN Representative Wentworth, in the Australian Parliament, commenting on Australia's loan of ten millions to financially embarrassed New Zealand, suggested a closer union between Australia and New Zealand—he even suggested that NZ might become a State of the Commonwealth!—most newspapers ignored it.

It yet may be shown that this young Wentworth has vision worthy of his famous forebear.

Many European nations and communities — ranging from Australia down to small groups in the South Pacific Islands—were established in the 19th Century. By mid-20th Century, we were sure we were here to stay.

Now, we are not so sure. If we lose the protection of Western Europe and North America—the destruction of which is the chief aim of the Communist world—we shall simply disappear under a flood of Asians. Colombo Plans and UNO idealisms may give the flood a tinge of benevolence, but neither will shape it or halt it.

God helps those who help themselves. The countries of the South Pacific—Australia and New Zealand and the 14 European communities established in the South Pacific Islands—could help considerably in the problems of their own defence and survival, if only they would get together and face realities.

Except for the French Territories of New Caledonia and French Polynesia, the whole South Pacific region is either British or English-speaking; and each Territory has its own peculiar problem, in addition to the over-all problem of defence and survival.

In Solomons, for example, it is under-development and under-population. In Fiji, we have the problems connected with Indian growth, and the demand for self-government. Political and developmental problems have been created in New Guinea and Samoa by Trusteeship, and in New Hebrides by the Condominium.

In all of them, there is the problem of citizenship. These Islands people should have a more clearly-defined status. Why should a Chinese, born and educated in New Guinea, be granted Australian citizenship, while an Indian, born and educated in Fiji, be denied even immigration rights in Australia?

Why should all these South Pacific countries, which have such a marked community of interest, all treat each other in trade and in exchange, as if they were complete strangers and foreigners? Together, there is so much they could do to help each other.

The need for some sort of union or federation has been apparent for years; but not one of our so-called national leaders has made the obvious move.

However, something soon must be done, to seek unity. The march of China's millions will start something that commonsense and reason hitherto have failed to achieve.

☆

Bewildering Changes: China as Root Cause

AUGUST'S quick changes in international relationships directly affect conditions in the South Pacific countries, and could even alter the shape of our future.

They all stem from events and developments in China.

China, a compact nation of over 600 million people, increasing by 15 millions per annum, and now by far the world's most populous country, is casting a sinister and growing politico-economic shadow over all Southeast Asia, Indonesia and the countries of the South Pacific.

All this has been apparent for some years—since the Soviet, in its

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wisdom, created Communist China.

The Western world was jarred into acceptance of unpleasant realities when, in July, Krushchev, having accepted a "summit" conference within UNO to discuss the Middle East problem, suddenly was called to Peking—and then went into reverse. China had issued instructions.

Other events followed swiftly. The UNO Assemby, without Krushchev, found an apparent solution of ME difficulties; United States supplied large quantities of arms to Indonesia; Red Chinese forces began an intense bombardment of the islands guarding Formosa; the US Seventh Fleet, carrying at least 500 fighters, some with atomic weapons, moved into a handy position near Formosa. There have been new discussions on West New Guinea, based on the supposition that the Dutch want to get out.

All these things are connected.

China, right now, is no military menace to the South Pacific. But, as has been pointed out here many times, a China capable of manufacturing ships, planes, armaments and nuclear weapons, could threaten our security and our future. And, under Russian direction, China is rapidly becoming industrialised.

America's *volte face* over Indonesia's arms supply is as remarkable as Krushchev's back somersault over the "summit" meeting. Both, actually, had the same source—China.

China's thrust, southwards and south-eastwards, is great, and growing. Tibet is over-run, though still fighting. Burma and Malaya are being "peacefully" penetrated. All SE Asian countries now are under growing Chinese influence except Siam and Vietnam, and *their* doom is sealed. As the effect of handing Singapore over to that Island's million Chinese is taking shape, British interests are moving out to Penang and North Borneo.

There are 3,000,000 Chinese in Indonesia. We pointed out here, years ago, that as the politically-drunken Indonesians force the Dutch out of the East Indies economic structure, it is the Chinese, not Indonesians, who take the places of the Dutch in trading, transport and finance. Indonesia is failing, administratively and economically; and, unless she is directly helped, she will collapse into the hands of the Soviet countries and the Chinese, whose connections with Red China are substantial and active.

It is estimated that in Burma, Malaya, Singapore, Indo-China, North Borneo and Indonesia, communities totalling at least 12 million Chinese are established. Politically, they seem dumb and indifferent. Economically, they are strong and intensely active.

Rightly, or wrongly, America's move towards helping Indonesia with arms and finance is calculated to help Australia and the South Pacific. Militarily, 83 million Indonesians are not much more dangerous than 83 million rabbits; but, under Chinese domination, those archipelagoes could become a chain of stepping-stones from Asia to Australia and the South Pacific Islands.

But (exclaim the bewildered Australians) Indonesia could use those American arms in trying to take Western New Guinea from the Dutch. We want the Dutch—not the Indonesians—on our frontier.

The answer, of course, is that the Dutch are not eager to retain West New Guinea, which represents a heavy financial drain. Indonesians, as Indonesians, in New Guinea would be a nuisance, but not a serious danger; whereas Indonesians in New Guinea, directed by Red Asians, would be a real menace to our security and our way of life.

However, present policies indicate Australian determination to support the Dutch in Western New Guinea—so long as the Dutch elect to remain there.

Inquiry into Shooting

The Commission of Inquiry into the Navunaram patrol incident ("PIM", August, p. 13) in New Britain in August, opened formally in Port Moresby on August 29, and was adjourned to Rabaul. Hearings will probably resume there on September 10.

Commissioner of the Inquiry is P-NG Chief Justice Mann, assisted by the Deputy Crown Solicitor of Queensland, Mr. K. S. Edmonds. Rabaul barrister, Mr. F. N. Warner Shand, will appear for the native people of Navunaram; and Mr. H. Johnson, of the Crown Law Office will represent the Administration.

The Commissioner's terms of reference are:

- *To inquire into events leading up to the presence of a patrol at Navunaram on August 4 and the circumstances at Navunaram; and*
- *To inquire into the deaths by shooting of two natives and the wounding of another.*

☆

Control Needed Over Small 'Christian' Sects

TEAMS of Jehovah's Witnesses (whom no one loves) from Fiji Colony centres were holding a "Bible Convention" in Suva in late August.

More and more, there are Mormons swarming in Samoa, and strangely-titled missionaries working in the Highlands of New Guinea.

The idea of carrying religious teaching to "the naked, untutored savage" seems to create strange excitements among the off-shoots of the established Churches in various countries—especially America.

Surely, this is an illustration of the need for wise, united action by the countries responsible for the advancement and welfare of the Islanders. This multiplicity of petty sects within the Islands is at once a reproach upon Christianity and a confusion to Islanders' minds (and the minds of very many non-Islanders).

The teachings of Jesus Christ—and especially the phrase "Do unto others as ye would be done by"—is, or should be, the basis of the "civilisation" we impose upon the Islanders. Why should there be sectarianism?

The achievements of the Christian Church, in introducing religion to the Islanders, are too well known to be challenged or denied. But the greatest reproach upon the missionaries' work in the Islands is that the workers went in there under a series of banners, separate and distinct and often mutually hostile.

There was only one Christ; His teachings are simple and direct; and the knowledge that men quarrel savagely about their interpretation and application probably has created more anti-religion bigots than any other factor.

However, the Western world philosophically accepted these schisms; and the Christian missionaries entered the islands in three divisions—Roman Catholics, Established Church of England, and Non-conformists. Among them, they have done a magnificent job. Surely, there is need for no more, in the way of sects.

In most Territories, the job already is done. In Fiji, Samoa, New Caledonia, French Polynesia, for example, the mission organisations which provided religion, medical care and education have completed the pioneer work.

Most of the later sects that now are thrusting into the Islands, and inclined to be belligerent in their demands for admission, are harmless enough—but the standard of their thinking is seen in their argument—often fanatical in character—that there is only one way in which an Islander may save himself from perdition, and that is their way.

But not all are harmless. Some are socially undesirable, and some are cunningly subversive in character.

"Freedom of religion" is one of our Western fundamentals; and, like some other "freedoms"—especially those provided for in the Trusteeships—it is being increasingly abused. Would it be possible for the South Pacific Commission to consider this subject, and seek a way of avoiding the social and political dangers and embarrassments of a multiplicity of jealous little Christian sects?

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The Editors' Mailbag

Picturesque Characters of the Early Days

"That article entitled 'How Abbe Rougier Got His Coconut Empire', in your August issue, is very good," writes Mr. J. D. Whitcombe, an old Islands resident, now in Auckland.

"I personally knew Humphrey Berkeley, the Suva lawyer, and Mr. George Grieg and his family. I also knew Sir Henry Berkeley, back in 1893, when I was a youngster in Tonga. He then was Chief Justice of Fiji, and he visited Nukualofa about the time that ambitious politician, the Reverend Shirley Baker, was deported."

There were lively incidents and picturesque characters a-plenty in the South Pacific in those days. Someone, some day, should write a book about the old-time missionaries who tried to become the rulers of little kingdoms—Shirley Baker was only one of them.

And More About Humphrey Berkeley

"You said in August issue of *FIM* that you did not know what became of Humphrey Berkeley, the Suva lawyer who was originally associated with the late Abbe Rougier in the purchase of Fanning and Washington Islands", writes C. He adds:—

Berkeley died in Suva, about 40 years ago. He was a well known lawyer, and in some ways an esteemed citizen. But he seemed always to be in money trouble.

For some reason, a group of Indians who had become domiciled in Fiji decided to transfer to South America—Brazil, I think. They saved hard for their fares, and they lodged the money with Berkeley, who was to arrange the bookings by a suitable ship.

Unfortunately, Berkeley died before this transaction was completed, and his affairs were in a sad muddle. The Indians' money, at that stage, had not been used for the purchase of their steamer passage—in fact, there was difficulty in tracing their money.

Berkeley had provided, in his will, that his body should be buried at sea; and that wish was carried out. But the Indians were deeply suspicious. They believed that Berkeley had cleared off with their funds, and that he was not dead —that the burial at sea was merely a blind.

I think it was all settled up in the end—but it was a lively incident.

Berkeley had two very clever sons, who did not live in Fiji. I believe that one of them achieved considerable fame as a writer.

No Weird Mob for Samoa

John O'Grady, of the Western Samoan Health Department—better known elsewhere as Nino Culotta, of *They're a Weird Mob*—had a bit of bad luck a few weeks ago, although he was still able to write a cheery letter. He says that he "went down like a dead duck with a cerebral thrombosis—was unconscious for a few days but am now improving." There is a suggestion that he may be leaving the Territory sooner than epected.

He says that he is still planning to visit Italy next year and that in the meantime *No Kava for Johnny*—his story of Western Samoa —has gone to the readers. "Guess it will disappoint them a bit," he says, "Any resemblance to the *Weird Mob* is purely coincidental."

Pointed Questions By a Fijian

A well-educated Fijian—who, for obvious reasons, wishes to remain anonymous—has written at some length on the future relations between Fijians and Indians, the problems of changing the Fijians' socio-political condition, and the character of the future government of Fiji. Some extracts from his letter:

The sooner the Fijian leaders rid themselves of their complete trust in the Deed of Cession, the better. The world has changed very much in 75 years. What Britain could do then, she obviously cannot do now. Britain does not wish to hurt the Fijians—but, even more, she does not want to get at cross-purposes with India. Delhi is important. Our little archipelago, away in the South Pacific, is not . . .

The Indian is much more mature than the Fijian. The Indian has had to fight and struggle through many, many centuries of poverty. Those vicissitudes have not been suffered by the Fijian, who has lived for centuries in a land of plenty. Naturally, the Fijians' change from a communal and subsistence economy, to an individualist and competitive one, like that of the Indian, seems slow and difficult . . .

Who really is to blame for the fact that the Fijian has failed to make rapid and effective use of the lands he holds? The laws under which the Fijians live compel the great majority to give absolute obedience to their chiefs. There is here a form of communal parasitism that does nothing but kill personal incentive. It is pitiful to see how the Fijian village men are kept in a state of serfdom . . .

The Department of Agriculture has really not done anything substantial for the Fijian landholder. There are many areas in banana-growing country suitable for cattle-farming—but how many Fijian growers have been helped by the Department to undertake cattle-farming, or otherwise diversify their activities? Many Agriculture officials seem to take the attitude that the Fijian is hopeless, and not worth helping . . .

Why is the Agricultural Loan Board so reluctant to help the Fijian, with loans, to an extended and better agriculture? The Fijian is subjected to months of frequent visits by Board inspectors—while people who have been in the country only a little while, on a residence permit, can get loans.

It is time the Fijian Administration thought of some means of creating its own financial resources or loan agency for the Fijians. Why couldn't the money reserved in the Development Fund Board be loaned to deserving cases, instead of being passed over to the Bank, which makes a profit out of it? Why not "freeze" rents from Fijian land for two or three years, and use the money as a Loan Fund, the interest, etc., to be paid back to the original owners.

These are mere suggestions—they may be practical or they may not—but we do agree that there is much need for reform.

When Papua Had a Steam Train

The item in August *PIM* about the Australian visit of the Chief of the McNeill Clan (Mr. Thomas McNeill) and the fact that he used to be a train driver on Misima, Papua, prompted Mr. Harry Bartlett, now of the Adelaide office of the Methodist Overseas Mission, to send us a note, and a photograph of the old train McNeill drove. Unfortunately, the photograph—taken in 1923—is rather faded and will not reproduce.

So far as we know, this train on Misima, which ran between Bwagaoia and the Block 10 Mine, was the only steam train ever, in Papua-New Guinea—which has usually had to make do with planes, cars or shanks' pony.

The old photo shows the train, loaded with stores from the BP ship *Morinda*, and crowded with natives, heading for the Bom Bom—the local name for the mine crushing plant.

Mr. Bartlett writes: "The picture

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is one of a number showing early mining activities on Misima which, together with several of Stanley's Geographical Reports, were given to me by the late Bob Boyd, one of the pioneer prospectors."

Bulamakau Bilong Solwara

A New Britain reader who says that his February *PIM* "fell by the wayside somewhere between the Rabaul post-office and the plantation" has just caught up with his reading—and writes with special reference to Father Mihalic's Pidgin English Dictionary, which was reviewed in February issue.

He goes on:

"I disagree somewhat with Fr. Mihalic where he states in 'Fishing Terms' that porpoise is 'Bulmakau bilong Solwara'.

"All local New Guinea natives with whom I have worked, if asked, would agree that Bulamakau bilong Solwara is definitely the Dugong—not porpoise.

"I agree that the phonetic spelling of Pidgin—in which most schooled native people have received tuition—is most suitable for European and indigenous people. Native people depend utterly upon the sound of spoken Pidgin to acquire the 'talk'.

"Many years ago the only schooling I had was in a class comprised of my brother and me and twenty monkeys. We were taught the vowel sounds as follows: A—(as in Ah); E—(as in Eh); I—(as ee or as in Hee); O—(as in Or); U—(as in Who). Consonants can be whacked in as required after learning, although we did use the 'N' (not written) before a 'D' and before a 'G'."

Maybe They'll Form a RACPNG

Tolala's paragraphs about the old Automobile Club of New Guinea (July, *PIM*, p. 33) brought a response from the general manager of the Royal Automobile Club of Queensland, Mr. Leonard King, and the news that in mid-September he will go to the Territory to sponsor the formation of a similar body in the P-NG Territory.

According to Tolala's story there was still £30 in the bank account of the defunct Club, but whether or not the new Club will put in a claim for it, Mr. King does not say.

Mr. King's job is to inaugurate an autonomous P-NG body, but with a view to its affiliation with the Australian Automobile Association. Present membership of the AAA in Australia is 900,000, and seven bodies are affiliated—the NRMA and RACA, in NSW; the RACV, in Victoria; the RACQ, in Queensland; the RAA, of South Australia; the RAC, of Western Australia; and the RACT, of Tasmania.

All it needs now is for Papua-New Guinea to add the RACPNG.

A meeting of interested motorists will be held in Port Moresby on September 18 when Mr. King will tell them about the advantages of affiliation with the AAA—such as reciprocal privileges, services, international driving permits and touring documents, etc. Mr. King will later visit other centres.

There will, of course, be a big difference between the old New Guinea Automobile Club, of which Tolala wrote, and the new organisation. In the pre-war days, the Gazelle Peninsula was the only part of the Territory that had motor vehicles in sufficient numbers to matter. In every other centre the total motor census could be taken with the fingers of a pair of hands. That goes for Port Moresby too, when as *PIM* remembers it, they did not even bother to have licence plates.

Today there are about 6,000 motor vehicles in the combined Territory.

P-NG people last year drank less imported beer but smoked more cigars and cheroots. Beer imports dropped from 476,694 gallons to 441,242 gallons in the first nine months, but the weight of cigars and cheroots rose from 857 lb to 1,326 lb.

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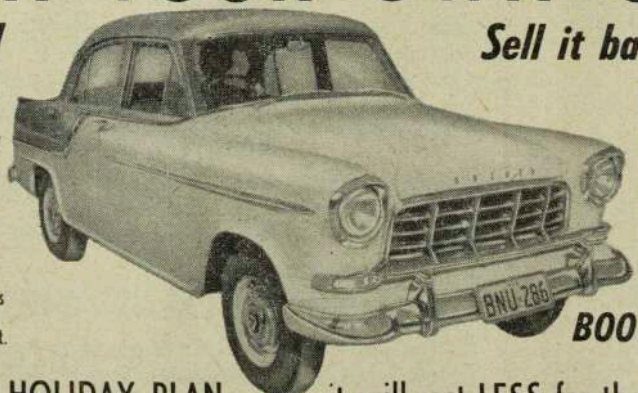

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What Sort of People For Australia?

AN OPINION ON THE SUBJECT OF RACIAL VALUES

A gentleman named Battistessa has been writing angrily to a Sydney newspaper because someone suggested that Mediterranean people were not the best immigrants for Australia. He pointed out that great Empires—the Grecian, the Phoenecian, the Roman—have risen and flourished on the shores of the Mediterranean.

Which brings questions about racial values into the picture.

Historically, Mr. Battistessa is quite correct. Ethnologically or racially, his argument may be challenged.

Those empires were based, not on what we now call Mediterranean people, but mostly on Nordic types, who originally invaded from the colder parts of Europe, and made their homes along the Mediterranean. Each great empire, as it became affected by population infiltrations from the south (today's Mediterraneans) deteriorated and presently collapsed.

No Comparison

The people who created the Roman Empire originally were mostly Nordic. They were weakened by southern infiltrations, and the Empire fell before another wave of Nordic barbarians. There is no comparison between the ancient Romans, and the Neapolitan type which now has over-run most of Southern and Central Italy—except that they both have lived in the region of Rome.

With one exception, there is not in the world today one great and strong nation whose people in the beginning were not predominantly Nordic. The exception is Japan.

As is so well demonstrated in United States, people of non-Nordic race can be carried along to national strength and power if sufficiently well mixed with Nordics. Without the Nordics, although they may be socially and culturally attractive and desirable, they seem never to achieve national greatness. Once non-Nordic communities become strongly established in a Nordic country, they tend to out-breed the Nordics; and the country thus infiltrated may decline to unimportance in a highly competitive world.

Perhaps these generalisations are wrong—but they are based on much study of recorded history, and observation of nations and races.

But standards are changing. Maybe, the qualities of courage and endurance, allied with intellectual strength, which placed the 19th century Nordics in the forefront of world affairs, do not matter so much, now. Maybe, the good looks, lively temperament and artistic gifts characteristic of the Mediterranean and other brunette races, are socially more desirable—or at least as desirable. What are the best trials of mankind, anyway?

Some of the strongest and most attractive people I know are the products of unions between Nordic and non-Nordic people. In the many racial crosses in the Pacific Islands, there is little better—in good looks, strength of character and mental ability—than the products of unions between Polynesians (whose racial make-up includes Caucasian, Negro and Mongol) and Chinese.

Maybe, the answer to Australia's immigration problems lies somewhere among those ethnological facts and deductions.—R.

The Lutheran Mission hopes to start work this year on a 60-bed hospital at Okapa, in the New Guinea Eastern Highlands—centre of the mystery disease of "kuru".

The cost will be shared by the Administration. The hospital will be set up at a terminal stage for natives suffering from the disease when they are past the care of relatives.

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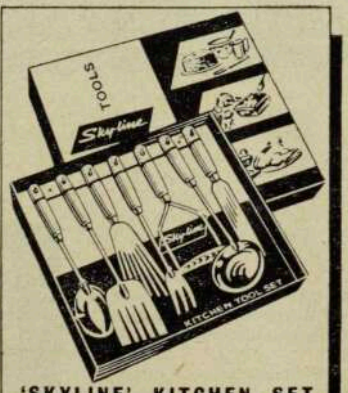

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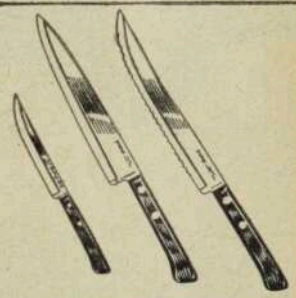

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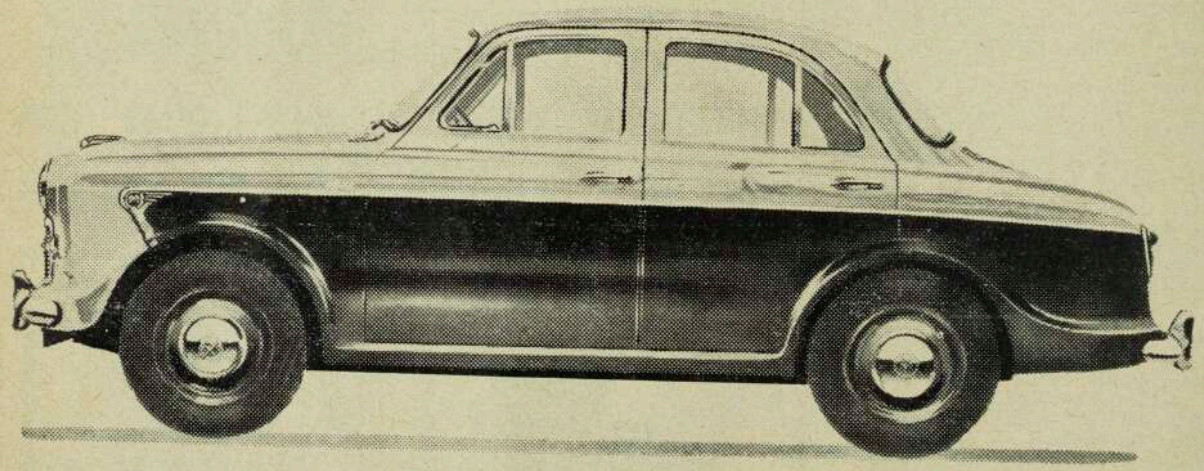

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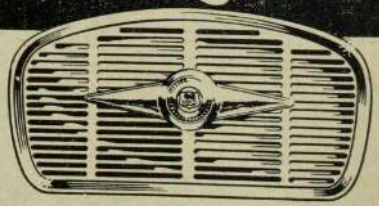

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TERRITORIES TALK-TALK

By Tolala

Finance is becoming merely a matter of perspective, and exactly where that will end, only goodness knows. Federal grant for the coming year has been stepped up another £1 million, bringing the total to nearly £12.5m for Papua and the Trust Territory.

EVEN so, those to benefit by Australia's generosity will not be the natives so much as the Public Servants, already established for the purpose of administering these "backward peoples", and the pending appointment of another 200-odd in this bureaucratic barrage. What remains for actual "native welfare", after the Public Servants have had their cut, is anybody's guess.

By next year Public Servants will number about 3,000 and that represents a fair number of chips when homes, transport and other mod. cons. are taken into consideration.

Canberra legislators look upon the P-NG grant as a necessity for 'native welfare" and therefore, not to lose face, it cannot be trimmed down.

Native welfare! What deeds are committed in thy name!

Rodents Ahoy!

Calling all specialists and experts! What about the influx of rats on certain islands in the Territory? Rumour has it these rodents are becoming a pest to coconut planters and have been increasing during the past years. . . . Reminds me of the time when Jack Thurston went a-searching through Rabaul for all the cats he could lay his hands on to transport them to the Carterets, where a rat plague existed for many a year.

Talk Place

In the *South Pacific Post* (21/8/58) Rev. Percy Chatterton has written to the editor suggesting that "clashes between Europeans and indigenes generally originate in a failure on the part of the Europeans to understand the thoughts and feeling of the indigenes", and *vice versa*, emphasising that pidgin or Police Motu "are inadequate to bridge the gaps in mental understanding."

Apart from the fact that he makes some capital out of the Navunaram incident, the reverend gentleman certainly has something in his remarks, and I often wonder why the Administration, with all its plans and blue-prints, has never evolved some system for its field officers at least to learn one or more native language in order to be able to "think native" and create a greater understanding between the two races.

I doubt whether there is one other sovereign country in the world so language-lazy as Australia. Knowledge of a native language is a "must" in the Colonial services of other countries. The excuse put forward in NG is the great divergencies of dialects, plus the fact that no guarantee of an officer returning to a district once he has left.

But this latter difficulty is not insurmountable and some effort could be made for field officers, when once posted to a district, to remain there amongst natives whom they know, and who know them; for with knowledge is born trust and understanding.

It is difficult to imagine the Navunaram incident arising during the German regime. The Governor of that time—Dr. Hahl—spoke the Blanche Bay dialect fluently, with the result that he had the confidence of the native people and could reason with them.

That is where the missionary has the edge on the official in these days: that little bit of understanding, the possession of which the official so often resents and envies and too often refers to as "mumbo-jumbo".

This is a monetary age and I should say an officer with knowledge of a native dialect is worth £1,000 a year more to an Administration than one who flounders around in pidgin.

Old Time Methods

Mention of German officials in NG takes me back along Memory Lane. I know comparisons are odious and, actually, it is not really a matter of using the German methods as a yard-stick to measure present-day efficiency. But when one thinks of the economies practised by the Kaiser's government as compared with the lavish expenditure in these Years of Grace it is surprising the Teutons accomplished as much as they did.

European staff was kept at a minimum on outstations particularly. There was no three months leave after 21 months, despite the fact that malaria was rampant and modern prophylactic drugs unknown.

I recall the time when the Kiap of the Kieta District (Capt. Doellinger) went on leave after some years of service; his relief was the local Medical Officer (Dr. Kroening) who carried on in a capital manner with both jobs.

The rest of the European staff consisted of a police master and a marine engineer. The mode of government transport was in the small wooden steamer *Buka* (a sister ship of the *Nusa*, which was attached to the New Ireland district).

Doellinger, an ex-Master Mariner was the skipper; its fuel consisted mainly of firewood which natives along the coast supplied for a remuneration, and they looked upon it as a privilege to supply the Kiap's "sitima" with good combustible fuel, requiring the Kiap to call at their village for "bunkering".

This same system of economic transport was operating in New Ireland at that time with the famed Bulominski as Kiap. Although a stern and strict disciplinarian, the native people held him in the highest regard.

There's no doubt but that, working on a shoe-string, the Germans accomplished a lot, due greatly to the personal efforts of the officials and the interest they had in their job. But then, of course, that was in the days before the 40-hour week and Mammon was not the god it has become in these more modern times.

The Wat Tyler Incident

Last month, when I wrote on the Navunaram deadlock over taxes, it had not reached the shooting stage. When the first news of the armed clash was published in Sydney papers it made grim reading.

One inference that could be drawn was that tax-gathering amongst these natives had only been recently introduced.

Actually taxes were first collected amongst the Tolais back in 1907 when a 5 Mark head-tax was levied by the Government.

And in our own time it is not uninteresting to note that NG natives paid £20,000 head-tax in 1937-38, which was increased to £21,000 the following year.

Critics of the Administration action writing in the daily Press were naturally legion; each riding his own particular hobby-horse. A somewhat candid screed in *The Sydney Morning Herald* from the General-Secretary of the Methodist Overseas Mission—a one-time Tongan missionary—had a touch of irony (or so it appeared to me) when he decried the inappropriateness of the Administration "getting tough".

My thoughts went back to the "bad old days" when the founder of

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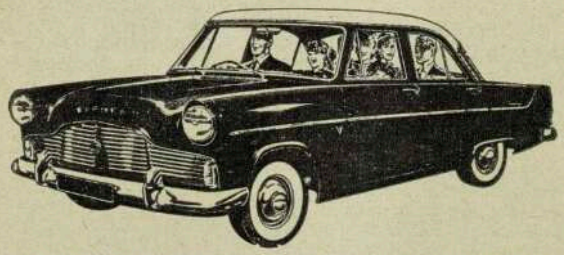

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STILL BEING BOMBED

A Japanese bomb abandoned 14 years ago exploded on the Rabaul racecourse in August, throwing two natives to the ground and making a small crater.

The bomb is believed to be a 25-pounder aerial bomb, of which several have recently been found at the racecourse.

The president of Rabaul Race Club, Mr. M. Foley, who witnessed the explosion, said:

"We have found many bombs on the course over the last few months. I believe they are part of an old Japanese war-time store. The bombs are not of Australian or American type."

Explosives experts said they believed corrosion of the bomb cases had saved the lives of the two natives near the explosion.

the Methodist Mission in New Guinea—that sterling old realist, Dr. George Brown—led an expedition against the Tolais, who had killed four of his Polynesian teachers.

History records the killing of "a large number" of these people, but that life and property was safer thereafter. He later stood his trial on a British man-of-war on a charge of manslaughter, but was acquitted.

This is no apologia for the Navunaram deaths. Conditions do change after eighty years. But getting tough may often have its compensations in obviating the other party getting tougher.

Incidentally, the 67-year-old one-time Methodist teacher, Manoa, the present chief of the offending village, at least had an appropriate name. The word Manoa in the Blanche Bay dialect means Sore, or an ulcer, which no doubt he was in the minds of officialdom—until he made the *beau geste* and paid up.

I don't think we're quite out of the wood yet. There's a bit of bush country down Buka way that might still give us a pain-in-the-neck. The Bukas are more stubborn and tacturn than the Tolais—or they used to be, anyway.

Moans From Up Yonder

Over the past few months I have received numerous moans and groans from folk, not usually addicted to such outbursts, telling of pin-pricking, arrogant attitudes of some of the minor junior members of the Administration field staff and it is getting under the skin of planters of long experience. It might not be inappropriate for the top level gentlemen in Canberra to recall Winston Churchill's remark: *"Beware the day when a Civil Servant ceases to be civil and is no longer a servant."*

A Golden Jubilee

It is good to see that a movement is already afoot in the Rabaul district to celebrate the town's golden jubilee in 1960. If ever a town were deserving a fiftieth birthday it is Rabaul, for it's been pretty sick at times during that half-century.

Three times has it been abandoned; three times has it staged a come-back after Nature's and man's devastating work: In 1937, following the eruption; in 1942 abandoned by the Australians when the Japs came in and made it Nippon's headquarters, and then again in 1944 abandoned by the Japs when Allied bombers had razed the town and the Japs went to earth in their hillside tunnels. And then, despite the long delay and projected removal of the town-site Rabaul rose again bigger and brighter than ever.

September would be an appropriate month for a Back-to-Rabaul celebration. It marks the Australian occupation in 1914 and also the month when the Australian troops re-occupied the town in 1945.

The 13th of that month has been a red-letter day. In 1914, the Australian flag was raised in Rabaul; also in 1945 it was the day when Aussie troops first made contact with the imprisoned European civilians in the Ramale Valley. It was also the day in 1934 when Sir Walter McNicoll became Administrator.

There are few present European residents of TNG who were in the colony when Rabaul was born. Off-hand, I can think of only one—George Yanke, whose father took up land in the Bainings in the early 1900's.

Here's wishing good luck to the Jubilee organisers. May they have the co-operation of all. Let's hope that by 1960 international snarls may have died down, for much could happen in two years in this atomic age. We'll keep our fingers crossed.

An Auto Club

In the *South Pacific Post* I notice a report where the Australian Automobile Association may open a club in P-NG. (*See Editors' Mailbag, this issue*).

An excellent idea, and I am surprised it has not been done before.

In pre-war days we had quite a live organisation in Rabaul (as I have often mentioned) and as its hon. sec. I know something of the advantages to Territorian motorists when they go south.

Affiliation with other clubs; insurance and guarantees arranged when you take your car to Australia, and so on. I have been told that Mrs. MacGowan, in Moresby, still has one of the old Automobile Club of New Guinea badges, designed by her husband, Bill. And a very neat job, too.

There was also a small credit balance with one of the Rabaul banks. It should still be tucked away somewhere there.

Enter the Army

Gazing into my crystal I see where the Senior Service at Manus may call it a day and make room for the Army, including some "gingerbeer" units. The military brass will come in for some comfortable bungalows, if nothing else.

A Worthwhile Tour

Whoever thought up the scheme for Tolai cocoa-growers to obtain an insight into the marketing and manufacture of cocoa deserves a pat on the back. It shows a realistic outlook and the six Tolais must return home with a greater appreciation of the white man's economy. It is to be hoped they are not sidetracked by any extreme unionists desirous of inoculating them with propaganda inappropriate of being applied in Tolai-land.

There is always the danger, when semi-sophisticates come to Sydney, that their tranquil minds may be upset by enthusiastic trade union busy-bodies, who look upon them as fertile ground in which to sow seeds of dissension. P-NG is not yet ripe for this sort of cultivation amongst the indigenes. It has even caused some headaches amongst some of the white brothers. [*See Pacific Report.*]

Tail Piece

Too good to miss. Jim Macdougall in the Sydney *Daily Telegraph* quotes Tom Payne, a Brisbane Public Servant, telling a story against the Service: A public servant asked at a marriage bureau for the photos of all eligible women.

He picked a blonde. "Sorry," said the man in charge, "you'll have to take this elderly, stringy-looking old duck—she has seniority."

More Markets for NG Cocoa

Papua-New Guinea is finding wider overseas markets for its cocoa.

The Territory's cocoa production rose for the first nine months of the last financial year to £488,564 compared with £305,265 for the same period last year, latest figures show.

While the export of cocoa beans to the major buyers, Australia and the United Kingdom, dropped appreciably, the Territory found new markets this year for its beans in Japan and the Federal Republic of Germany.

It also increased its export of beans to the United States.

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Photograph at left, taken in 1957 from a Chilean rescue ship, shows the first "Tahiti Nui" breaking up 400 miles off South America, during an attempted drift from Tahiti. De Bisschop and his four companions were taken off a few minutes later. De Bisschop was making the return drift voyage from South America on a new raft when he lost his life last month.

Captain Eric de Bisschop in Fatal Raft Drift

Death Of An Adventurer

To die as one lived is probably the peculiar satisfaction of the adventurer, and this boon came to Captain Eric de Bisschop, noted French explorer and adventurer, who died on August 31, as the result of injuries received at the end of a drift voyage from South America.

DE BISSCHOP'S raft, *Tahiti Nui II* was wrecked on a reef off Rakahanga, in the Northern Cooks. His four companions got ashore safely but he died of injuries he received.

This raft left Callao, on April 13 this year. At the time, it was described as being made of cypress logs and being "ketch rigged".

Little has been heard of the drifters since—but reports seem to suggest that somewhere on this journey the original raft was rebuilt into something smaller, and that having failed to drift precisely where they wanted to go, those on board were virtually out of provisions. It was because of their privations that they made the attempt to shoot the reef into Rakahanga—with fatal results for the leader of the expedition.

Soldier, Sailor, Rich Man, Poor Man

De Bisschop has been in and out of *PIM* pages for the last 25 years, but his early life has always remained something of a mystery. Apparently he served on sailing ships in his youth; and it is also said of him that he was a midshipman in the French Navy; captain of a mine sweeper; an airman; police chief; an adviser to the Chinese army and a commander of French forces in the former French Colony of Indo-China.

This must all have happened before he went to the Pacific. For the last 25 years, in one way or another, he has been interested in marine affairs in the Tahiti-Hawaii area.

He once owned a 40-ton junk, *Fou Po*, in which he sailed from China in 1935 and was wrecked on Formosa in a typhoon. He then built another much smaller junk, *Fou Po 2*, at Amoy, and in this craft cruised extensively in the Western Pacific, calling at Port Moresby amongst other places.

A photo of this junk on a slipway at Port Moresby and a story of that cruise appeared in *PIM* of April, 1935, p. 58. This junk was lost in the Hawaiian Islands later in that year.

Also about 1935 he completed a remarkable voyage from Honolulu to France across the Pacific, Indian Ocean and round the Cape of Good Hope, in a twin-hulled Pacific island sailing canoe. He was accompanied by one companion.

In November, 1956, he set out with a crew of four on a bamboo raft from Papeete, with the purpose of drifting to South America and return to prove that contrary to the *Kon Tiki* theory of Polynesian colonisation from South America, Polynesians could have drifted to South America and also have returned.

The drift on the Humbolt current from South America to Polynesia had already been undertaken successfully by the *Kon Tiki* and *Seven Little Sisters*.

In May, 1957, when within some hundreds of miles of their goal, *Tahiti Nui* and her crew were involved in violent storms, and the raft began to break up. The drifters were finally rescued by a Chilean Navy ship.

The drift proved that the eastwards drift could be done—but that it was a tough proposition. They had covered about 4,000 miles in something like 190 days, which is a speed of about one knot. And their drift had taken them very far south into unpleasant conditions.

De Bisschop announced that he would immediately construct a raft in Chile and undertake the second half of his plan.

The Cheng Ho Incident

But in between his canoe adventure, and his experiments with raft drifts, de Bisschop became involved in a lot of publicity over the wrangle about the ownership of the Chinese junk, *Cheng Ho*.

Cheng Ho was built in Hongkong for Mrs. Ann Archbold in the late 30's and given luxurious appointments; and before the war was used by the Archbold Scientific Expeditions to various parts of the Pacific.

During the war she was used by

Captain Eric de Bisschop and his wife, in happier times.

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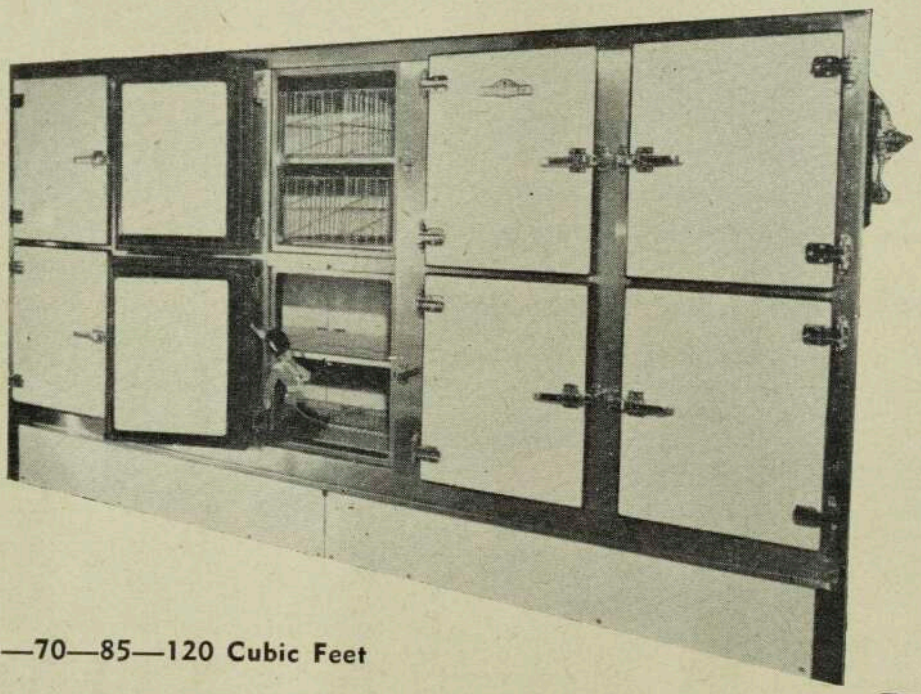

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the American Navy. She was returned to Mrs. Archbold after the war, but Mrs. Archbold was no longer interested. She made some arrangement with Mr. Otto Degener, a botanist of Honolulu, whereby he was to use the *Cheng Ho* to further the cause of science.

Mr. Degener, in his turn, appears to have entered into some partnership with de Bisschop for the use of the vessel for trading, and the Cheng Ho Trading and Exploring Co. was registered in Hawaii, with Mrs. de Bisschop (described as having been the former Miss Constance Constable, beautiful, and a talented artist) as president. They intended, amongst other things, to take frozen fish from Palmyra to Tahiti.

Plastered with Writs

Trouble developed between the partners early. She was tied up in Honolulu in 1949—plastered with writs from the crew, who said they had not been paid; and by Degener, as a consequence of de Bisschop having taken the vessel to Tahiti and having registered it there under his own name (which he said was a clerical error made in Papeete).

In 1950, something seems to have been agreed to between Degener and de Bisschop, and in that year de Bisschop was trading with her in Tahitian waters, although Degener evidently had the option of taking her back again, by payment of 15,000 dollars, by July, 1952.

In 1951, Degener decided to take up his option but by this time the legal position was unbelievably complicated. De Bisschop refused to take the vessel to Honolulu and Degener apparently did not want to go to Tahiti.

Sometime in 1952, de Bisschop surrendered the vessel to the French authorities in Papeete—and went off to do a job of surveying for the Government, which appears to have kept him occupied until he developed his interest in raft drifting.

The once luxurious *Cheng Ho*, stripped of most of her glory, was idle, anchored off Papeete.

PIM reported about 18 months ago that a local company had acquired her and would recondition her for trading. Nothing has been heard of her since.

De Bisschop came of a good French family but got himself into the bad graces of the Allies during the Second World War by adhering to the Vichy government. In the early stages of the war he was French consul in Hawaii.

His age at the time of his death was given as 67.

Alain Brun, of Tahiti, one of the *Tahiti Nui II* crew members, who also sailed in *Tahiti Nui*, gave the following details of the final ill-fated voyage, which indicate that the sequel might have been even more tragic.

About two months after leaving Callao on April 13 they sighted a passenger ship, and later a Japanese fishing vessel, but no contact was made. Storms blew the raft well north of its intended course towards Tahiti and the logs became waterlogged as the days went by, the raft gradually settling about 4 ft under water, the crew retiring to the roof of the deck-house, where they lived until even that became untenable.

The raft drifted on to the south-westward, passing in the vicinity of Caroline and Flint. It then became evident that *Tahiti Nui* was breaking up beneath them, so another smaller raft was made from empty water-drums and timber from the big raft, and all hands transferred to this with their rapidly dwindling stores.

Attempts were made alternatively to land at Starbuck, Penrhyn, and Manihiki, but in each case the raft was carried away from these atolls by unfavourable currents or winds, which at last permitted them to lay a course for Rakahanga, 19 miles north of Manihiki, this atoll being sighted at 5 p.m. on August 31. The raft struck the fringing reef abut 8.30 p.m. and Eric de Bisschop was injured and drowned in the surf.

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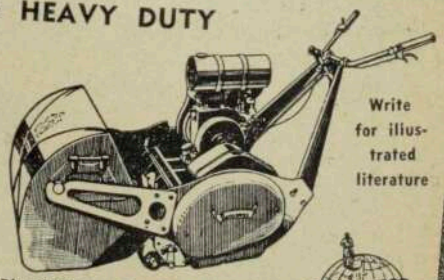

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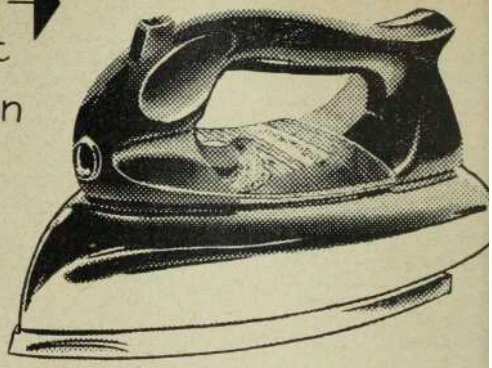

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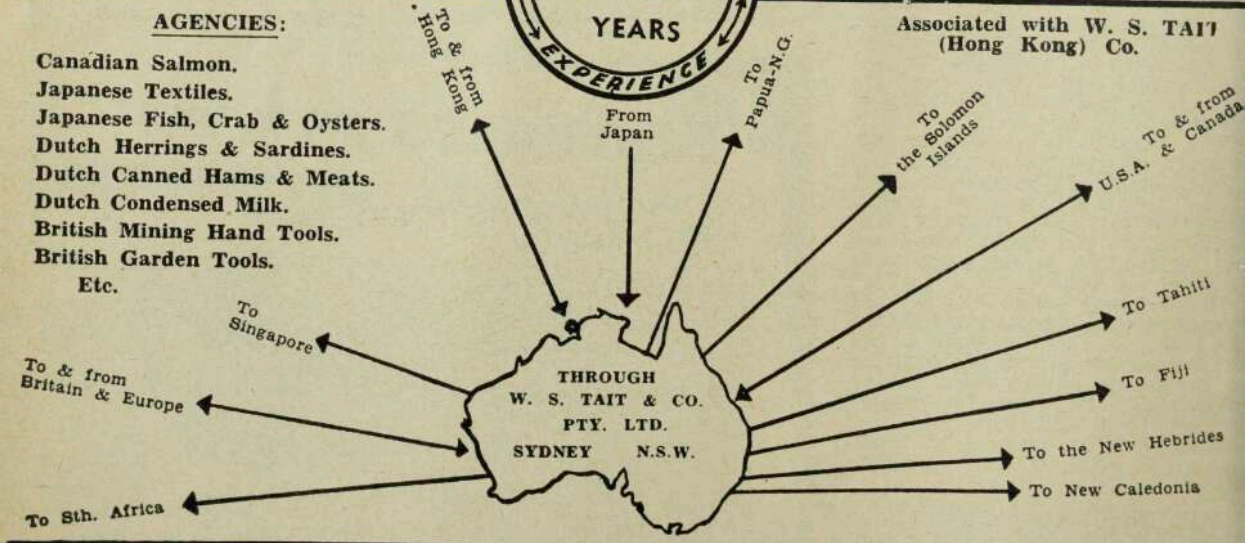

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Fiji Surveys Her Agriculture

A summary of Fiji's earnings in the overseas markets, from agriculture, is provided by reports of the recent meeting of the Legislative Council. It is interesting, in view of Fiji's growing need for increased agricultural production.

VALUABLE data was supplied both by Departmental reports and speeches by Council members.

Because the 1947 sugar crop (1,487,000 tons) was a record, sugar exports contributed no less than £2 million more to the Colony's exports in 1957 than in 1956.

In 1957, because of low rainfall, copra production fell to 38,300 tons, compared with 41,164 in 1957.

Export of bananas to NZ rose to 309,300 cases, compared with 242,154 cases in 1956, when floods reduced production.

Butterfat production (640,000 lbs) was a record; but the Fiji dairy industry is seriously embarrassed because its production is much in excess of Fiji consumption, and the overseas market is dead. Because of lack of markets elsewhere, Australia and New Zealand are "dumping" butter in Fiji. One Fiji dairy company had £15,000 worth of unsaleable butter in August, and it was increasing every ten days . . Council members strongly urged a protective duty against butter from overseas.

The Fiji Government has decided to spend £12,000 this year in encouraging the cocoa industry.

The money will be used for buildings and quarters, farm equipment and land development in establishing a cocoa station on a 200-acres site near Savusavu. This will provide drying and fermenting facilities for cocoa grown in the neighbourhood, planting material for farmers, and facilities for cocoa experimentation.

"Vulnerable"

The Government thus is supporting a plan that has been initiated by Carpenter interests in Fiji, for the establishment in Fiji of cocoa and palm-oil industries.

Pointing out that sugar, copra and bananas accounted for 98 per cent. of Fiji's earnings from agriculture, the Agriculture Department said:

"This lack of diversification in sources of export income is a weakness which makes the Colony particularly vulnerable should world prices of one of her major exports collapse."

Mr. Ayodhya Prasad, Indian member, detailed cases where owners had ceased to use land after it had gone into the land reserves—the Native Land Trust Board should exclude land from reserves wherever possible.

Semesa Sikivou, Fijian member, replied: "Time and time again we have asked for finance to develop our land. We have not got the money to get on with developing it, and if you want us to do it then facilitate the provision of loans."

Dr. Sahu Khan, Indian member, urged the creation of a Marketing Commission, to assist farmers in finding assured outlets for produce, and thus encouraging production.

Mr. John Falvey, European member, emphasising the need to attract and stimulate new industries, pointed out that taxation was the first think looked at by investors contemplating new enterprises.

Mr. J. Madhavan, Indian member, urged a punitive tax on idle land, so that owners would be forced to subdivide it and lease it to persons wishing to cultivate it.

A mass attack on the very high incidence of intestinal worms in the Cook Islands is being prepared and will be fought with the aid of expensive drugs and public health education. Plans for the campaign are being prepared by the NZ Medical Research Council's Dr. D. D. McCarthy, who has just completed a field survey of the situation.

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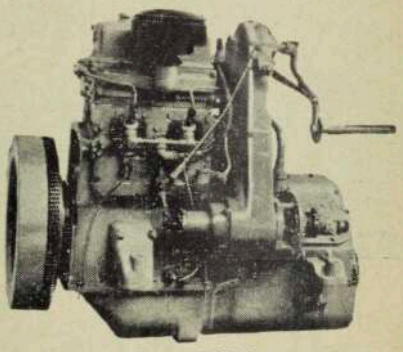

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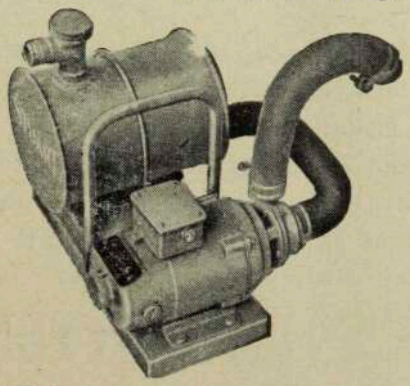

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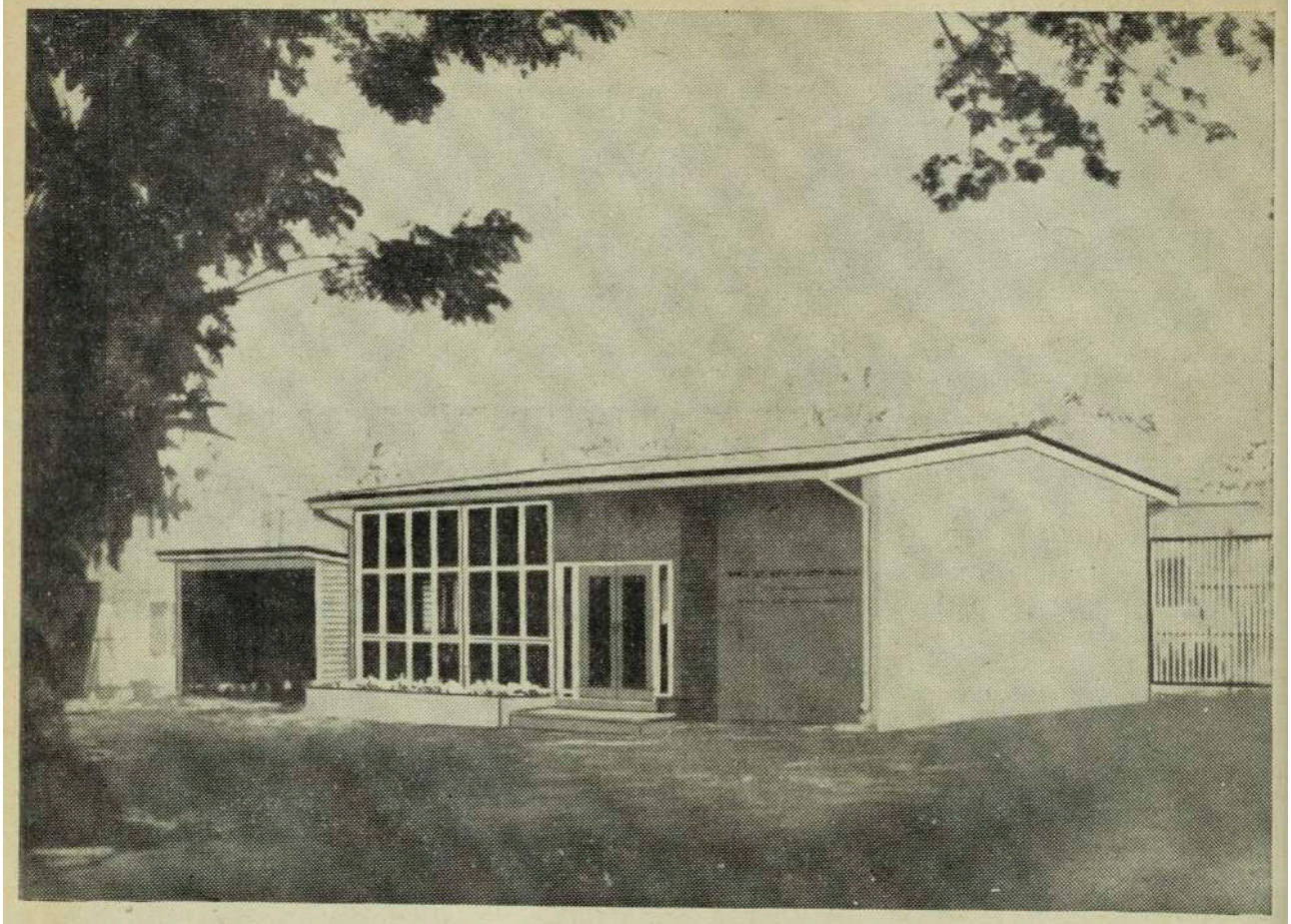

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Newspapers Create a Confused Picture

WHENCE GOES DUTCH NEW GUINEA?

Some time in August, some painstaking Australian journalist started a rabbit—"if the Dutch could find a face-saving formula, they gladly would abandon West New Guinea, because its administration is far more costly than it is worth".

WITHIN a week, the whole Australian press pack was yelling in pursuit, and there were some remarkable newspaper stories:—

- Netherlands proposes to walk out of W. New Guinea, and leave it to the Indonesians.
- Netherlands proposes to offer the Territory to Australia, on certain conditions.
- Netherlands proposes to offer the Territory to United Nations, with suggestion that West New Guinea should be administered by Australia as a Trust Territory, along with the former German New Guinea.
- Netherlands has entered into a secret treaty with Australia, under which Australia will join with Netherlands in holding all of New Guinea against all-comers.

By September 1, the newspapers had reported that the Labour Party of Holland (which, with another kind of Socialist party, keeps the present Dutch Government in office) was in favour of a simple transfer of the Territory to Australia.

Thereupon, the Australian newspapers interviewed Dr. H. V. Evatt (leader of the Australian Labour Party). Evatt, as was natural and proper, firmly approved of the Dutch Labour Party proposal—and then discussed it on the assumption that Australia, having graciously received the gift, would govern it as a United Nations Trusteeship.

Actually, the reports are like the stories about Princess Margaret and Townsend, and moon rockets and submarine monsters—mostly newspaper speculation and imagination, designed to tickle the ears of the groundlings.

The only really significant event was a visit by the Australian Foreign Minister, Mr. Casey, to the Dutch Government at The Hague, wherein the common interest of both countries in West New Guinea was discussed.

The resultant squawk from Djakarta indicated Indonesia's lively concern; but Mr. Casey wisely gave no details.

It is well known that the two countries are maintaining close liaison now and exchanging useful data in their administration of East and West New Guinea; and that situation is likely to continue indefinitely.

Well-informed opinion in Australia is that, if the Dutch should decide to abandon New Guinea to Australia, Australia—after her experiences with the late German Territory—probably would be reluctant to treat West New Guinea as a UNO Trusteeship.

Australia holds Eastern New Guinea and Bismarck Archipelago as a natural barrier against Asia; and she already has learned the hard way that she can do that more effectively if New Guinea is an Australian Territory, like Papua, rather than a UNO Territory, like the former German colony.

Meanwhile, the Dutch in West NG show no signs of leaving.

They have armed forces in the shape of small warships, planes and marines at Hollandia, Sorong and other handy places. They are just now organising a large semi-scientific expedition which, based on Merauke (a little westward of the Papuan border) is to go into and examine and map the hitherto unknown, rugged interior, which lies generally westward of the 141st degree of Longitude (the border line between Australian and Dutch New Guinea).

How Dutch Governor Sees it all

Speaking to newspaper reporters in Port Moresby at the end of August, the new Governor of Dutch New Guinea (Dr. J. Platteel) made the following statements:

- He could see "no good" coming from the supply of arms to Indonesia by USA (also see Commentary, page 25).
- The non-indigenous people of West New Guinea (thousands of part-Dutch-part-Indonesians who have migrated from Indonesia to Dutch New Guinea in the last ten years) fear a war with Indonesia very much, because they have memories of cruelties committed upon them by the Indonesians, during the Japanese occupation of 1942-45. "They hope never to meet Indonesians again—just as Australian POW's hope never to meet Japanese in prison-camps again," added the Governor.
- A pact or military alliance with Australia, which would mean that the Dutch would not have to face Indonesia alone, would be welcomed by the Dutch Government, and would give the Dutch in West New Guinea a feeling of greater security, because it would be a deterrent to war.
- There was a movement in Holland to abandon Dutch N. Guinea, but it came only from politicians of the extreme Left.

Governor Platteel was paying an eight-day courtesy visit to Papua and New Guinea.

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FIJI TALANOA

VAKATAWA TALKS OF THIS AND THAT

The South Pacific Island custom of closing up business in the middle of the day and going home to lunch is disappearing in Suva where a number of businesses now keep open all day.

FROM time immemorial it has been the custom for the bigger stores and nearly all offices to close for lunch between 1 p.m. and 2 p.m. The custom is perhaps the equivalent of the siesta.

Overseas visitors frequently comment on it, especially when they are in the Colony for only a few hours in a passing ship, and find their shopping period curtailed.

Burns Philp in Suva have cut the first prop from under the custom. From the beginning of September their store is to remain open from 8 a.m to 4.30 p.m.

Other stores are following suit. Whether Government offices will do likewise remains to be seen.

The Passing of the Bure

A scheme to provide houses for Fiji's lower paid workers is under way.

It is another of those delayed things.

Mr. J. N. Falvey took the initiative in Legislative Council over two years ago and a Housing Authority was set up. But there the situation rested. The Authority had no money, no office and no staff.

Then this year things began to move. Mr. K. R. Bain, an Administrative Officer, was sent to the West Indies to see how the problem was tackled there.

He has now been appointed Executive Secretary of the Commission, and Mr. Falvey has agreed to be Chairman. The Government has given land for the first batch of houses in Suva, an architect has been engaged as a technical adviser, and the commission is ready to go.

Houses of various types are already competing, not only for the Commission's attention, but also for that of the Fijian authorities and the people of Fijian villages.

The "igloo" described in last month's *PIM* is now being produced in Suva. The "Dovi" type house—a wood and iron structure reduced to its simplest form—is already in many Fijian villages.

The "Uniport", an English prefabricated house of either steel or aluminium, is also on sale.

These, and others which may appear on the market or which may be developed by the Commission, seem likely to replace the "Nettleton" house, which has been used in the past four or five years for smaller Government quarters and in the Nabua Fijian settlement near Suva.

This last house, which was designed by a former government architect, is based on concrete slabs which slide in the grooves of concrete pillars.

The principle is simple enough, and is common in children's construction toys, but in practice it has been found that a good deal of skill is required to erect the houses and this has helped to defeat the "low cost" aim.

The romantic may mourn, but it does seem inevitable that houses of timber or steel or aluminium or concrete will gradually replace the thatched bures of many Fijian villages.

The bure is pleasing to the eye and cool to live in, but building and maintenance take up an inordinate amount of time of Fijian men, and as more land is brought under cultivation the materials for building bures are becoming harder to get and more costly to transport to village sites.

Dogs a "Grave Social Menace"

The August *PIM* told of the dog nuisance in the Cook Islands and New Guinea.

Fiji residents who are kept awake by yowling packs, or farmers whose animals are destroyed or maimed by wild dogs, also have strong feelings on the subjects.

The trouble in Fiji is that no particular Government department acknowledges responsibility for destroying stray dogs.

The Suva City Council does a fairly good job, but can't cope with animals coming into the city from the outside. Another difficulty is that Council has power to destroy only unregistered dogs, and ones which cause the trouble are very often registered, but allowed by their owners to run loose.

The biggest problem of all arises from the refusal by many Indians, for religious reasons, to kill unwanted puppies.

A certain nicety of interpretation of religious practice comes into play here. The puppies may not be drowned at birth, but many of them are abandoned on the road-side or in the bush to starve, or dropped into someone else's property in the hope that the owner of the property will either adopt the animals or attend to their destruction.

Other dogs struggle to maturity and then, through being unfed at home, became an uncontrolled, scavenging nuisance.

In the war years and after, a one woman war was waged on neglected dogs at Ba and later Lautoka, by Mrs. Kirk. (Over)

This "sugar mill", complete with smoke issuing from the chimneys, was part of a procession of floats which entertained Suva one Saturday in August. Occasion was the 21st anniversary celebrations of the Fiji Indian Football Association.

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RECORD RELEASES

RCA

The music you want . . .

BEAUTY. Runner-up to Fiji's 1957 "Miss Hibiscus", Miss Elizabeth Ann Stokes, made a charming bride on her marriage to Mr. K. W. Leishman, at Lautoka, Fiji, on August 9. —Stinsons.

She was one of the pioneers of the SPCA in Fiji and the society has played its part from time to time in the war against the dog menace. But funds are limited, and it is not particularly desirable for such a body to have as its principal occupation the hunting down and destruction of animals.

Early this year a high-powered committee, bristling with mayors and legislative council members and senior Government Officers, was set up to examine the problem.

They produced a report which twice uses the words "grave social menace", to describe the dog situation, a description that seems to be overdoing it a bit.

The result of their report is likely to be that the job of control will be passed on to the police.

The Committee came to the conclusion that the only practical way of dealing with roving packs of dogs which invade town areas is to lay poison baits, and they recommend this despite the objections expected from those who think the use of poison inhumane.

Some Movement on the Hotel Front

Things are moving a little on the Fiji hotel front.

Information is scarce about the plans of the Rehnborg group, who were going to buy the Grand Pacific Hotel, Suva, and/or build on the adjoining land, and at the same time join in a hotel building venture on the Namaka hill overlooking Nadi Airport.

But representatives of the group have been visiting Tahiti again and Mr. Harvey Hunt, who is a director of the company formed to control the Fiji activities, says that present plans are to concentrate on Tahiti and to spread westward, later.

The group already owns Les Tropiques hotel in Tahiti.

Meanwhile, a Canadian group of investors have interested themselves in Saweni Beach, near Lautoka.

One of them saw the beach with Mr. C. A. (Gerry) Adams several years ago and when the question of hotel accommodation of Canadian Pacific Airlines passengers using Nadi airport came up he remembered this beach, which is only a few miles from the airport.

He wrote to Mr. Adams, and shortly afterwards sent a team of consultants to Fiji to draw up a hotel scheme and to look into such matters as the acquisition of land and the provision of services.

[Details of their scheme are given elsewhere in this issue.]

So many new hotels in Fiji have got to the stage of plans and proposals — but no further — that the people of the colony are a bit cautious in their approach to any new one.

But in this case they have their fingers crossed, and hope very much that the hotel will be built—and that the Rehnborg group plans will bear fruit, too.

Hotel accommodation seems to be

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the one thing that can hold back Fiji's tourist development unless, of course, there is a war or a depression.

Meanwhile a lot is being done, quietly and well, by the efficient Northern Hotels group, headed by Sir Hugh Ragg.

Accommodation at Lautoka has been extended by the building of Namoli House as a part of the Lautoka Hotel. (Namoli house is a separate block of suites, each with lounge and private shower and toilet facilities).

At the popular Korolevu Beach Hotel, Northern Hotels have built six new bures, and six more are to come.

In Suva the wrappings have been taken from the new Club Hotel, revealing its attractive architectural lines.

This hotel, owned by Morris Hedstrom Limited, is to be operated by Northern Hotels, who have yet another hotel under construction in Waimanu Road, in Suva.

So through the ploughing back of profits by this local group, Fiji is getting somewhere with its tourist hotel problems. But a really big hotel is needed near Nadi Airport to cater for tourists and transients and to meet the sudden demand that is always likely to arise if a large airliner is held up at the airport.

Temperate Zone

Perils for Fiji

Fiji has been having its biggest ever poliomyelitis outbreak, with over 100 cases reported.

One theory is that the delightful weather of this year's cool season is a contributary cause, because for the reason that polio is a summer disease in the temperate zones, it is a cool season disease in the tropics.

It flourishes at temperatures round about 70 degrees.

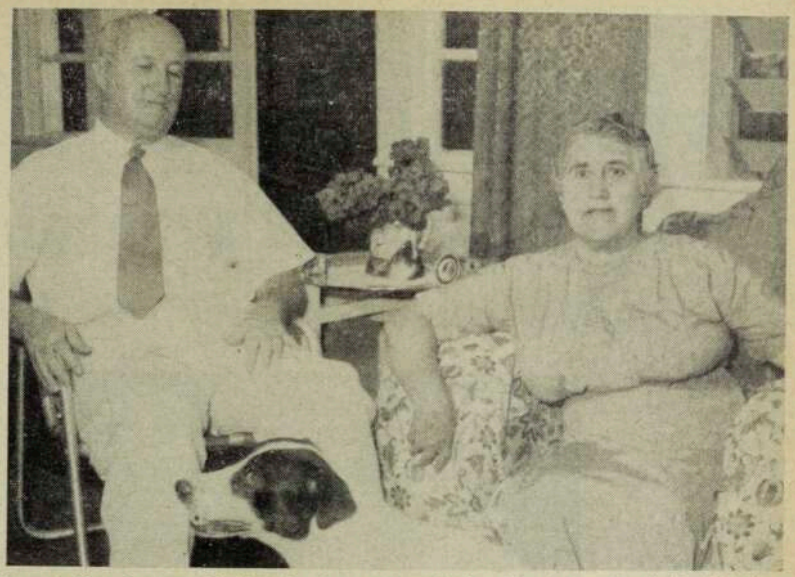
Fortunately, most of the cases in Fiji this year have been mild in form, and the Medical Department says that there must be many other cases which are even less serious—so much less that they are not even recognised as polio.

The medical men say, too, that it is because there was an epidemic four or five years ago that most of the present cases are children under five.

Older children have probably already had the disease mildly and so have built up an immunity.

But even the mild unrecognised cases have their perils. If a Salk inoculation is given to such a patient, the disease is likely to flare up into a paralytic form.

So all injections of vaccine are cut at the moment, and for the same reason all tonsil operations have been suspended at the Suva Hospital while the epidemic persists.



Mr. and Mrs. Groves, with Makati, who was named after his donor, Mr. J. K. McCarthy, of Port Moresby. The Groves had to part with Makati when they left the Territory; there are no serious canine diseases, such as rabies, there, but Australian animal quarantine laws prohibit absolutely the entry of dogs from the Islands. Mr. J. Glen, Director of Works, has taken over the Groves house, the Groves Papuan couple—and Makati.

Mr. W. C. Groves Leaves New Guinea

A MAN OF MANY PARTS LOOKS FOR ANOTHER TO FILL

Probably no Public Servant ever left the Territory of Papua-New Guinea so inundated with expressions of goodwill from every section of the community as did retiring P-NG Director of Education, Mr. W. C. Groves. He retired on August 8 and with Mrs. Groves, who also received her own share of good wishes as a tireless worker for the community, left Port Moresby on the *Bulolo*.

YET strangely enough (or perhaps not so strangely) Mr. Groves regards the period he spent in the Solomons in 1939-40, as Adviser on Education to the Protectorate Government, as the most satisfying of his Pacific service

In this special job, he says, he experienced the breadth of mind of the British Colonial Office, which selects the man it feels is qualified to do the work, and then leaves him alone to carry it out.

Latter-Day Public Servant

Bill Groves has been in and out of the New Guinea and other South West Pacific territories so often since 1922 that most present-day Territorians regarded him as a NG public servant from "along before". This was not so.

He joined the P-NG Public Service only in 1946, when he became Director of Education. All his previous appearances in the Territory were as an officer of the Victorian Department of Education, on secondment to New Guinea (and later Nauru and BSIP).

In 1922, when Australia had lately acquired the Mandate of New Guinea, he got the job of officer-in-charge of Education (on loan from the Victorian Dept.) because, he says, he knew German. During the years 1922-25 he established the school at Malaguna but in 1926 returned to Victoria, where he became lecturer in Social Studies for the Education Department.

It was 1931 before he was back in the Territory again; by this time he was a Research Fellow in Anthropology, Australian National Research Council. A Rockefeller grant provided the finance for field work in New Ireland on "culture contacts"—a new term then, but something that now has become part of anthropological jargon.

He made three trips to New Guinea between 1931 and 1935—taking in Tabar and Finschhafen as well as New Ireland—and in 1936 was Australia's representative at the Carnegie-Yale Seminar-Con-

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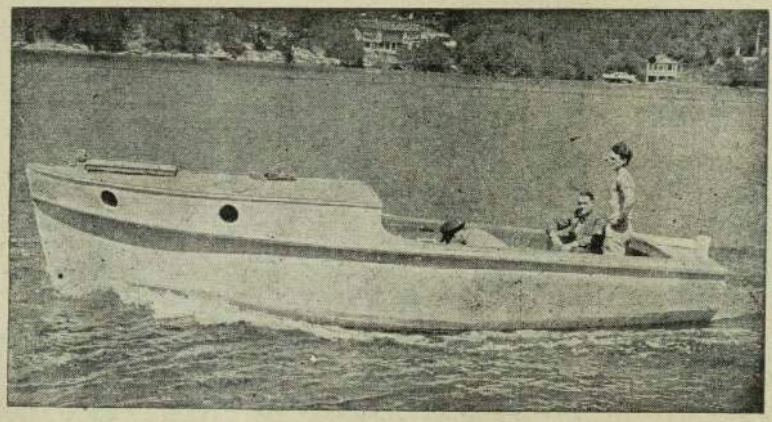

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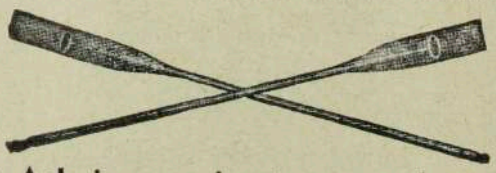

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ference on Education in Pacific Countries, in Honolulu.

In 1937-38 he was "on loan" again—this time to Nauru as Director of Education and Adviser on Native Affairs. In 1939-40 he went to the Solomons but the Victorian government got him back briefly in 1941-42 when he was lecturer in Social Studies, Melbourne Teachers' College.

POW in First, PRO in Second

Bill Groves served as an infantryman in the 1st AIF, in Egypt and the Western Front, where he was taken prisoner in 1917. Being a POW improved his German, if it did little else for him, and as a result he was on the staff of the Inter-Allied Commission for Repatriation of POW in Germany, and did not return until 1919.

In the Second War he joined up again—Staff Captain (Administrative) and later Major in Australian Army Education Service. He was sent to Moresby where he was, amongst other things, the Army's first PRO, mothering war correspondents who congregated there in the Kokoda Trail days. He also edited the *Moresby Army News Sheet*. In 1944 he was a special investigator into the welfare of aborigines in North Australia.

In 1945 he thought he was finished with New Guinea, and had returned contentedly, at last, to an administrative job in the long-suffering Victorian Department of Education.

Back to the Territory

Then in 1946, the Department of Territories, Canberra, offered him the post of Director of Education, P-NG. He wasn't keen, but agreed to go and look it over.

The Victorian Education Department said, "Right—but this is the last time we loan you. Six weeks, no more. If you join this P-NG Administration, you leave us, finish".

And that is how William Charles Groves, BA, Dip.Ed., came to join the P-NG Public Service.

If every official appointment, every Board and Council to which he has been chairman or a member, were catalogued it would fill a column of type: Member of the Legislative and Executive Councils, Education Boards, Health Boards, Advisor to Australian delegation, to international conferences, member of the South Pacific Commission Research Council—he's been the lot.

And in a private capacity, as a Territorian, he has been a lot more: Chief Scout Commissioner for P-NG, vice-president of the RSSAILA, Port Moresby sub-branch; etc., etc.

So many and various were the farewells to the Groves couple in Port Moresby in August that the social calendar seems to have been devoted to little else. They were farewelled at Sogeri, and by the Education Advisory Board, and by the Legislative Council at a dinner at Government House; by the RSL (which made Mr. Groves a life-member); by the Hanuabadan villagers (several parties); Scouts (who lit a chain of bonfires all over the Territory in farewell); Masons; Church of England, Historical and Scientific Societies.

The Groves received many gifts but it was left for members of Mr. Groves' own department to signify the degree of affection in which their retiring Director was held.

It is not usually regarded as etiquette to mention cold cash on such occasions, but as we have never heard before of a public servant receiving, from his own staff, a wallet containing almost £500, we mention it here.

And what of the future? Mr. and Mrs. Groves now have left Sydney for Melbourne where they will probably spend some months.

Mr. Groves has already spared a passing thought or two to short-term UNESCO jobs in Ethiopia and British Cameroons, but he says, "not until after Christmas".

One thing is certain, however: No man who has devoted 35 years to native problems is going to give up so easily, even if he has reached the official retiring age. He reckons he could spare another couple of years, at least, to the cause—and then, if he must, he might be prepared to sit quietly at some other task—such as producing supplementary readers for natives literate in simple English.

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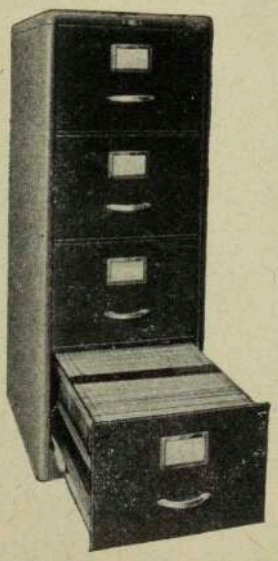

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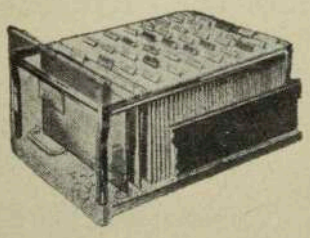

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Latest on Pacific Air Services

EVERYTHING IS GETTING BIGGER AND BETTER ALL THE TIME

Next year, 1959, is going to be a big year in Pacific aviation. It will see the first pure jet aircraft running on the Sydney-North America services; and something better than Skymasters on the Sydney-Port Moresby service. But aviation is not just standing still waiting; there is plenty going on in the Pacific area, right now. This month Pan American introduces new planes to their trans-Pacific service; and next month, TAI will begin its new Paris-Papeete service.

IN October, for the first time in history, French Oceania residents are going to have the choice of two air services out of Papeete: Tasman Empire Airways Ltd., whose service was due for full funeral rites in July but was revived in mid-August; and a new service by the French airline, Transports Aeriens Intercontinentaux, which will connect this French Colony directly with Paris—also for the first time in history.

TEAL will be back on the job on September 18 with a Solent, flying again the Suva-Satapuala (W. Samoa) — Aitutaki (Cook Is.) — Papeete route, and making the Fiji-Auckland link with DC6 aircraft.

TAI will be using DC6B aircraft as far as Bora Bora, and the Bermuda flying-boat the company recently purchased from Sir Gordon Taylor, to ferry passengers from there to Papeete—about 60 miles. (Papeete has not yet made a start on its long-discussed aerodrome, but if anything is likely to get it going, it is the decision of the big French airline to begin this new service).

This TAI service will be in addition to the service which now leaves Paris on Sundays and flies via the Middle East route to Darwin, Brisbane, Noumea and terminates in Auckland.

A Brand New Service

The new French Polynesia service will follow the same route to Darwin then will fly Noumea-Nadi (Fiji)—Bora Bora.

Exact details of the times of arrival and departure at the various points have yet to be worked out. A proving-flight was being made by the company in late August; another such flight will be made, probably in September, and the real service will begin from Paris on September 28, leaving Noumea on the Pacific leg of the journey on October 2.

With the other TAI flight already extending to Auckland, it might, of course, be a temptation to New Zealanders to desert their own TEAL for the delights of foreign travel—if they can get sufficient currency to get out of God's Own Country, in the first place.

As things are at the moment, for a passenger poised in Auckland, advantages and disadvantages are just about evenly balanced between the French and the New Zealand company.

TEAL v. TAI

By the French airline, our passenger would have to break his journey in Noumea and change planes, and again in Bora Bora, from which point he would have to make the last lap in a flying-boat.

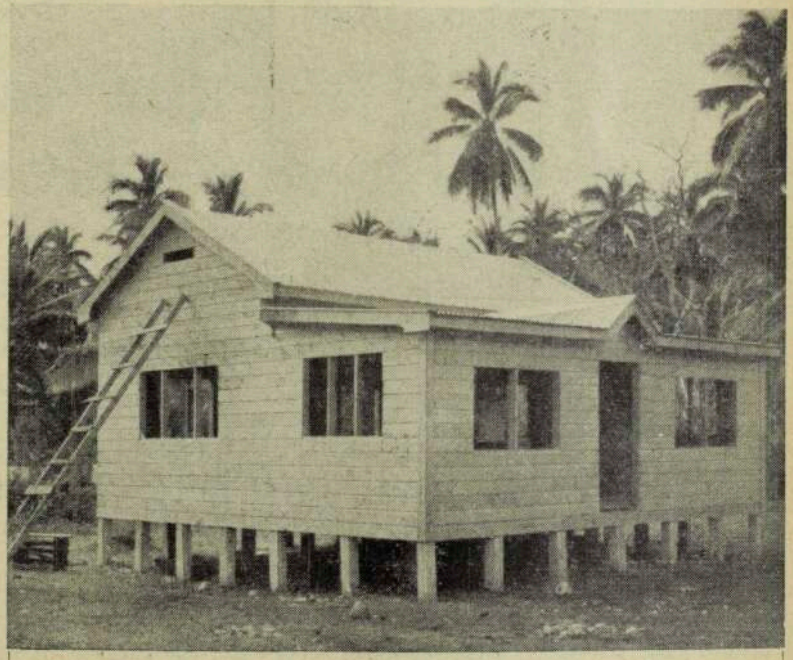
By TEAL, he would have to fly to Nadi by landplane, then take the small Fiji Airways plane, or bus or car, for the 100 miles to Suva, where he would join the Solent.

The DC6B planes are modern, fast and pressurised. The Solents are slow, seeing their last service days, and unpressurised. But as opposed to that, the TEAL traveller would get a chance to see Aitutaki and Samoa—and there are still a lot of people who find the spaciousness of the flying-boat, and its gait, much to their liking.

New Planes for Pan-Am

At the end of this month new planes will be introduced to the trans-Pacific service by Pan American World Airways.

These new DC7C's are conventional piston aircraft—but they are bigger and faster than the



TONGA HAS A DESIGN FOR IT

This house is not being pulled down—it is being put up. Anywhere but Nukualofa, Tonga (where the photograph was taken in late July), the local citizens would probably shudder at the thought that such an architectural has-been—reminiscent of the early American mid-west or Australian outback—could actually be built anywhere in mid-1958. But Tonga doesn't shudder. The Kingdom has been building this kind of thing for so many years now that it has become kind of used to it. The box-like proportions, the iron roof with the fancy bits along the eaves and the inverted vee in front, are standard building practice in Tonga. Houses just like this, with a sameness that includes the same degree of rust on the roof and the same quantity of peeling paint, line the roads out of town—imparting an odd character to the natural scenery of waving palms and coral. Virtually all are native occupied. The Kingdom of Tonga has many good points—but architecture is not one of them.

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THE CAT SAYS GOODBYE

One of the Territory's two "Flying Cats", as they were affectionately known, in this photo, takes its last rest on the sea before being hauled to the hanger at Lae, in August. The two Qantas Catalinas were withdrawn from service recently and will probably be dismantled, stripped of valuable equipment, and sold for scrap—an ignominious end for such gallant birds.

Launched about the same time as their worthy compatriots—the DC3's, which are still going strong, but are not subjected to the same landing fatigue as the seaplane—the American-built Cats had a wonderful war record.

They were credited with the longest flight over water flown by an plane on a regular service, when they operated non-stop Perth to Colombo. And in peace-time, when they became the Territory's faithful work horses, they still carried on their tradition and were notable for many mercy flights.

Boeing Stratoclippers now used by PAA, and will cut seven hours off the Sydney-San Francisco flight.

They can accommodate from 48 to 105 passengers—depending upon whether it is economy Tourist class or luxury First-class. These planes have a range of 5,000 miles—if necessary. On their new schedules they will overfly Canton Island—which will be used merely as an alternative if Fiji is closed.

But good as they are, the DC7C's will be replaced at the end of 1959 on the Pacific route by DC8 jets.

Qantas also will have jets—Boeing 707's—on the Pacific route next year.

Work currently being done on Nadi airport has temporarily closed one runway. Qantas aircraft on southbound trans-Pacific flights will now call at Canton (they usually overfly this stop) and refuel. This will allow them to fly to within 45 minutes of Nadi, and then if the one serviceable airstrip is closed by weather, to have ample reserves to return to Canton.

New Deal for NG

Papua-New Guinea folk will be getting a new air travel deal in 1959, also—at least on the Australia-Port Moresby section.

It is expected that the new Port Moresby airstrip will be ready for Super Constellations in early January—although there are still, apparently, some problems to be ironed out about taxi-ways and hard-standing. Maybe, at first, Moresby will have to adopt the European system of driving passengers out in buses to the aircraft—waiting on or near the runways—instead of having them walk out of the terminal building right onto the plane.

The Super Constellations on the Port Moresby service will carry round about 60 passengers, in what are called "standard" seating arrangements.

A Super Constellation can carry over 80 passengers on Tourist services, and as few as 40-odd on luxury all first-class services. With 60 seats for passengers, New Guinea travellers are going to come somewhere between the two extremes.

They will probably have a bit more room for their legs than the travellers on the present Skymaster services—and that is going to be a very good (and necessary) thing.

But they aren't going to get as much room as the first-class travellers on the UK and US services who have about an acre of space apiece—and pay for it.

Seating arrangements in airplanes are a matter of book-keeping. An airline operator expects to get a certain return from any one journey of any one plane. If there are seats for only 40 in that plane they are going to have to pay more per seat than if there are 60 seats and 60 paying passengers to take the strain.

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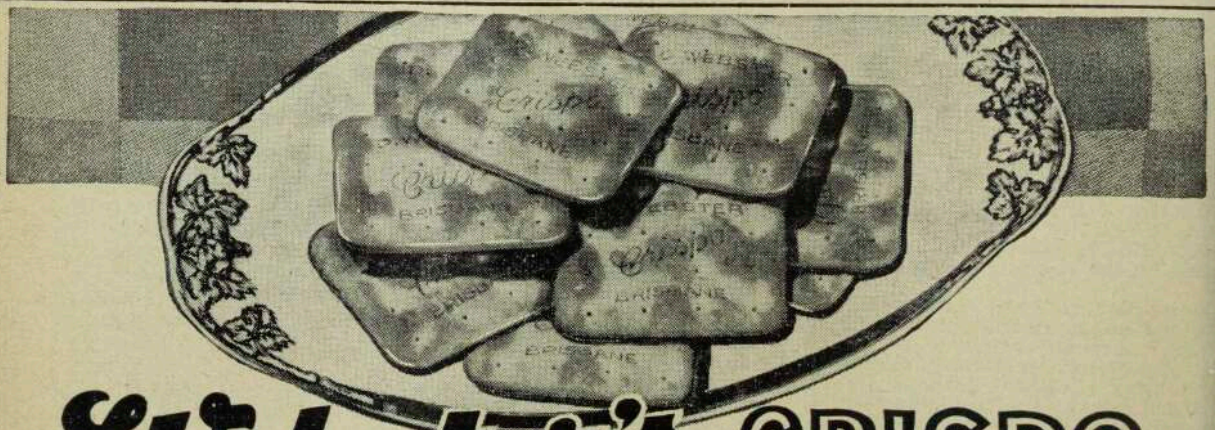

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Is the Union with France Indissoluble?

Future Political Status Of French Polynesia

From a Special Correspondent in Tahiti

Political developments in French Polynesia (*PIM*, May, p. 14; July, p. 18; August, p. 14) must be difficult for the non-resident to follow, unless he knows the history of events during the past few years.

THESE developments are the result of granting what is virtually adult suffrage to the people here, while allowing also a large measure of self-government.

The outcome, of course, was that power was placed in the hands of the Leftists, while the Rightist sections have shown active resentment.

This caused the flareup on April 29-30.

All has been quiet, since—first, because the Governor has taken charge of the Administration and, second, because all the French Territories are now awaiting the outcome of General de Gaulle's attempt to introduce a new Constitution. A new Constitution almost certainly will affect the laws under which France's South Pacific Territories elect their local Assemblies, and the degree of self-government they will exercise.

What They Think

It is important to know what the indigenous citizens of French Polynesia think of it all. I have discussed this with many of them.

The commoners—mostly the uneducated and labouring classes, people without property obligations, whose political sensibilities have been worked on by these Leftist propagandists—are more often than not followers of the RDPT (Leftist and Nationalist).

But the more literate people, and the property owners who have a stake in the future, are definitely against extreme Socialism and any talk of secession from France.

I interviewed a well known old chief named Tavae—one of those who came into Papeete to demonstrate late in April against the Assembly decisions.

"It was not the new income tax that brought us in to make the demonstration," he said. "It was because France was preparing to desert us—to betray us."

I told him that nothing of the kind was proposed by France—it was something proposed by the RDPT. But he interrupted me.

"M'sieu—two years ago, Messrs. Ceran-Gerusalemy and Pouvanaa a Oopa proclaimed 'No more Popas (Frenchmen) in Tahiti, and the French flag will be replaced by the Tahitian flag.'

"At that moment, I wanted, with my friends in our district, to march into Papeete, with the French flag at our head. We would have walked 65 kilometres, so as to manifest to Governor Toby our indissoluble attachment to France. Alas, our friends in Papeete advised me against doing it, then.

"Today, with the Loi-Cadre, desertion is confirmed. Soon, if clause VIII of the Constitution is modified, France will have betrayed us".

I pointed out that the RDPT had declared that the majority of Tahitians wanted to be free and independent. Did he not want that?

The old Tahitian answered, "No! When Jean Baptiste Heitarauri Ceran-Gerusalemy openly declared, in the precincts of the Territorial Assembly, on April 22, 1958, when he was president of the Assembly, that the RDPT would change this Territory into the Tahitian Republic, I cried. I don't conceal it from you —and occasionally I still weep."

POLITICAL EVENTS IN FRENCH TERRITORIES

In April, the RDPT party in the Territorial Assembly of French Polynesia (which is strongly Leftist and which secured a majority in the general election at the end of 1957) introduced income tax and spoke of separation from France and the creation of a Republic of Tahiti.

On April 29 and 30, crowds assembled outside the Assembly building in Papeete, and demonstrations brought about the cancellation of the income tax law and the suspension of the Assembly Government while the "revolt" was dealt with by the Governor, through Paris. (PIM May, p. 14, and July, p. 18).

In New Caledonia on June 22, following the temporary transfer of power to General de Gaulle by the French Parliament, a section of the New Caledonia people revolted against the rule of the Leftist section of the New Caledonia Assembly, also brought into power through the operation of the new electoral law. Similarly, to avoid further civil disorder, the local Government (under M. Lenormand) was suspended by the Governor, while he consulted Paris. (PIM, July, p. 18).

The local Governments, in both Tahiti and New Caledonia, remain virtually suspended, pending clarification of the Constitutional situation in Metropolitan France.

I found that Tavae was by no means alone in his continuing fear that the politicians yet may contrive to break Tahiti's Union with France.

I talked with a young, educated Tahitian, and I found the same uneasiness—and he knew the sequence of events.

They Want the Union

He reminded me that, after the election and the appearance in authority of the RDPT, the Cabinet of the President of the Territorial Assembly, on April 22, issued its famous communique, at the first session of the Assembly.

There had been several little parties in existence—the Tahitian Union, the Independents, the Social Action Independents, the UDSR, the Union of Taumotu and Gambier Producers.

But when the Assembly met, in April, 1958, Counsellor Gerald Coppenrath announced that all these parties had joined in opposition to the RDPT, and had formed the Tahitian Democratic Union.

United

The president of this new party was M. Rudolph Bambridge, and his deputy (or Secretary) was M. Franz Vanizette. M. Coppenrath was now the president of this Parliamentary group in the Territorial Assembly.

M. Coppenrath said they were united in opposition to the RDPT and, whenever possible, they would strive to be a constructive opposition. They made it clear that in no circumstances would they agree to any weakening of the Union with France —they believed that the creation of a Tahitian Republic would be a disaster. On the other hand, they would accept a normal and logical evolution of the Territory towards increased self-government.

President Jean Baptiste Heitarauri Ceran-Gerusalemy, in greeting the creation of this new party, then stated precisely that the RDPT, "constituting the majority in the Territorial Assembly", had decided to adhere to its policy of forming the Territory into an independent Republic.

Within a week, the news of this declaration had spread throughout Tahiti, and a movement of responsible people towards the Assembly from the outer districts, in towards the Assembly building in Papeete, began spontaneously. The political change forecast by Ceran-Gerusalemy would not be tolerated.

My young Tahitian friend said that the "revolt" of April 29 and 30, and the dismissal of the new government by the Governor, were inevitable developments, if grave disorders were to be avoided.

Ministers' Ignorance of Tahiti

I began to understand, more clearly, the strong feeling expressed by old Tavae.

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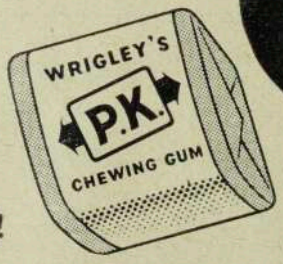

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War I," said Tavae. "I was decorated with the Legion of Honour, the Military Medal and the Croix de Guerre. At that time, the liberty of the world was at stake and we fought with our fellow-Frenchmen for freedom."

More recent events—the collapse of the Fourth Republic and the re-appearance of General de Gaulle—are not clear to the older Tahitians; but the younger, educated men are better informed.

"Some of the politicians who have been Ministers for French Overseas Territories do not even know the whereabouts of French Polynesia, and ignore its history", said one. "So we are put on the same level as the African Territories, Madagascar, etc.

"We have nothing in common with those Territories. We are an integral part of France, like a French province. Here is the proof of it—it is the Declaration of King Pomare V:

"We, Pomare V, King of the Society Islands and Dependencies, because we appreciate the good government that France is giving our State today, and because we know of the good intentions of the French Republic regarding our people and country, whose welfare and prosperity she wishes to better, and wishing to give to the government of the French Republic striking proof of our friendship, undertake by these presents, in our personal name and in the name of our descendants and successors:

- To put completely, and for always, in the hands of France, the government and administration of our State as also all our rights and authority of the Society Islands and Dependencies. Our States are thus united to France, and we ask this great country to continue to govern our people, with due regard for our Tahitian customs.
- We ask also that petty judgments in the districts be made with our advice, to avoid excessive expense to our people.
- We desire that you continue to leave all matters relative to lands to the native courts.
- For our part, we retain the title of King and all honours and precedents attached to this title. The Tahitian flag may, when we wish, continue to appear with that of France over our palace.

We desire also to personally retain the freedom given us by the Tahitian Law of March 28, 1866.

We make this Declaration for the Royal Family, the chiefs and the people, so that they will be heard and respected.

(Signed) Pomare V, King.

(Then followed the signatures of a number of chiefs and high officials.)

The Law of Acceptance, carrying ratification of the cession thus made to France by Pomare V, on June 29, 1880, was passed by the Senate and the Chamber of Deputies of France on December 30, 1880; and it provided that Tahiti and dependant archipelagoes were declared French Colonies; French nationality was acquired with full rights by all the old subjects of the King of Tahiti; foreigners born "in the old States of the protectorate as well as those who have been domiciled there for

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at least one year" could seek naturalisation.

"Citizens of France"

"We Tahitians of today regard ourselves, therefore, as citizens of France," said my young friend, "and we do not forget the message that came to us in the dark days of May, 1940: 'You French who are free, rally round me to liberate our Motherland'.

"And our Territory and our Tahitian soldiers immediately, in 1940, arrayed ourselves under the orders of General de Gaulle. Our flag was in the mud. But, one day in the following year, at Bir Hakkim, the Pacific Battalion lifted up again the Tricoloured Flag, and the radios of the world announced this French victory. There, Tahitian blood sealed forever our Treaty with immortal France, which is also our France. We follow the Treaty.

"I would remind you that our Territory was not conquered by force—our King made the union without threat, or war, or capitulation. France granted us French citizenship, undertook to protect and govern us in line with our customs."

Although events in France now await the decision of the referendum on De Gaulle's proposed Constitution, the people of Tahiti seem confident that, whatever the decision, they will remain in close Union with France. After all, they have been associated with France for 116 years—38 years of Protectorate and 78 years of Union.

"Irresponsible"

This loose discussion of a separation from France, and of a Republic of Tahiti, would never have arisen had it not been for the irresponsible post-war system of giving adult suffrage, in New Caledonia and French Polynesia, to classes of people who do not yet understand that, when they get a vote, they must undertake responsibilities as well as receive privileges.

The recent political troubles in the French Pacific Territories will either be removed this year by a new French Constitution, which will provide really responsible government; or will be accentuated by failure to give France a new and more suitable regime.

At present, in Tahiti, as in New Caledonia, there is an uneasy political truce.

Striking photographs of Islands scenes—some taken 50 years ago—will be shown at the September 25 meeting of the Pacific Islands Society in Sydney. The illustrated address, "Winter Cruises in Summer Seas", will be given by well-known photographer, Mr. Keast Burke, who has had a ligelong association with Kodak Ltd.

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ARGUMENT OVER P-NG NEWS BROADCASTS

THEY WANT THEIR NEWS MORE OFTEN

Some of New Guinea, apparently, is still dissatisfied with the radio news service it gets from the Australian Broadcasting Commission.

A MEETING of the Morobe District Advisory Council in August took the ABC to task for refusing to agree with its request for a mid-day news broadcast.

The ABC manager in Port Moresby had said that a P-NG news bulletin already was broadcast at 7 p.m., 9 p.m. and 7 a.m., and to repeat exactly the same bulletin again at noon—17 hours after the original reading—would not be progressive.

The council disagreed with this reply and has now asked the ABC to reconsider its decision.

The *New Guinea Courier*, Lae's new weekly newspaper, threw in its lot with the council, and in an editorial referred to the ABC's "urban thinking", adding that it was "highly probable that a survey would disclose a sweeping preference for mid-day broadcasts, even as a substitute for the late evening session."

It also talked about the ABC's "responsibilities".

Long Arguments

Personally, I hope the ABC stays firm.

Arguments over the broadcasting of P-NG news bulletins have been going on for years now. Most critics seem to miss the real point, which is that you can't do anything to improve the service until you increase the number of news reporters. Until that is done, it is merely fiddling with the matter to change broadcast times.

Only one ABC journalist compiles the P-NG bulletins. He works longer than a regular working week, and is constantly being handicapped by poor communications in a country which always has had a communications problem (although big strides have been made in the last few years).

He can produce only the one bulletin a day, and the reason this is repeated is that some Territory radio listeners are unable to get clear reception at all times.

But you could knock me over with a radio beam if a survey disclosed "a sweeping preference for mid-day broadcasts."

When, for my sins a few years ago, I had the job of producing the P-NG bulletins, there was a noon repeat bulletin of the news. But after a few tours about the Territory, during which my ears got redder and redder, I found that this broadcast drove to distraction more listeners than it satisfied, because most already had heard it three times before.

But the ABC didn't take my word for it. It invited listeners' views on whether the noon bulletin should be retained.

"Irritating"

This invitation was broadcast for three weeks, just about every hour on the hour and it became as irritating as those noon broadcasts.

All this publicity drew, I think, seven replies, one of which told the ABC what it could do with all its news sessions.

Another, from somewhere in the Highlands, around Minj or Hagen I think, explained that they were unto receive any but the noon bulletin.

The other replies all said the noon bulletin was simply more convenient because they were doing other things at earlier news times.

This response could not be regarded as one of overwhelming enthusiasm for a continuation of the noon broadcasts. Yet the ABC still could not make up its mind to drop them.

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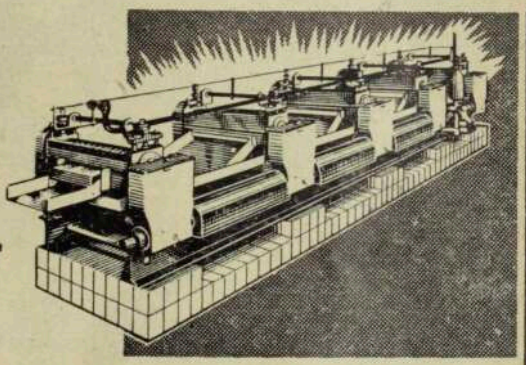

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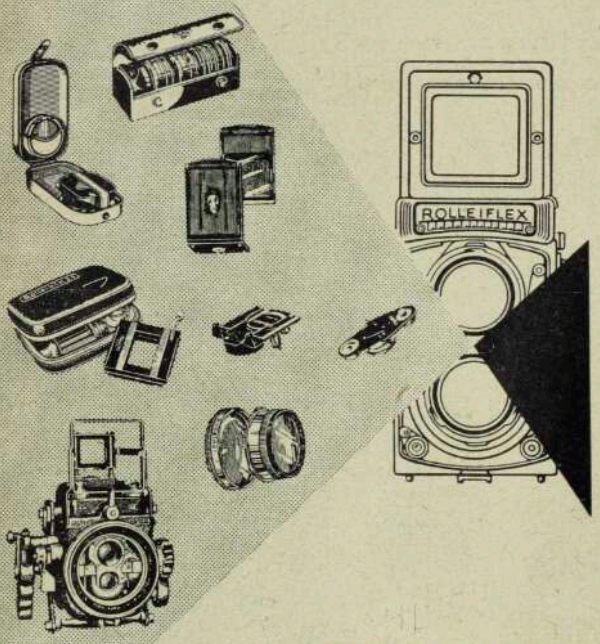

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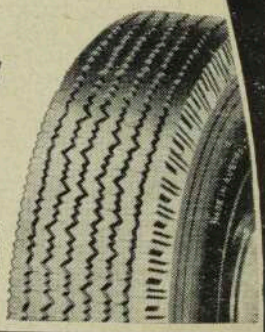

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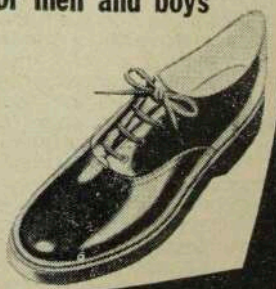

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a box of tricks to see what the reception *really* was like. He reported that there was nothing wrong with mid-day reception if the customers in difficult places would take the ordinary precaution of putting aerials on their sets.

And having digested all this, the ABC decided the best way of avoiding accusations of doing the wrong thing was perhaps, after all, to do nothing. So the broadcasts stayed!

Eventually the broadcasts were dropped, but not in my time. There can be no point in restoring them now unless they can contain some fresh news, and for that there has to be another journalist.

There are tinpot towns in Australia with two ABC reporters, yet P-NG, which can be likened to a State, and which the special difficulties of news gathering, three newspapers, and a full-time correspondent to watch the interests of the AAP-Reuter newsagency, has only the one.

For one man, he does a first-class job. But these days one man can't properly carry out the important task of giving all the news to such a vast territory.

If the ABC falls down on the job of supplying more staff, then will be the time to remind it of its responsibilities. But it's not a fair accusation on the present issue.—STUART INDER.

HONOUR FOR P-NG POLICE OFFICER

SUPT. HICKS RETIRES

From a Lae Correspondent

Nearly all Lae residents attended a ceremony at Lae in August, when Police Superintendent Ron Hicks was presented with the Queen's Medal.

THE big roll-up probably also had something to do with the fact that popular Superintendent Hicks is due to retire in September, after 26 years service.

The announcement of the Medal award was made in Port Moresby about 12 months ago—together with that of the Police Commissioner and two other senior officers. But as the medal is made at the Royal Mint in England, it takes months before it can be presented.

The Queen's Police Medal, which is awarded for exemplary police service, is silver, with the Queen's head on one side, and a figure of justice, and laurel wreath and police baton on the other side.

Superintendent Hicks first arrived in the Territory in 1929 from the NSW Police Force, which he had joined in 1922. His stay then was short, as he resigned after about eight months and went to the Far East to "have a look around".

He went back to Rabaul in 1932 and re-joined the force, and in 1933 was transferred to Edie Creek, where he remained until 1937, when he went on leave. His next appointment was to Lorengau, where he remained until November, 1941.

He then went to Salamaua. He was there when the Japanese invaded the area.

He walked from Salamaua to Wau, and joined ANGAU, rising to the rank of major and serving in Wau, Morobe, Port Moresby, Aitape and Rabaul, until 1947, when he relinquished his commission. During his service period he took a party of Japanese war criminals to Torakina, on Bougainville, to dispose of some 5,000 tons of unused bombs.

Mrs. Hicks and Mrs. McMullen, wife of the District Officer in Rabaul at the time, were the first two women to go back after the war. They arrived in Rabaul in June, 1946, when the Army was still in occupation, and thousands of Japanese Army and war criminals were still on the mainland of New Britain.

Superintendent Hicks rejoined the provisional Administration as a sub-inspector of Police in Rabaul. He served terms in Port Moresby and Wau, and was transferred to Lae in 1951 as superintendent, where he has remained ever since.

Both Superintendent and Mrs. Hicks will be missed from the Territory. But they say that in the Gosford district of NSW the "welcome" mat will always be out for Terri-

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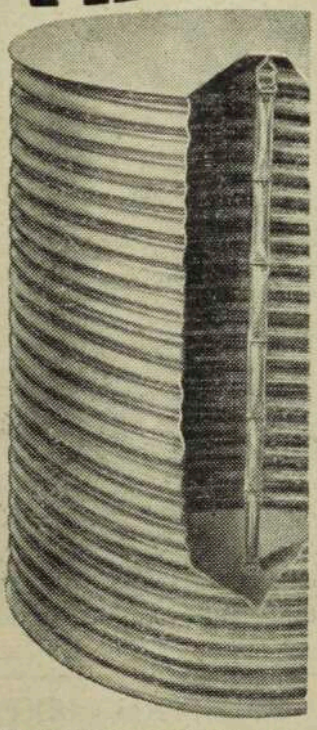

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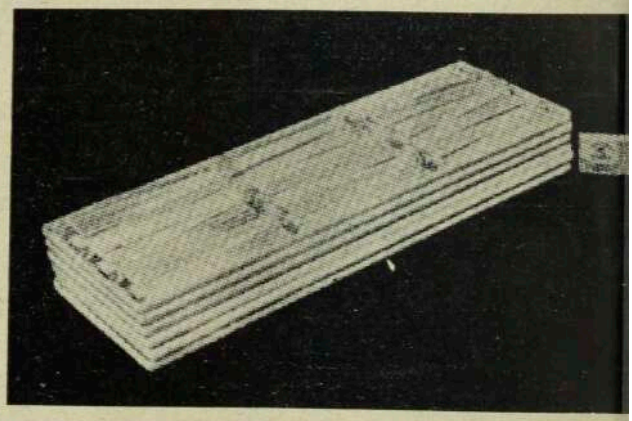
Here is a 6-tier unit measured against a cigarette packet.



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PAPUAN RUBBER PLANTERS CAN RELAX

New Malayan Trade Agreement "Won't Make Any Difference"

The forthcoming trade agreement between Malaya and Australia is "not going to make the slightest difference" to Papuan rubber planters. This appears to be the belief of everyone connected with the rubber business in Australia, and of the Department of Territories in Canberra.

A TRADE agreement between the two countries negotiated in August (but still to be ratified by Government) allows, amongst other things, Malayan rubber into Australia duty free.

On the face of it, this left Papuan rubber still bearing a duty of 2d per pound, but this matter was cleared up with despatch on August 27, when it was announced that, pending further legislation, all natural rubber would be allowed into Australia duty free.

At the same time, the Department of Territories, Canberra, informed the Papua-New Guinea Administration that notwithstanding any agreement with Malaya, the existing Australian protection for the Papuan industry would continue, with an assured market in the Commonwealth for Territory rubber.

The mechanics of how this is to be done are by no means cut and dried, but the general opinion seems to be that it will be achieved "in the same way" that affairs have been arranged in the last six months.

Gentlemen's Agreement

The present method of affording the Papuan industry protection is not easy for anyone outside the industry to understand. It seems to work through gentlemen's agreement rather than by what appears on the statute books.

The main thing is that the planter in Papua has an assured market for his produce—and as everyone has been quick to point out following the Malayan agreement—he will continue to have this privilege.

The ups and downs of the Papuan industry have been catalogued time and again by *PIM*. The market for Papuan rubber has been a matter of concern and negotiation since the days of the Depression in the early 1930's. Duties, primage, concessions have been put on, taken off, juggled around so often in the last 25 years that most people, outside the industry, have lost count.

But virtually all of the moves—to give the Australian Government its due—have been designed to help Papua.

In 1954, after one of the rubber industry's periodic sticky periods, the whole matter was thrashed out by the Australian Tariff Board. The Board actually recommended that Papuan rubber should be admitted duty free, but after sitting on it for a year or two, the Commonwealth Government finally rejected this, and in October, 1957, announced that it would:

(a) Impose a duty of 4d per lb on all rubber (an increase of 2d) other than from Papua, which would remain at 2d: but

(b) Might allow some overseas rubber in at 2d per lb as a concession but only on condition that all Papuan rubber was sold at a "satisfactory price".

(The "satisfactory" price was to be fixed at world price, plus 3d per lb when it was less than 18d Stg. per lb for No. 1 RSS; the 3d being progressively reduced by one farthing per lb for every 1d the world price rose, until at 30d, the price for Papuan would be the same.)

Protected by By-Laws

The clause (b) above appears to have been the operative clause. Australian rubber buyers, by getting together and agreeing to take all Papuan rubber, have been permitted to get all their other rubber in at 2d per lb. In other words, although there was provision for "rubber, other than Papuan" to be charged 4d per lb duty, it has all been coming in at 2d.

The planters got what they wanted—an assured market; and the manufacturers got what they wanted—all their rubber at the low rate of duty. (This gentlemen's agreement will, we were informed, come up for review at the end of 1958).

Under the new Malayan agreement—or the legislation that will follow the interim regulation of August 27, removing all duty—the position will remain the same in that Malayan and Papuan will enter on equal terms.

There is not, however, that saving clause (a) concerning 4d duty that could presumably have been invoked had the gentlemen's agreement broken down at any time.

But those who should be in a position to know, seem to be convinced that the Papuan industry can be protected, even under the new Commonwealth agreement with Malaya, and if need be, by existing Custom's by-laws.

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somewhat over 3,500 tons per annum and this brings in over £1,000,000. This production is only one-tenth to one-eighth of Australia's total requirements of natural rubber.

Australia will probably lose about £600,000 in customs revenue from this universal concession on rubber —and what she seems to be going to get in return is for Malaya to... "investigate the reasons for the decline in Australian flour imports and if necessary take action to protect Australia against unfair trading practices of European and other flour exporters, providing opportunities for Australia to supply a minimum of 80,000 tons of flour a year."

Flour for Sarongs

Australia, in a period of primary-products market difficulties, has been worried about her flour exports. Her traditional markets for flour have been in her near East and the Pacific islands, but recently she has been challenged in both by heavily subsidised European producers, and particularly by France.

Malaya already gives Australia preferences on processed milk, butter, some canned fruits, undressed leather and some electrical machinery.

In addition to other concessions, Australia will make a special licensing allocation of £55,000 for trade promotion activities which will allow imports of Malayan handicrafts, particularly Kelantan silverware and sarongs.

Australian Synthetic Plant Has Hitches

After Sir Thomas Playford, Premier of South Australia, flew off to the United States, hurriedly, in July, it was believed he was negotiating for the establishment of a synthetic rubber plant in his State.

Later, in August, after Sir Thomas had returned, it was reported that "hitches had developed".

Papuan rubber planters, no doubt, hope that the hitches will be permanent.

Late in August, the people most interested—the Premier of Victoria (who wanted the plant in his State) the Premier of South Australia, as well as the head of the Vacuum Oil Company (who was supposed to be the other party to the negotiating)—were strenuously making "no comment". All that was known was that all three men had visited Canberra.

It is suggested that the Commonwealth may not want to encourage synthetic rubber manufacture in view of the effect this would have on the economies of a neighbouring state, Malaya, and one of its own Territories, Papua—although a considerable amount of synthetic rubber is imported.

More Makatea Phosphate to NZ

After a period during which very little rock phosphate was exported from Makatea Island, French Oceania, to New Zealand, a fair quantity is again going to that destination.

The British Phosphate Commission's Report for 1956-57, published only now, indicates that they purchased 55,983 tons of phosphate rock from Makatea in that year, all of which went to New Zealand.

Very little Makatea phosphate came to New Zealand prior to World War II, but after the Japanese invaded Nauru and Ocean Islands the entire output of Makatea was diverted to New Zealand and Australia. Most of it had previously gone to Japan.

Following the rehabilitation of Nauru and Ocean, Makatea's supplies were again sold to Japan and elsewhere, but occasional shipments have again been coming to New Zealand over the past couple of years.

The Commission's report says that 338,468 tons of phosphate was also purchased from Christmas Island in the Indian Ocean for distribution in Australia, during the year under review. The combined output of Nauru and Ocean was 1,578,842 tons, nearly 200,000 tons less than in the previous year.

The quantity exported is influenced by prevailing weather conditions at the loading berths.

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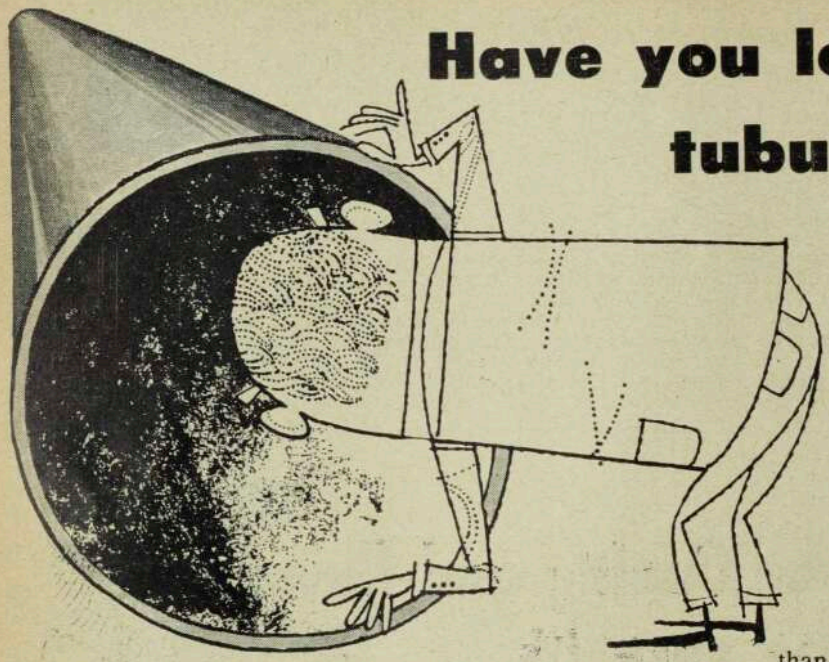
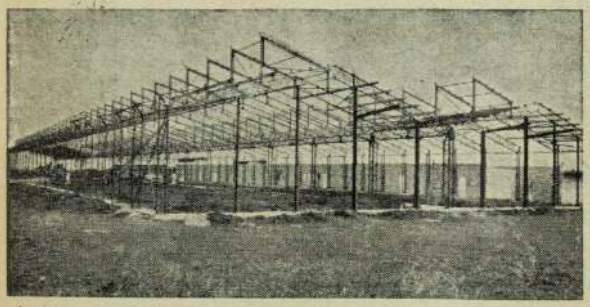
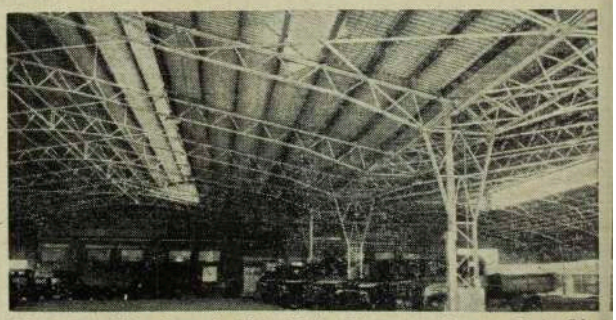
Have you looked into tubular steel?



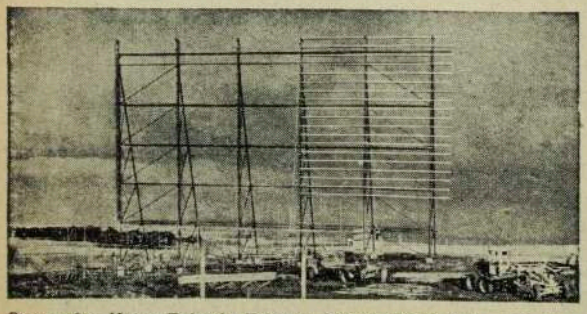
Actually if you **do** look into a tube there's nothing much to see. What you **don't** see are all the advantages that tubular steel structures offer . . . lightness and ease of handling . . . strength and resistance to stresses and shock loadings . . . durability, adaptability and economy. Add to these the aesthetic qualities and you'll agree it will pay you to "look into tubular steel" for your next project. And who better qualified than "Cyclone," with their half century of experience in tubular fabrications, to further your plans.



Architect in Chiefs Dept. Workshops, Netley, Adelaide. Twin 60′ span x 516′ x 16′ high. Floor area 62,000 square feet.



Melbourne City Council, Nth. Melb. Transport Depot. Twin 74′ span x 180′ x 14′ high. Floor area 27,000 square feet.



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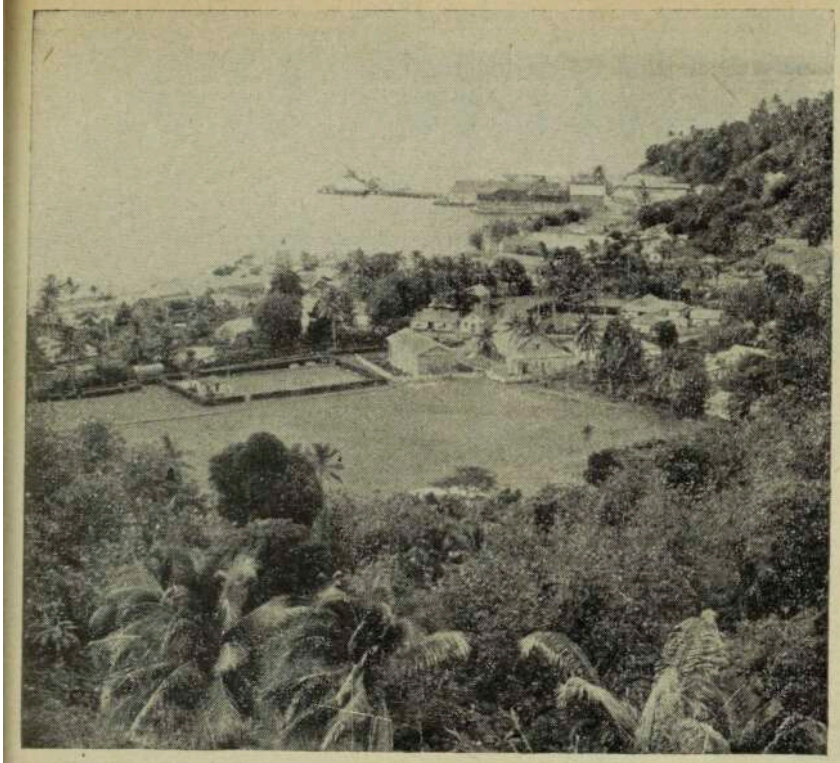

This is Levuka, the township that is worrying over its future.

The Copra Trade Has Gone

NOW LEVUKA HAS HOPES OF WHALES, TOURISTS AND BANANAS

By a Staff Writer

• *"Levuka exists on its past glory and its present copra trade—it is the chief copra shipping port of Fiji. But if, or probably when, the copra boom folds up, perhaps the glory that was Levuka will fall finally into the dust."*

SO said Judy Tudor, writing in *PIM*, at the end of 1945. Now, almost 13 years later, the copra boom has folded for old Levuka, on the island of Ovalau, Fiji.

I went over there the other day to see how the township was taking it. I found Levuka just in the slightest degree bitter—for it believes it deserves a better fate—but I found it hopeful, too, hopeful that something will turn up even now to save it from that final fall into the dust.

Tourists, it thinks, may be the answer—or whales—or bananas.

Or perhaps all three.

Levuka was once the thriving headquarters of Fiji. The Deed of Cession, giving Fiji to Queen Victoria, was signed there in the days when Suva was a village. There were once 600 Europeans at Levuka; now there are perhaps less than a dozen.

Levuka outgrew itself, but it has still remained alive because it has been the natural centre for the reception of copra from the outlying areas, including copra-rich Taveuni and southern Vanua Levu.

The copra has arrived by schooners and with it have come the planters, to spend a day or two in port, stocking up, collecting the news, settling business, gossiping.

In the wake of the schooners have come the big ships—eight a year at Levuka's good wharf—to load up for overseas' markets.

It's Different Now

But all that changed at the beginning of this year.

When the MOF contract ended and copra went on to the open market, Carpenter's mill in Suva agreed to take Fiji's copra direct.

And that is where it went—direct—for the planters can get £6 a ton more for it by shipping to Suva, instead of through Levuka.

Some of the small planters, with a few bags to sell, have stuck to Levuka, but the bigger ones cannot afford to.

"The figures show the tale," a melancholy Levuka businessman told me. "Levuka handled 4,581 tons during 1957.

"So far this year, to May, the figure is 600 tons.

"That wharf out there, which takes ships to 17,000 tons, has no work to do. Those copra sheds alongside the wharf were chocka-block this time last year—now there are a few bags in one corner.

"The small business people in town—the storekeepers and traders—are badly hit, because nobody comes in to spend and talk any more. Things are pretty bad.

"They should never have let it get like this. Fiji owes a debt to Levuka. The old identities are here, but they are too old now for lucrative employment.

"There are first-class schools here that have been the cradle of education for the outer islands—and people should remember. The Government could give a subsidy of some sort to help keep the place alive."

Whales and Bananas

But not many people really hold out hope of a subsidy.

Instead, they take an interest in the whale-marking experiments now being undertaken for the third year by Carpenters.

There are a powerful pair of binoculas on a hill overlooking Levuka, and when whales are sighted in the surrounding waters a whaler goes out to shoot markers that will identify the whales again, so their migratory habits may be traced.

After this season, there should be information enough available to show whether it is worth while for Carpenters to establish a whaling station on Ovalau.

The whaling income would be seasonal, but it might help.

There have been hopes for money from bananas and there might still be, but with that, things are up in the air in Levuka, as in the rest of Fiji and a few other spots in the Pacific, because NZ is dickering with its banana imports.

New land has been opened up in the Lovoni Valley for banana growing—reached by a pretty new road put in over the last 12 months by Fijian village labour.

The road also opens up land that might be suitable for cocoa. The road needs a bridge yet, but that is on the way.

(Over)

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Part of the picturesque coast of Ovalau.

Bananas and cocoa notwithstanding, the road to the Lovoni Valley might yet be useful to raise income from tourists.

Or Maybe Tourists

Ovalau has some of the prettiest scenery in Fiji along that new road, and at the end of the road is a village to delight any tourist who wants to see the "real Fiji".

The village people told me, when I sat around the yaqona bowl with the Commissioner for the area, Mr. Q. Weston, that they would be happy to welcome visitors.

They had plans to build a special bure at the river to service the best swimming spot.

The river, the Bureta, passes through mountain gorges and is cool and clear.

Ovalau has plenty of sports to offer, as well as boating and fishing (there are marlin); there is electric power 24 hours a day, and plans are being made now to extend the hotel.

(People always are saying that more tourists would be encouraged to come if more money were spent on expanding and improving the hotel. But, as the publican says, until more tourists come, where do you get the money to expand?)

There is, too, an idea afoot to build bure type cabins near the Bureta River, as a tourist lodge.

In addition, of course, there are the historic sights—the buildings, the promenade, the Cession stone, and the war memorials.

The Fiji Visitors' Bureau has lately begun to take a closer interest in Ovalau as a pocket tourist spot, and it might well be, with some money spent on proper promotion, that Levuka could promote itself right out of the fate it is tottering towards.

Council Discussion

SUVA, August 20.

In the Legislative Council today, members discussed Levuka's problems now that the copra trade has gone.

Mr. J. Madhaven said Ovalau had lost £150,000 worth of trade and there were "unemployment and starvation in the town". He suggested copra producers should get a subsidy.

Mr. W. G. Johnson said he had "every sympathy" for Levuka people who had been affected by the shift in economic emphasis, but he could not sympathise with a suggestion that public money should be spent on a subsidy to keep people affected by that shift in the town for all time.

Mr. H. B. Gibson said the problem needed a lot of deep thought.

The Colonial Secretary, Mr. P. D. Macdonald, said he couldn't see how Levuka's position could be improved with a subsidy, but he was "much concerned" at the suggestion of starvation and unemployment, and he would have investigations made.

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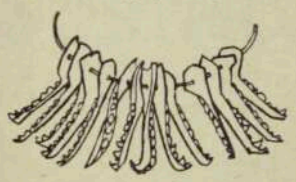

Feather money — from Santa Cruz, this form of currency was a necessary part of a bridal dowry.

Flying fox jaws — used for ornamental or trading purposes by Fijian natives.

Left: Head of money — flying fox fur string wound round a wooden face, was an early form of currency in New Caledonia.

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Two Solid Works by a Pacific Expert

He's A Frenchman With The Irish Touch

As the French name Dubois is common enough in English communities (although frequently annihilated by pronunciation to "Jew-boys"), there is no particular reason why a Frenchman should not have the name of Patrick O'Reilly. It is just unusual. The best-known French O'Reilly in the South Pacific, is Father Patrick, of that ilk, a priest of the Jesuit Order, who these days has his headquarters in Paris and specialises in writing books about the French Pacific. Mr. Lew Priday tells us something about both writer and books in this article.

TOWARDS the end of last century some honest and well-written books were published in English about the New Hebrides. But since the Condominium, save for the neurotic Fletcher's *Isles Of Illusion* and Tom Harrisson's *Savage Civilisation*, individual and outspoken literature on the group, in our own language, is hard to come by.

In contrast, French books dealing with the amazing archipelago have still a refreshing down-to-earth quality, where French colons, of course, have long predominated.

Their interests are better looked after than are those of the British settlers, some of whom would still rejoice to see the islands taken over entirely by France, for London seems so much farther away than Paris, and Australia takes little interest in their welfare.

Now Father Patrick O'Reilly, who in spite of his name, is a Frenchman, places everybody, of no matter what race, in his debt, with the two solid works with long French names, *Hebridais — Repertoire Bio-Bibliographique des Nouvelles-Hebrides;* and *Bibliographie des Nouvelles-Hebrides*. These are similar in style and content to the two invaluable compilations he has seen through the press about New Caledonia.

When he has completed two others, on French Oceania and Tahiti, on which he is now working in Paris (following another visit last year to the Pacific) he will have completed a task comparable in importance to the New Zealand Dictionary of National Biography and the Australian Encyclopaedia.

All these six books are, or will be, under the impeccable imprint of the Societe des Oceanistes and the Musee de l'Homme, Paris, which does not waste its time on trivial literature.

Here is permanent worth, books that should be on the shelves of any self-respecting Pacific library, books to consult whenever there is query or argument on Hebridean people, incidents or history. Indispensable is the word that readily springs to mind.

These two volumes, between them, cover the Group, its discovery, exploitation, missionisation and colonisation down to the present day, with a completeness that is a marvel of painstaking compilation.

Jesuit Praises Past Presbyterians

It is difficult to fault, although one notices the name of the Dutch Condominium Court President during World War I given as Gorgesius instead of Borghesus. The Rev. Fred J. Paton is omitted, although he spent 50 years in the group (mainly on S. Malekula), though his brother, the Rev. Frank H. L. Paton, has a column to himself although he was in the Islands for only five years before ill-health forced him to live in Melbourne.

The other Patons receive well-merited attention, and most notable of them is the Rev. J. G., daddy and pioneer of them all, whose bitter opposition to the French invasion is at the back of a whole page of political history. His wife gave her name to the British hospital at Vila.

To the early Protestant missionaries Father O'Reilly, himself a Jesuit, pays magnificent tribute. "I am more than ever convinced today," he says, "that, with few exceptions, they were the only white element which, towards the middle of last century, saved the honour of their race in the eyes of the natives bewildered by the greed and depravity of the whites."

But Not Present Board

Save for the omission mentioned, the biographies of the missionaries are sympathetically written and so complete that one would have thought that the French priest had had the full co-operation of the Presbyterian Board of Missions in Australia.

To his keen regret, this was not the case; their failure to co-operate must have meant a lot of extra research most faithfully carried out. Was it, Father O'Reilly asks, because the request came from a Frenchman, or through modesty or sheer indifference?

The coldest of replies was received from Sydney: "I doubt if it would be possible without some months of research to prepare a complete and accurate list of the names of the missionaries who have served in

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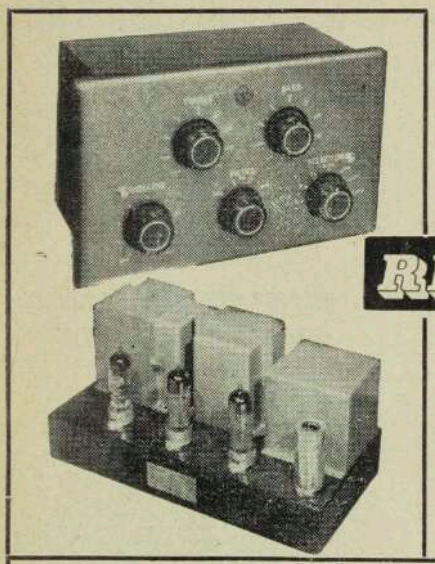

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the New Hebrides Presbyterian Mission since 1848. It would certainly not be possible to provide details concerning their activities, character and social action."

From other sources Father O'Reilly acknowledges valuable help. One of his correspondents was the veteran Mr. G. Frouin, former owner of Vila's notorious "Blood House", and founder of the old New Hebridean French newspaper—his memory goes back to relatively early days.

Another, and an expert on native matters, who supplied valuable notes, is an outstanding ethnologist of the French Pacific, Mr. Jean Guiart, who now has a scholarly job in Paris.

Able to converse with the natives, and with influence among certain of the unregimented tribes, particularly on Santo, he makes disclosures that are not generally known, including circumstances surrounding the murder, in 1923, of the English trader Clapcott, for which a native "John the Baptist" and two of his accomplices were eventually hanged.

Natives—Ambushing or Trouser-Clad

Elsewhere, in the biographies of notable natives who played their part alongside the whites, whether in ambushing and eating them, in Marching Rule effervescence, in selling land, as village headmen, or as trouser-clad mission pastors, one comes across vital information that will be new to many.

Woodcuts by artists, like Michel Lablais, who have visited the group, and portrait woodcuts from old photographs or book illustrations, add to the biographical value. On page 217 of the *Bibliographie* is reproduced a page menu of a 14th of July Feast in Vila in 1908, which only a first rate Paris-trained artist could have executed.

At the risk of offending some, Father O'Reilly has grasped the nettles firmly and with the impartiality of a responsible judge of men and manners. Based on these volumes, a student could write whole treatises on 19th century colonisation, on the fusion of races and nationalities in a seething lawless and isolated setting.

Where Dubois is English; Stuart, French

Today's Hebridean population, white and half-caste, is curiously integrated and friendly all round. Father O'Reilly remarks on the surprise it is to find, in a population typically Hebridean, that the Dubois, Martins, Roches, Buffets and Dupertuis are British subjects, while the Wrights, Petersens, Stuarts, Nichols, Leemans, and Ohlens are authentic Frenchmen.

To sum up, these two volumes, biographical and bibliographical, cover the group, its discovery, exploitation, missionisation, colonisation and administration with a completeness that is a marvel of painstaking compilation.

Between these covers we find them all as they lived, the explorers, whalers, sandalwooders, blackbirders, missionaries, traders, planters, naval officers and Condominium officials, as well as some natives; while the second volume contains valid particulars of all the books in all languages that have ever been written about the Group. Father O'Reilly, who speaks English well, and who gets on so well with Australians, has gone to Australia, New Zealand and London as well as to Noumea, Vila and Paris for his information.

The various appendices, giving lists of the colonists since 1873, English, French and other, of their professions, of the ships, from small cutters to Burns Philp and Messageries liners which have played their part in Hebridean history, are as invaluable as the rest.

"Emergency" stamp printings are frequently made to raise funds to assist relief work with various national disasters. Over the years stamps have raised money to aid relief and rehabilation projects, as a result of floods, earthquakes, tidal waves, avalanches and fires. Latest from South Korea furnished funds to aid flood relief in the republic.

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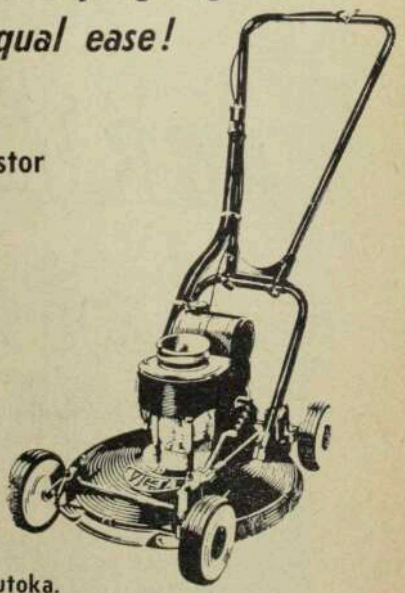

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There Was Too Much Work Offering, So . . .

Hunger In The Papuan Islands

From a Special Correspondent

A recent announcement by the Administration in Port Moresby, that there was widespread malnutrition on Goodenough Island (in the Eastern Papuan archipelagoes) directs attention to a rather serious situation there.

Ninety per cent. of the trouble is due to Administration policy; and it looks as if Port Moresby applied a new law without any thought of the social consequences.

Goodenough Islanders, together with the natives of the other two large islands of the D'Entrecasteaux Archipelago, have been going away under labour contracts, since about 1900.

As one lot returned, another lot would offer themselves for labour; and a more or less stable resident population resulted. It varied quite a lot, at times, but never reached any condition of dangerous unbalance, until recently.

The older native people saw to that. However (with what I suppose would be called progress—or education) a lot of the powers of the old people have been lost.

That factor, together with the shortage of native labour in the chief centres, and the good conditions offering, gradually raised the labour absentee percentage at Goodenough Island—as well as at some other places in these archipelagoes—to reach a proportion which was potentially dangerous to the future of the islanders.

The Administration checked on it for almost two years, and then Goodenoughs were prohibited from accepting employment outside. Most of the absent workers returned to Goodenough in the first six months, and none left.

There was no surplus of food anywhere in these islands at the time, because:

- No market existed for any such surplus.
- There was no reason to produce any more than the resident natives could use.
- Normal crops were reduced by the dry weather, which still continues.
- No provision was made by the local people for the returning labourers, and for the increased resident population which resulted from prohibition of employment.

It is a bit too much to expect natives to realise themselves that a custom in operation for so many years had now finished and that new provision had to be made accordingly. Returning labourers had always brought back bags of rice and cases of meat, as well as cash to buy more—all of which helped out the food supply. All that was now finished.

Gardens do not grow overnight. It was only to be expected that some food shortage would result, unless measures were taken to combat it.

Surely an Agricultural Officer could have made a survey of the food gardens' potential, and advised the local natives prior to the closing of the area? It was not a decision taken overnight.

Being an island, Goodenough is cut off, to a great extent, from other areas; and it has no great natural resources of food.

Another factor which Administration should have realised—and which was realised by many people outside the Administration—is that Goodenough Islanders have been employed more and more in the town areas, on wharves, etc., and many were employed by the oil companies in more or less static work; and these have not offered for plantation work (the equivalent of gardening) for some years. They consider themselves above such common work as gardening. Many actually were in the skilled, or semi-skilled class, and enjoyed conditions better than those now offering in village life.

They now have no way of making

use of their skill or knowledge, and will forget most of it before eventually returning to work.

No one disputes the fact that the number of Goodenoughs away at work was reaching a dangerous level, and that something had to be done; but there is much more to such a drastic change than just making a new regulation.

There are always some cases of malnutrition in native life, as in ours; but seldom do deaths take place from it.

There is a hospital only a few hours away by canoe, on Ferguson Island, which is the main base native hospital for these islands, and it is well staffed.

There should not have been all this trouble. I know one mission has been issuing extra food to help the children.

Trouble could follow in the shape of "Cargo Cult", or subversion. A population the size of that of Goodenough (which is in the thousands) prevented by both regulations and the geographical situation from going elsewhere to get sustenance, and many of them used to much better conditions of housing and living, suffering from malnutrition and thrown on their own resources, unable to make use of the knowledge and skills they have come by, could become dangerous.

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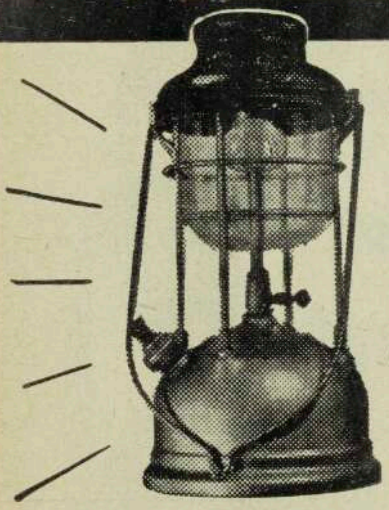

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USA PACIFIC CONSUL MOVES TO SUVA

The South Pacific Consulate of the United States of America has been established in the new Jogia and Mistry Building in Cummings Street, Suva.

IT will occupy the whole of the first floor; and, from that position, the United States Consul, Mr. R. G. Shakleton, will attend to United States affairs in the South Pacific Territories.

This is an interesting development because it means that America now accepts Suva, Fiji, as the diplomatic centre of the South Pacific Islands.

Several years ago, the United States Consulate in French Oceania —on the waterfront, in Papeete— was closed up; and French Oceania thenceforth was taken care of by the United States Consul who had made his headquarters in Noumea after World War II.

This seemed to follow the decision of the Six Powers to place the headquarters of the South Pacific Commission in Noumea—although in the view of many Suva should have been chosen.

Now, presumably, the whole American Consulate moves to Suva. There may be a Consular Agent in Noumea.

British Representation

Up until very recently, Great Britain maintained a Consul in Papeete, but this establishment now has been closed.

It appeared to take care only of matters arising in French Oceania. Other matters affecting Britain, elsewhere in the South Pacific, are attended to by the Governor of Fiji, the High Commissioner for the Western Pacific at Honiara (Solomons), or the British Consul at Noumea (New Caledonia), who is a member of a firm of well-known merchants.

Australian and New Zealand trade activities penetrate deeply into all South Pacific Territories; but, except for a small Consulate at Noumea, neither country has diplomatic representation anywhere there.

However, it recently was announced that the area managers of Qantas, the big Australian airways company (which is Government-owned) will in future act as official Trade Agents for Australia. If TEAL is to continue its Polynesian services, this Trade Agency plan could be extended through TEAL, on behalf of NZ.

TIMBER FOR SOMEBODY WITH ENOUGH CASH

If Fire Bugs Don't Get It First

From a Correspondent in Lautoka, Fiji

The Fiji Forestry Department will shortly be looking for a timber company to do some logging on valuable forest areas in the mountains inland from Nadi.

THE Department is now building a road through to the area from Nadi, as part of an afforestation scheme for open blocks of grass and ferns which are right alongside the natural forest areas.

But the natural forest will need to be logged if it is to continue in perpetuity.

Whatever company takes on the job will probably need substantial capital.

Meanwhile, the Forestry Department, and the Agricultural Department are this season preparing to make extra efforts to keep all the forest areas in the western district safe from fires—which have been a serious problem here.

Thousands of acres were denuded last year, including part of the Forestry Department's experimental reserve in the catchment area at Tavakubu.

Farmers to Blame

Most of the trouble has been caused by cane farmers and villagers, and the worst months last year were October to December after the seasonal cutting had ended, and the farmers turned their attention to grazing lands.

However, recently-appointed fire wardens are now patrolling areas from Ba to Sigatoka on horseback, and early reports indicate that they may be able to do an effective job.

But they have a big area to cover, and co-operation of the farmers is going to be important when the cutting ends.

Mission Grass

The burning-off is done because it brings renewed growth to mission grass, which was introduced into Fiji in 1920 as cattle fodder. But the fire also dissipates the top soil to the winds, and causes erosion. The grass grows over wide areas of western Viti Levu now, and Forestry men regard it as a pest.

In the Tavakubu catchment, Forestry aims to eradicate mission grass and replace it with trees, and it is optimistic over some recent important successes with different species of eucalypt for this. These successes may point the way to the rehabilitation of eroded lands in Fiji in the early future.

In the Drasa area, a few miles north-east of Lautoka, an effort is being made to bring back to life the moribund dark red soil (called "laterite") by planting eucalypts.

Erosion of this land has resulted in deposits of bauxite being found there—but whether in quantities sufficient to affect Fiji's economy remains to be seen.

Nevertheless, the end result of Forestry's work will depend a lot on the work of individual farmers and villagers—as usual.

There has to be co-operation before individual areas can be planted, and before education in soil conservation and care can really bear fruit.

Samoan Exhibit for Auckland

A Samoan troupe has been invited to take part in the Auckland (New Zealand) birthday carnival in January, 1958.

Of the total estimated cost of £3,000, the Carnival Committee has offered to contribute £1,000, but the Samoan Government has stated its inability to make money available for the purpose. It is hoped that the money will come from other sources.

It is proposed to build a Samoan village on the carnival grounds and show Samoan dances, songs and Samoan customs.

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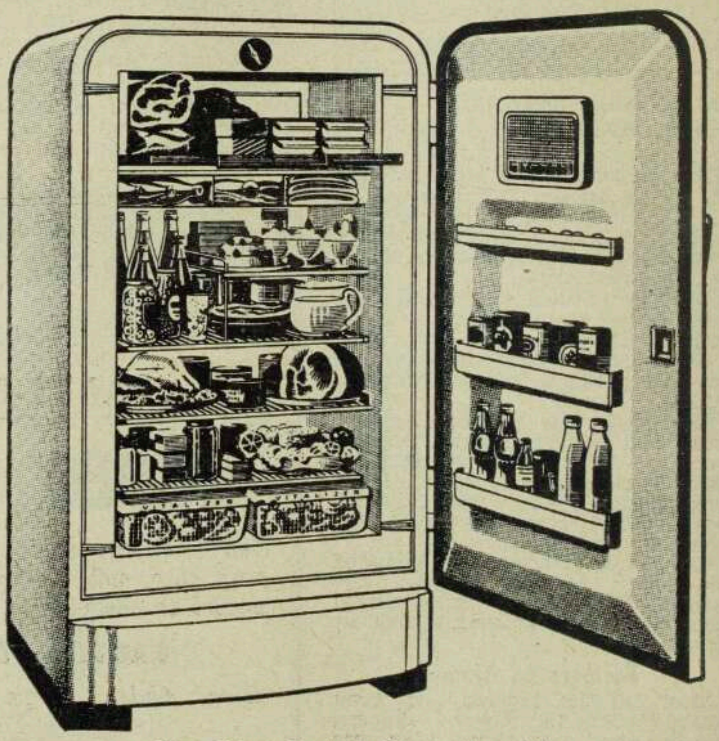

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Tropicalities

Environment v. Heredity—New Suva Version

SOME of the decisions of Fiji Customs authorities have been under scrutiny lately. Some are amusing.

For example, what was to be the rate of duty for containers for flowers grown in Suva's gardens?

Customs ruled that the flowers were not products of Fiji.

But (said the inquirer) these flowers **are** grown in Fiji.

Ah (said Customs) that may be so—but the seeds were imported; therefore the thing that came out of the seeds is not really a product of the Colony.

The *Fiji Times* commented that a Fiji resident, whose child was born just after they returned from a year's leave, now fears that the youngster may be classified as an alien!

Believe it—if You Like

THIS sounds about as silly as the old tale that Stalin ate babies. But it is currently going the rounds in New Guinea.

When a Russian ship visited Territory ports earlier this year, those on board were given freedom of the ports and, armed with cameras, they snapped just about all the things tourists photograph.

But it was noticed in Madang that they took pictures of natives posed in front of a "For Sale" notice, nailed to a building; and posed themselves and the natives up against a heavy barbed wire fence surrounding the Works Department property.—P.R.

(The Russian oceanographic vessel "Witjaz" called at Rabaul last year and Port Moresby in May this year. We had no reports that she called at Madang).

The Gaol that Took the Cake —and Meatsafe

I DOUBT if they still use "Trusties" from the Gaol to act as messengers for the different offices in the Suva Government Buildings as they did in my time.

I remember on one occasion, when up from Ba for the Quarter Sessions, being instructed to take back with me £1,500 in cash for payments of Native Rents by the Ba District Commissioner.

The best deal I could make for my own personal comfort was for the money to be handed to me at Lautoka by the purser of the ship we were travelling on.

Some hours before sailing time I saw a large Fijian, broad arrows all over his off-white clothing, and a broad grin all over his face, walking down Victoria Parade busy warding off playful grabs at what was obviously a large bag of money on his head.

I said to my companion: "There goes my fifteen hundred quid". I rather wonder if such a thing could happen today.

There were a lot of corny jokes about prisoner messengers hurrying back to Korovou, very afraid they might be locked out, but I think it remains for the old Ba gaol to take the cake.

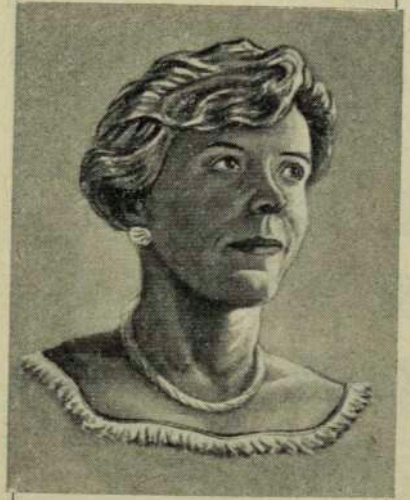
It seems that one night the quarters of the mill overseer on the bank of the river just below the Rarawai mill was robbed and a quite valuable ring was part of the loot. The Police were called in, of course, but could find no clue to the robbery.

All this was well before my time, and the old gaol was just a large and very strongly built "bure".

The robbery remained a complete mystery until a jealous Fijian woman, who thought she should have got the ring, spilt the beans. It appears that the Fijian Sergeant at the station had opened up the gaol during the night, let out a boat's crew, taken the Magistrate's boat down Namosau Creek and across the river to the mill overseer's house where they helped themselves.

When this disclosure was made the walls and thatching of the gaol were searched and plates and dishes from every meatsafe in the district were found—so the old Ba gaol must have taken more than cake. —*C. Wager.*

A Brett Hilder Profile:



ISLANDS' ARTIST

MISS OLA REEVE of Honiara is a young but well-known painter of natives and island scenes. Before she moved to the Solomons with the High Commission of the Western Pacific she was a keen supporter of the fine arts in Fiji. She is an enthusiastic student of native culture and the island way of life.—BRETT HILDER.

Old Brigade

POPULAR Territorian E. A. (Jimmy) James, owner of the old *Papuan Courier* between the two wars (War II finally knocked it on the head) doesn't do much in the newspaper field these days, except write a brief weekly column for the *South Pacific Post*.

So he was delighted, although quite unprepared not long ago when a very old and bald native turned up at his business premises, and identified himself with a grin as Sali.

Sali, it turned out, was a *Courier* compositor of more than 20 years ago—and a good one, too. Everything was hand set then, and the paper depended on the native comps, most of whom couldn't understand the words they were setting, although they knew the alphabet.

Sali talked about the old days and the old faces, and the old tin shed the *Courier* was printed from (James' Arcade stands on part of the spot now). Then, still grinning, he wandered off again.

Depends on the Mood

DIFFERENT people see things differently, but having looked at Suva Harbour in all its moods for a long time, I can't help feeling that the lady (surely it has to be a lady?) has overdone it.

I am referring to this extract

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from a letter to an English newspaper from a new arrival in Fiji, which I find in my latest copy of *Corona*, the Colonial Service magazine:

"Suva was a magnificent sight. The glittering harbour, the coral reef, the green jagged hills surrounding the city were an armchair traveller's dream. It is impossible to imagine how any human being could remain unmoved by such beauty. . . ."

London Bridge at dusk looks pretty good, too.—*STUPE*.

Trouble Afloat

WE were coming out from Samarai with old Tom the other day, in a couple of launches, his and ours. We'd had a few beers but not too many. It was too early.

Tom, who likes to steal the limelight, was stepping from one launch into another when he grabbed a rope to steady himself. The rope wasn't tied to anything. In the Olympics it would be known as a Jacknife Backward Plunge.

He's pretty rotund, is Tom, and he made a hell of a splash. There was plenty of noise and cheering, but we finally noticed the tide was carrying him away and sent the dinghy after him.

He clung to the side of that and violently resisted every attempt to load him.

He eventually made himself understood. He wished the ladies to go below, until he could get in and be supplied with a new pair of strides. Apparently these backward flips have a habit of removing trousers. He was getting a bit urgent in his request, too, as sharks are bad around here.

There were a couple of cameras clicking at the stern and bribery and corruption were rife for the rest of the trip. Tom got over it at the cost of a dozen beers.—LW.

Look Out, Here They Come!

NEW CALEDONIA'S traffic is really on the increase. Nearly 900 new cars were imported in the first quarter of this year, bringing the total number of vehicles in New Caledonia now to 10,000 (including Service vehicles). And most of these are in Noumea, reports a correspondent, adding: "Any harassed pedestrian will confirm it." Most of New Caledonia's cars come from France.

Tropic Topic

If Soekarno grabs at Dutch N-Gee
There's just one thing that worries me
If Aussie's called into the fuss
Who'll sell the arms to poor old us?

—Tui

All the News Fit to Print

NORFOLK Island Notices and News is an unpretentious roneod sheet of foolscap, but Norfolk Islanders gave a warm welcome to the first copy of their new newspaper in August. The *News* is a new service by courtesy of the Administration. The sheet will be published regularly, and besides giving out the local news, will also accept small advertisements. The new paper is being distributed with the Government Gazette, although it is not part of the Gazette.

Some Help for Nature

SEA breezes aren't enough for passengers in ocean liners these days, the P and O Company and the Orient Line have decided. They're just announced an extensive programme to fully air condition their seven post-war passenger liners *Orcades, Oronsay, Orsova, Arcadia, Iberia, Himalaya* and *Chusan*.

First to get the full treatment will be the *Orcades*, and as a result her January-February sailings between Australia and the UK have been cancelled. The other ships will be taken off for refit at intervals after that.

And Good Enough, Too

AN American anthropologist, Miss Ann Chowning, from Little Rock, Arkansas (where they seem to have a few race problems of their own) has been studying the problems of the Fergusson Island (Papua) people lately. She reported in August that since the arrival of the Missions in the area, the status of native women had fallen. This was because the natives reasoned that as the Bible said God created man first, then men should always have first preference.

A Long Job

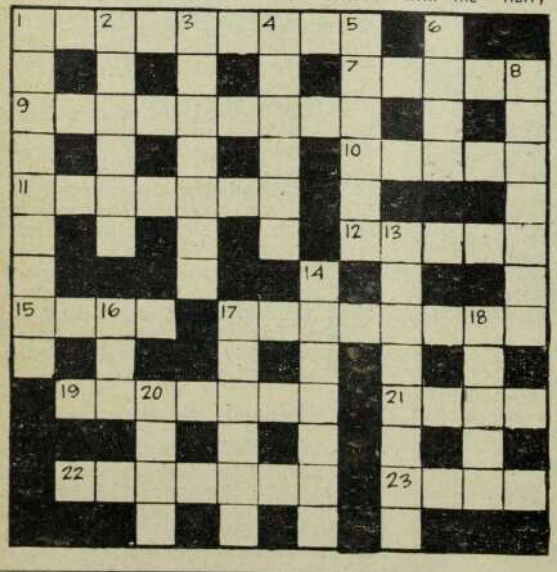
MAPPING of P-NG's 183,540 square miles will take from 10-15 years according to a Government mapping expert who visited P-NG last month. A start has been made.

CROSSQUIZ

Solution on page 97

— ACROSS —

1.—What was the name of the family of brothers about whom Dostoievsky wrote his classic novel?
7.—Which character in mythology had a hundred eyes?
9.—In which ocean is the Bellingshausen Sea situated?
10—What mountains separate Europe from Asia?
11.—Which resort on the Riviera was purchased from the prince of Monaco by France in 1860?
12.—What is the term for a serviceman's civilian clothes?
15.—To what family of animals does the caribou belong?
17.—What popular type of American picnic party was featured in the musical "Carousel"?
19.—Who did Tunney despose as World Heavyweight Champion?
21.—Where are the smallest bones of the body to be found?
22.—Who was head of the Gestapo under Hitler?
23.—What period of fasting precedes Easter?



— DOWN —

1.—What is the capital of the kingdom of Nepal?
2.—What layer of the eye is sensitive to light?
3.—Who was the inventor of wireless telegraphy?
4.—What instrument do you associate with the "Harry Lime Theme"?
5.—What term is applied to a space entirely devoid of matter?
6.—Where is the magnificent Taj Mahal situated?
8.—What is the name of the private chapel of the Pope in the Vatican?
13.—What common article was first introduced into Europe by Jonan Hanway in the 18th Century?
14.—"Woe unto you, . . . for ye have taken away the key of knowledge"?
16.—Who was the temptress?
17.—Who is recognosed as the world's leading 'cellist'?
18.—What is the secred book of the Mohammedans?
20.—What is the term for a farce in which scenes from actual life are represented by gesture?

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A Handy Kind of Almanac

They Go Fishing By The Nights Of The Moon

By CHARLES BROWN, Jr.

Shortly after his arrival at Tahiti in the ship *Endeavour*, in 1769, to observe the transit of Venus, Captain Cook, recording his observations of the Tahitians, wrote:

"Benevolent nature hath not only supplied them with necessaries, but with an abundance of superfluities. The sea-coast supplies them with vast variety of the most excellent fish. . . Fish seems to be one of their greatest luxuries, and they eat it either raw or cooked, and seem to relish it one way as well as the other."

When he recorded these observations in his journal, Captain Cook did not know that the Tahitian fishermen, before going to fish at night, consulted a primitive almanac.

Called "Nights of the Moon", this Polynesian calendar was, for its purposes, as accurate as the nautical almanac of the *Endeavour*. It indicated the nights on which the fish would swarm and those when there would not be as much as a minnow to be caught.

The calendar was as old as the race itself.

Since Captain Cook's day, the ancient almanac has been continuously handed down from father to son. Among the present-day Tahitians there are, especially in the outermost islands of the Society group, many fishermen who, keeping alive the venerable traditions and customs of fishing, fish by it.

"I am hungry for fish," says the Tahitian. And forthwith, accompanied by two or three boon companions, he takes his spear, hooks and line, or net, and goes out upon the lagoon, happy in the racial belief that if Hiro, the ancient Tahitian god of thieves and fishermen, wills it, the canoe will return home laden almost to the gunwhales with the fat of the lagoon.

Bounty and Poverty

But, before going to fish, the Tahitian, consulting his calendar of the Nights of the Moon, notes the time for the various fishes to succeed one another, as shown by the phases of the moon.

Nights of the Moon!

Tiero is the night of the new moon, the time of "breaking forth" of the moon; and Hiro-hiti falls on the second night, when the fish abound along the sea-coasts and crabs leave their holes and sidle across the sandy bottoms of the lagoons.

The third night is called "Jester of the Two Bodies", the bodies being the dark and the bright sides of the new moon.

On this night appear swarms of fish which are not fat, just as the clams, crabs, lobsters, oysters, and other shellfish are shockingly thin at this time.

After "Jester of the Two Bodies", there succeed the nights of the "emergence". "Emergence" signifies the moon coming out of the dark side, and there are three of these emergencies: First Emergence, Inner Emergence, and Last Emergence: three good fishing nights.

The seventh and eighth nights are the "unyielding" nights, when the boisterous north wind, blowing and blustering across sea and lagoon, drives the fish to the security of the tranquil depths, beyond the reach of hook and line.

But the ninth night brings fullest joy to the hearts of the fishermen. It is the night of Tamatea, the night of the "Fair-child", and the bonitos are swarming at sea. Aye, far out beyond the coral barrier reefs, into the wide, open seas, will venture the fishermen on this night, to fill their canoes with the oily bonitos which must appease their hunger and the hunger of their families during the successive four days.

For all too soon will the night of the "Fair-child" be followed by the tempestuous nights of the tenth, eleventh and twelfth, when the fish will again seek the safety of the depths.

But the thirteenth night is auspicious: the moon is becoming circular.

And, by the night of Hotu, the fifteenth night, all is "fruitfulness", and the fishermen are reasonably certain of taking home an abundant harvest of the sea and the lagoon.

(Continued on page 99)

Do You Remember?

Australia's famous World War I Prime Minister, William Morris Hughes, was finding, like many others since, that it is a tough job to be minister-in-charge of Australia's territories. In September, 1938, *PIM* echoed Islands' residents in saying: "When Mr. Hughes was appointed 10 months ago, residents in Papua and N. Guinea, exclaimed, 'Thank God! Now something will be done.' Today, they are regarding the verbal cavortings and political twistings of Mr. Hughes with dismay!"

Here are some other extracts from the September issue of PIM of 20 years ago:

Former Lieut.-Governor of Malta, Sir Harry Luke, reached Fiji as new Governor and High Commissioner for the Western Pacific.

* * *

From the recently discovered central highlands of New Guinea, a correspondent wrote that "new colonists will be bound to succeed in this rich country". There was a future for such things as coffee and timber, he said, and he would "also like to see some experiments made with sheep—I believe with certain breeds it would be splendid country".

* * *

Another correspondent was reminding PIM that Major-General Sir George Richardson, whose death had just been announced, was "the man behind the W. Samoan banana industry". Sir George (Administrator from 1923 to 1928) had "devoted considerable time to fostering banana planting for large scale export. His foresight is one bright item in the Administration, despite the opposition which retarded his efforts", said the correspondent.

There was "lively interest" in Papuan oil search. PIM reported, "as a result of a widespread belief that the oil search in the two territories is likely to enter upon a new and more important phase there have been sharp movements in the shares of Oriomo Oil and Oil Search. Oil Search shares were quoted at Sydney Stock Exchange on August 1 at 7/4". (Just 20 years later the search appeared to be at an end, and the shares were 1/7½).

* * *

At La Foa, New Caledonia, a native servant killed M. Arman, a retired policeman, and his three young grandchildren with an axe as they were sitting at the dinner table. Madame Arman and her eldest daughter were injured. The murderer was captured some miles away, but not before he had bitten off the finger of one of the party who captured him.

* * *

Trans-Pacific air routes were in the news, and PIM reported that PAA would probably abandon land-locked Pago Pago harbour as an operating base and use Canton Island instead. Also, "Suva seems likely to become an important aviation centre".

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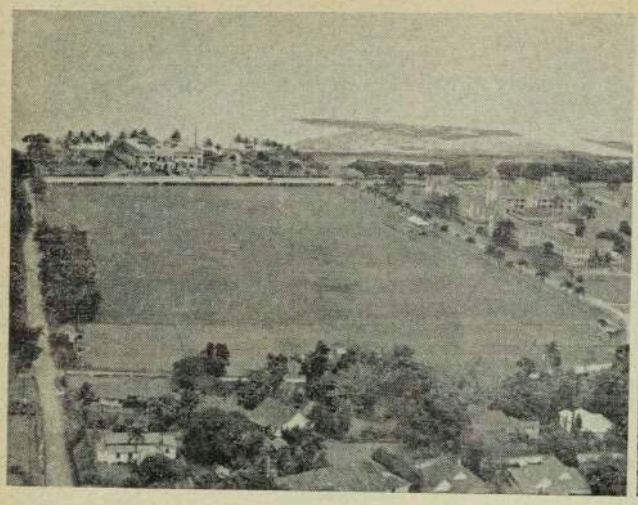


Above, Albert Park, Suva, and Naselai Beach, photographed last month, just as Lyon and Warner saw them again after 30 years. The "Southern Cross" came in at the top right-hand corner of the park after a row of trees in the centre had been cut down. She taxied from the near end of the beach and took off for Australia around the curve. Albert Park was too small for her to take off when fully laden.

—Photos Rob Wright, Fiji PRO.

Pacific Pioneers Return

Harry Lyon and James Warner, the two surviving members of the crew of four who made the first air crossing of the Pacific, crossed it again in August.

THIS time, though, they flew by Qantas Super Constellation, accompanied by their wives—a different kind of journey from the one they made in the old *Southern Cross*, piloted by Charles (later Sir Charles) Kingsford Smith and C. T. P. Ulm, in May, 1928.

HAWAII: James Warner and Harry Lyon get every man's idea of a real Islands greeting as they arrive at Honolulu on the first leg of their return flight across the Pacific. Photo: Carters.

Lyon, now 73, of Maine, who was navigator in the pioneer flight; and Warner, in his 60's, of California, who was radio operator, made their second trip across the Pacific in 30 years so they could be guests-of-honour at the opening, in Eagle Farm, Brisbane, of a big glass memorial hangar for the *Southern Cross*.

The Australian public donated more than £30,000 for this final and fitting resting place for the "Old Bus", which for years had been shoved away in one corner of a hangar at Sydney's Kingsford Smith Airport.

Took it Easy

Warner and Lyon made their new Pacific crossing in easy stages, because they aren't as young as they were. They rested here and there along the route, between receptions and dinners, and Press and TV interviews.

It was tiring, but they agreed they were glad they had come.

At Honolulu, which was first stopping place on the pioneer journey, they looked at Wheeler Field again (it is not a paddock now) and Barking Sands.

They watched a Service missile being fired, and a jet fighter do a turn.

In Suva, they walked across Albert Park, where the *Southern Cross* had put down on the flight from Honolulu (and wondered, out loud, how "Smithy" had ever made it).

They took a boat to Naselai Beach down the coast, where the fully-loaded *Southern Cross* had taken off again on the final flight to Brisbane, and met some of the Fijians from a

village which had helped them on their way.

In Sydney they were involved in their biggest Press interviews yet, and took a day or two off to relax at Surfers' Paradise, on the east coast, before they got to Brisbane and the official opening of the hangar by Australian Deputy Prime Minister Sir Arthur Fadden.

Memories

During the month-long pilgrimage, Lyon and Warner scratched their memories and came up with these angles on that first famous flight:

"Smithy", without sleep for 34 hours when Suva came into sight, had his doubts about putting the aircraft down in the small park (some of whose trees had been cut down especially for the occasion).

He passed back a message to Lyon and Warner: "This is the end of the flight. I'm going to ditch her in the harbour." Then came another: "I'm going to give her a go."

After they landed they measured the fuel—enough for 20 minutes' flying.

Nearly Burned

At Naselai, remembered Warner, the *Southern Cross* was nearly destroyed—but he had kept the fact "officially secret" all these years.

Warner that night had had to watch the aircraft as it was parked on the beach, ready for the take-off next day. But he paid a visit to the chief's house at nearby Vadrai village.

Going back to the beach later he was horrified to find that a number of Fijian policemen, who were guarding the aircraft, had lit a big bonfire under one wing so as to keep themselves warm.

There were hundreds of gallons of fuel in the tanks.

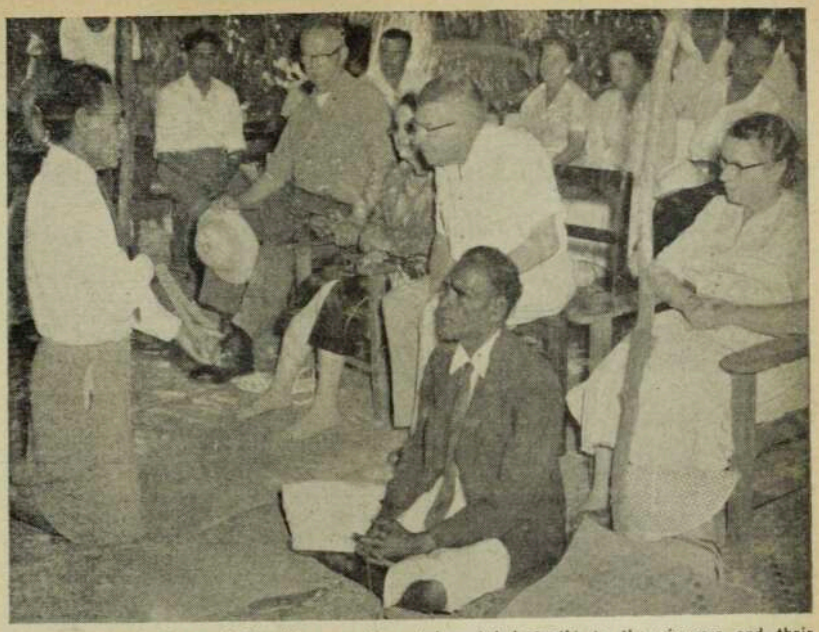
Warner raced up and kicked the fire away with his feet.

"I didn't report this to anyone," said Warner, "for fear Captain Kingsford-Smith might dismiss me there and then and ship me back to the States."

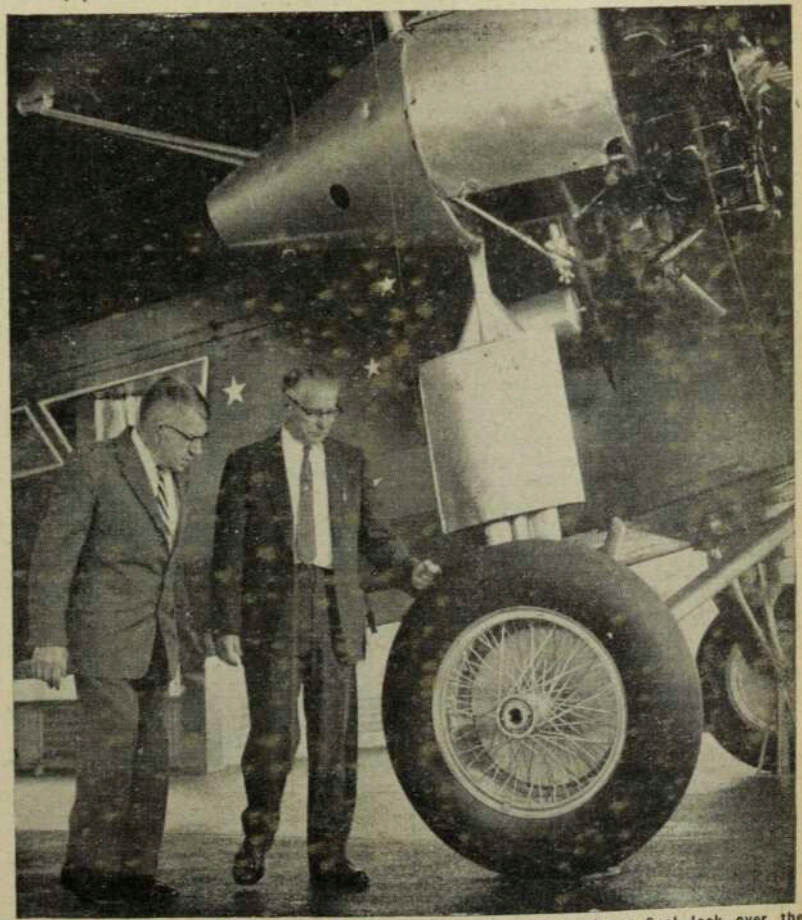
"Sportsmanship"

In Suva, another memory came back when Suva's Mayor, solicitor A. D. Leys, showed the pair the original of an agreement they had signed with Smith and Ulm in Suva, in which Lyon and Warner were invited "as an act of sportsmanship" to fly the last leg of the Facific flight, from Suva to Brisbane. The original is with Leys' firm.

Originally, Lyon and Warner were to come as far as Suva only, and be paid off there. Smith and Ulm intended then to make the final flight alone. But in Suva the four decided to stick together, and drew up this further agreement.



FIJI: Ratu Penione, of Naselai, presents a tabua (whalestooth) to the pioneers and their wives, part of traditional welcome ceremonies the Fijians accorded the visitors.—Fiji PRO.



AUSTRALIA: Lyon and Warner in a melancholy mood as they take a final look over the Old Bus in her new resting place in Brisbane.

A Walter Gors Story of 1895

He Was 'The Meanest Archduke I Ever Saw'

"The meanest Archduke I ever knew was the Austrian, Franz Joseph," said Mr. Walter H. Gors, quaintly.

I was a little astonished. "Do you mean the Archduke whose assassination at Serajevo started World War I?" I asked.

He said: "No—Franz Joseph was the father of that bloke"; and then, leaning back in his easy chair, one evening 25 years ago, he told me another of his delightful tales of trading in the Islands.—*R. W. Robson.*

The late Mr. Walter H. Gors, who described this 63-years-old incident, joined Burns Philp in Normanton in 1884, and served in Cairns and Thursday Island; and then was five years with Burns Philp in Levuka, Fiji, and 12 years in Port Moresby. He managed Robbie and Co. Ltd. (later Robbie Kaad and Co. Ltd.) in Fiji, and was the first manager of Burns Philp (SS) Ltd. in Suva.

After Fiji, Mr. Gors resided in Sydney, and made much money out of real estate transactions. He served with distinction as a Red Cross Commissioner in World War I.

I WAS the first Burns Philp manager in Port Moresby, and about 1895 we were greatly stirred by the news that the Archduke Franz Joseph, heir to the throne of Austria-Hungary, was visiting India and the Islands and Australia in the Austrian warship *Kaiserin Elizabeth*, and would call at Port Moresby.

Governor of Papua, Sir William MacGregor, was requested by the British authorities to help his Imperial Highness in every way. Bridge Street informed me that the old *Hesketh* would arrive in Moresby with 800 tons of coal for the warship—I was to complete the sale.

Two days before the Archduke was due, the Governor and principal officials disappeared; and the only officials left in Port were Captain Butterworth, in charge of police, and myself, unofficial member of the Council.

We learned afterwards that, had the Governor been there, he would have had to receive His Royal Highness with Imperial honours—and he had neither the equipment nor the know-how.

The warship came in and anchored. Butterworth and I went aboard and welcomed the prince. Butterworth explained that trouble with natives at Yule Island had called away the Governor and his chief helpers.

The Archduke, in perfect English, expressed regrets, and sought permission to go ashore; and, ashore, we received them with a guard of honour of five native policemen. They were a big party—the prince was literally surrounded by Counts and Generals and so forth.

A Deal in Curios

They wanted curios, so I showed them into a lean-to at the back of our store, where we had a collection of native artifacts.

"We will take these—but don't pay him too much," said the prince, in German—which I understood perfectly.

"How much?" they asked me.

We were doing pretty well out of the coal, so I decided to keep the price down. "Twenty pounds for the lot," I said.

"It is too much," said the prince. "That is a bad way you people out here do business—you ask more than you should."

I was annoyed—but we wanted to get rid of that lot, and I said "Oh, well, £15"—and he gruffly accepted.

Then he said in German to his staff: "Watch this fellow—see he doesn't withhold any of this stuff from delivery".

He Understood

I turned to General Wurmbrandt, who was beside me and said: "Please inform His Royal Highness that I understand German".

The prince said that that was fine—we now would converse in German.

He then asked if we had any Birds of Paradise.

I told him we had a number—and I told myself: "After that, I'll make the blighter pay".

At that time, we were buying Red BOP's for 5/-, and we had sold some to the *Hesketh's* crew for 7/6.

My assistant put the BOP's out on the counter, and the visitors leaped at them. "How much are they?" demanded the Archduke.

"Two pounds each," I said.

"I will take 50," he said, immediately. "Put 50 aside for me."

Then the others sailed in and we sold the whole stock at £2. If he had not beaten me down on those curios, I should not have charged more than 10/- each.

A Deal in Cattle

They went off to Hanuabada, and the Paymaster arrived in my store.

"I want some sheep, cattle, poultry," he said.

I told him that we had very little such stock in Moresby—we might manage some hens.

"But the prince—he must have 'is fresh meat," explained the Paymaster.

"But there isn't any," I insisted.

"But I see some cattle about here," he said.

I explained that these were breeding cows, brought by sea from Cooktown.

He said he must have fresh meat—would I put a price on the cows? I said I would see the owners—but they probably would want £30 each.

"Holy mother of God!" exclaimed the Paymaster. "In Austria we could buy a house for that."

I sent around and had a word with the owners. I learned that they would sell some of the poorest animals for £10 each.

"You'd better make it £12," said the Paymaster, and I innocently agreed.

"Before we can close the deal," he said, "the cattle will have to be passed by the doctor and the ship's committee. Could you arrange to have them on the beach there for inspection at 10 o'clock tomorrow?"

As he went away, he remarked that it was very hot, and the party next morning might appreciate some beer.

Some Lager

I got hold of George Beeford, an old identity; and we organised the cattle and four dozen bottles of cool lager.

Next morning, the party from the warship met the cattle on the shore where the cricket ground is now.

A naval officer said: "Are those cattle?"

I said they were, and explained that cattle did not do well in that climate.

"They are like bags of skin and bone," said one doctor.

"They are rather leathery," said another doctor.

"Look here, gentlemen," I said. "I don't want to sell these cattle—they were brought here for breeding. However, let us have some beer."

It was very hot—they cleaned up two dozen bottles in no time.

Then one naval officer said to another: "Are we not obliged under the articles to provide the crew with fresh meat, whenever we can get it?"

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"Donnerwetter! I had not thought of that," said the other. "But it doesn't look to me like fresh meat."

"Better than salt meat," said the other. "Perhaps we could make beef tea out of them—that would prevent sickness."

Finally they said: "How much?" I said £12 per head, and they ordered 20 head to be delivered aboard next day.

Deal with the Paymaster

Next day, the Governor returned, and he organised a party to go up the Laloki River, shooting BOP's.

The Paymaster came ashore to settle with me. He gave me a draft on the Austrian Consulate in Sydney for £2,000, for the coal, and he paid out gold for groceries and curios. Then, from another bag, he counted out £200 in gold for the 20 cattle.

"Wait a moment," I said. "The price of those cattle was £12 each—£240."

"No, you said £10," he replied. "The other £2 is for me."

And then he tried to get me to sign a receipt for £240.

I heard, long afterwards, that he was caught red-handed in his thievery, and was sentenced to 14 years in a fortress.

The Archduke came back from his shooting expedition, and then went to Yule Island to call on Archbishop Navarre, who was there at the time.

When the prince returned, he sent Count Clamm to ask me to go aboard after dinner that night, so he could arrange for a special collection of birds to be sent after him.

Lit a Cigar

The prince came into the lounge, and I saw Count Clamm drop on one knee, as he held a light for His Royal Highness's cigar.

The prince said he wanted a collection made, to be sent to Genoa, to go to his chamberlain at Vienna. How much?

I said I had made inquiries—it could not be done for less than £50.

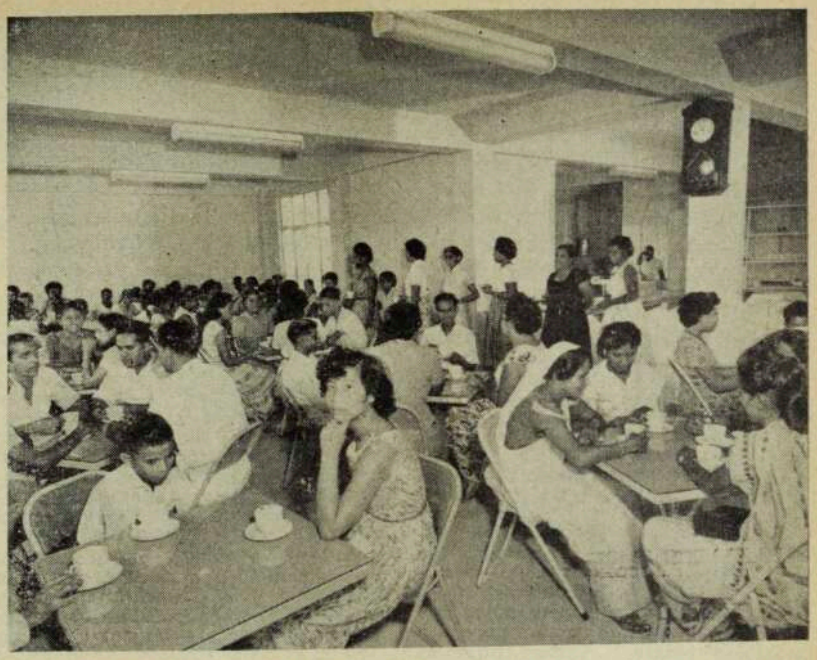
He said, curtly, that was too much.

I explained that men had to go a considerable way into the interior, and it was a chancey business.

"Nonsense," he said. "I have myself, in the Laloki, shot four different kinds of birds. It is easy. You keep those four birds out of the collection, and we'll say £45."

I had to agree—we were instructed to be very kind to His Royal Highness—and a formal contract was thereupon entered into. We lost on that £45 transaction, and we had to wait twelve months for payment.

Yes, he was the meanest Archduke I ever knew.



THIS FIJI FIRM INVITES THE EAST TO KEEP ITS SHIRT ON

When it comes to producing cheap shirts, it's hard to beat the Japanese and Hongkong textile factories — but a firm in Fiji is giving both a run for their money.

THE firm, a division of G. B. Hari and Co., opened a modern, £50,000 shirt factory in Suva's Walu Bay industrial area last year, despite the fact that it knew it would have to compete with the East and the small local tailors prepared to work long hours for a small return.

Yet the factory is already exporting to other South Pacific territories, and now has its eye on the dollar market in Hawaii.

And it is producing the goods without sacrificing good working conditions, as these photographs show.

The factory workroom is large and airy and well-lit, with colour schemes worked out with the aid of an industrial psychologist. There is a big and modern staff cafeteria.

Staff turnover, as a result, is negligible—and it is drawn from half-a-dozen racial groups.

The company was started 40 years ago by two brothers from India, who opened a tailoring shop in Renwick Road, Suva.

The firm they founded—G. B. Hari and Co.—still has its tailoring division in that shop, but in the last 10 years, under the direction of the founders' sons, the firm has developed greatly.

The company bought out J. M. Bartlett Ltd., in the Garrick Building, in 1948, and expanded that shirt making business.

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THE MONTH'S NEW READING

WITH JUDY TUDOR

There have been fewer than usual books offering this month —and most of the few have come in the hard variety. This is probably a lull before the flood designed for the Christmas trade —most popular authors and their publishers now being sold on the idea that even if people do not read more books at Christmas, they certainly buy more.

Peoples' reading habits are changing, too. There is now only one big circulating library in Sydney—Dymocks, which alone is still weathering the storm. Angus and Robertson's big library has closed, and the NSW Bookstall Library, which was an institution for generations, folded up a few years ago.

The suburban, 2/6-down-and-3d-a-book libraries are now few and far between.

TV is blamed for some of this; but the modern development of the attractive paper-back is probably more to blame. These come in dozens of varieties, and these days, with most authors, it is only a matter of a couple of years between the expensive, bound library edition costing anything up to 25/- or 30/-, and the paper-jacket edition at 3/9 to 5/6.

Some authors still hold out, with profit, against the cheap edition. We haven't yet seen a Nevil Shute in a paper-jacket.

Doc Vernon Was the Real Angel

ALTHOUGH Australians in two World Wars have experienced misery on many fronts—Gallipoli, France in 1914-18; Greece, Crete, Tobruk in the Second War—the Kokoda Trail has the honour now to mean, in the annals of Australian military history, the apotheosis of the war-time horror stretch.

In all, the Kokoda campaign lasted only from July, 1942, until the remnants of the Japs, starving and abandoned, were exterminated by November of the same year.

Nor, at any one time, were vast numbers of troops employed—the fact that the retreat and later the offensive were made along a narrow native trail over incredible mountain peaks, precluded that. But at one time and another most of the Australian units then available, had a taste of the Trail, and no one who fought there, in retreat or advance, is ever likely to forget it.

The campaign back and forth across the Kokoda Trail has been covered in official War Histories; but War Histories are, at best, cold documents into which personal opinion or comment are seldom permitted to seep.

These sins of omission certainly cannot be left on the doorstep of Raymond Paull, in *Retreat From Kokoda*, a full length and detailed history of the campaign, and as well, an indictment of those responsible for Australia's unpreparedness and conduct of military matters in the first year of the Pacific War.

Australian official thinking, in this period, was conditioned by the knowledge of its frightful inadequacy to defend the mainland. Consequently, where a policy of throwing everything into preserving N Guinea would have been the b and courageous course, there w instead, timid dithering from m unfitted for the task of big d cisions, who could think no furth than keeping their experienc troops at home to defend the s called Brisbane Line.

But they still wanted a little ea way; in case. So untrained, unru undisciplined Militia troops, avera age about 19, were sent to defe Papua.

Fortunately the Japs did not see to know this, and by the time th had got around to landing at Gor with a view to crossing the Ow Stanley Range to take Port Mores in the rear, some stiffening had be infused into thinking and Po Moresby became to be regarded a after all, perhaps defendable.

Advance, Retreat, Advance

Experienced AIF troops were se to Papua in the second half of 194 But the Kokoda Trail campaign ha shocks for these men, too. The fighting had been done in th deserts of the Middle East.

Paull's story is, of course, primari of an Australian military task. Br

It's Mail Day at Niue

Boat day is mail day at Niue—300 miles east of Tonga—for the small, rugged island has no airstrip or seaplane base. And there is usually a month between boats.

When the mail is in, the bicycles are out—just about every Niuean rides a bicycle —and then all roads lead to the grass square in front of the post office.

The scene in the square is reminiscent of an Army mail call, as groups of clerks, or just plain volunteers, shout out names, and toss out letters, to eager, clutching hands.

Then, slowly, the shouting and the activity cease, as one by one those with letters retire to a sunny wall, drop their bikes on the grass and absorb all the news.

But 15 minutes after I had taken this photograph, the scene had changed from reading to writing. The Niueans were penning replies that had to go a few hours later on the same boat.

The bulk of Niue's mail goes to New Zealand. Niueans are New Zealand citizens, and many live and work in the Dominion.—S.I.

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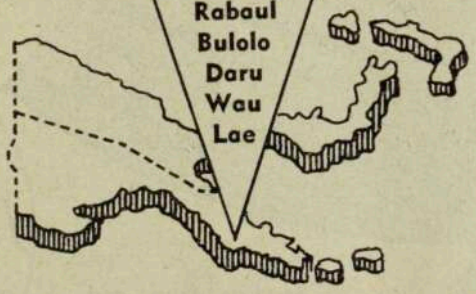

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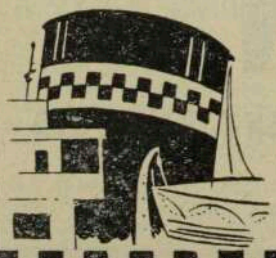

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it could not help but be, as well, of intense interest to all residents of Papua-New Guinea, many of whom were intimately concerned with the events of the period.

As members of Angau, and other forces, we meet many old friends in Mr. Paull's book—planter Herbert Kienzle of the Yodda, Tom Grahamslaw, now Chief Collector of Customs for P-NG, Alan Champion, are just a few. And throughout the whole narrative, in a way that will please old Papuans, is a very sincere tribute to the late Doctor G. H. Vernon, medical man, planter and Papuan old-hand, who ministered to the men on the Trail, soldiers and carrier lines.

The Fuzzy Wuzzy Angel business was so done to death during the early phase of the New Guinea fighting, that the natural reaction has been to discount much of what the natives actually achieved—or perhaps, more accurately, what they were driven to achieve.

Many were coastal natives, unused to the cold wetness of the mountains. Yet they were kept continually on the road, supplied only with one blanket between two or three of them, and with inadequate food.

The farther forward the troops advanced, the more difficult it became for the supply line. The army was so raw to Papuan bush conditions it had not then learned that the longer and slower the carry, the larger becomes the proportion of the carrier's load that must be devoted to his own supplies, and the less for the goods he is transporting.

The retreat from Kokoda saved the complete disintegration of the carrier line—and handed the same problem of attenuated supply lines to the Japs. When the Australians advanced again, much supplying was done by air drops.

Mr. Paull had access to Doctor Vernon's diaries, quotes largely from them and altogether gives an excellent pen picture of the old Doc, whose efforts on behalf of others had a dedicated quality, but who yet could view life with philosophical commonsense; and who, in the midst of the miseries of the Kokoda campaign, could write of the beauties of a moonlit night.

Bullets Bound to Miss

I still think that the best thing ever written about the Doctor, was done by John Wilkinson, and published first in the *PIM* many years ago, and later in the collected stories, *Where the Trade Winds Blow*. John, who lives in the Milne Bay District of Papua, still writes an occasional story for *PIM*.

He and the Doctor were old friends and their admiration was mutual. After the first battle of Kokoda, Vernon's diary tells how Wilkinson helped to operate on Lieutenant-Colonel Owen, who had received a mortal wound; and others: "Wilkinson held the lantern for me, and every time he raised it, a salvo of machine-gun bullets was fired at the building. This particular enemy machine-gun was a little below the edge of the escarpment. . . so its range was bound to be high, and while the roof was riddled, those working below could feel reasonably safe. I was very glad to have Jack Wilkinson with me. He had been an old friend on Misima, and thanks to his experience in Greece and Crete, I felt every confidence in him."

My own acquaintance with the Doctor began about this period, when I had first come to work on the *Pacific Islands Monthly*. We began a pen friendship—about split-infinitives, I think, which, unlike Churchill, "up with which he would not put".

I shall always cherish the memory of a luncheon with him, around 1944 probably, at the Australia, in Sydney. On his head he wore a very battered and very wide AIF slouch hat, and on his feet the clonkiest field boots. He had refused to be evacuated from Papua at the outbreak of hostilities and had gone to war with what he could hurriedly grab. His uniform, on this luncheon occasion, between the field boots and the hat, looked as though it had

REMAIN CALM UNTIL THE WATER TOUCHES THE FEET

Colonel Yokoyama, commander of the Japanese 15th Independent Engineer Regiment, which was to be given a major part in what the Japanese hoped would be the conquest of Papua in 1942, is credited with what must be one of the most remarkable "instructions to troops" ever issued in any war. As his men were approaching Rabaul, in two transports, to join the invasion fleet, he issued this document:

"From today we are entering an area subject to air attack. Hereafter there will be no more exercises; any attack will be the real thing. Get out on deck before the enemy's arrival. Those who are slow will be regarded as cowards. When sinking, remain calm until the water touches the feet, and when in the water, take the necessary precautions. Those who hurriedly jump into the sea will drown. When in the water, sections or platoons should gather together and sing military songs. All must be calm, even when awaiting rescue for perhaps two days and nights."

—From "Retreat From Kokoda".

been acquired in the same hasty fashion.

He was as deaf as a post—from an injury at Gallipoli—and the conversation must have been pretty one-sided, but I was more than satisfied with it.

Paull describes Vernon's return to Kokoda in November of 1942, with the now victorious Australians. He was worn out from his exertions and suffering from low fever. Then he came on a derelict Japanese bicycle. It had no tyres and only one pedal, but his boys induced him to get on. . . "So, propelled by his excited, whooping Papuan orderlies, Vernon made his own triumphal return to Kokoda."

Except in the hearts of people who knew him, Doc Vernon has only one memorial—the Vernon Memorial Hospital, erected by his friends Eva and Harry Standen on the Bamu River (the Mission in the Mud) in Western Papua.

(RETREAT FROM KOKODA. Published by Wm. Heinemann. Australian price, 30/-.)

Transition in Nigeria

IT is obvious, now that newly literate nations have begun to produce novelists, that we are going to have to learn to read in another dimension. As anthropologists are fond of telling us about native people—they aren't inferior, they're just different. That is true of their writing, also.

A couple of months ago we had a West Indian of African ancesto writing about a Mau Mau. In *Thin Fall Apart,* Chinua Achebe writ about his own people—Nigerians but at the end of the last centu when the remoter tribes were b ginning to feel the first impact Christianity and Western ideas law and order.

The author, 28, is himself the s of a missionary teacher, a gradua of the University at Ibadan, Niger and a staff member of the Nigeria Broadcasting Commission.

The odd title, for once in a whi bears a relation to the story. Fal ing apart was what things were d ing for the tribe in the state transition in which the auth leaves them.

He is at present at work on sequel, dealing with the descendan of the characters in *Things Fo Apart,* as they are in present-d Lagos. It will be interesting to s what he makes of that; and if h can retain the almost detached la of prejudice which is the mo notable feature of his first novel.

(THINGS FALL APART. Published Wm. Heinemann. Australian price, 18/

Colonial's Dream of Home

IF your appreciation of Englis verse stopped about the era Rupert Brooke, and you say tha you cannot understand moder poetry, you may have your appeti revived by *Collected Poems an Epigrams,* by George Rostrev Hamilton.

Being decidedly antipodea ignoramus ourselves, we can tell yo nothing about the author, exce that he is Sir George, 70 years o age, has apparently been writin verse a very long time, and ha some reputation in his native Eng land.

The remarkable thing about h poetry, so far as we are concerne is that it can be easily understoo —without taking it to Luna Par and reading it backwards in the dis torting mirrors. It is possible tha our trouble is that we were raise on Grey's *Elegy* and Oliver Gold smith.

Of the Collection, the last sectio the Epigrams—because they ar frequently amusing and to the poin —and the first section, appeal mos The first section, Childhood an Retrospect, because it represent most Colonials' ideas of the Home land, although today it is hope lessly out of date. Hedgerows, Engl lish lanes, a governess-cart . . .

But we, we Rectory children, jog betweem
High-towering elms and hedge-topped walli
of green,
Where only eyebright from the grass
steep
And cuckoo-flower and straggling stitch
wort peep,
And no romances out of yesterday
But only White Leghorns, unghostly, stray
They, the daft birds, too dignified to shun

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Approaching wheels, at the last moment run,
Swerving now left, now right, wings trailed before us
All helter-skelter in an outraged chorus,
While mocking them along safe hedges flit
The chaffinch and the sideways-peering tit.

Sir George, it is early revealed, is a lover of nature—he probably writes letters to *The Times* to record the arrival of the first harbinger of Spring; and he is a man strong on family, as his album of family portraits shows:

Nobody knew whether from East or West,
Pole or Equator, Uncle Cyril would come,
The eager step and the high-pitched voice in the hall,
And the favourite Zulu walking stick, with its handle
Carved to a red baboon. And nobody knew
What season of the year, what day, what hour
Uncle Cyril would come; but when he came,
A wind blew into the house, and nothing was the same.

Uncle Aubrey, on the other hand, stood in his favourite position
"Back to the fire-place, with arms behind him
Looping his long black tails . . ."

And

"Aunt Meredith, I'd heard the family say,
Was poor as a church mouse . . ."

But best of all, was Great Aunt Augusta:

A room of chintz and glass and crackling fire,
A cuckoo-clock, and bowls of yellow jasmine,
And by the mantelpiece in oval frames
Black ancestors; there, nodding like a queen,
Sat with her crystal ear-rings and lace cap
Great-Aunt Augusta, tiny in her chair:
But as a rose spreads outward in its scent,
So did her essence fill each nook, each ornament.

Part three of the collection, Epigrams and the Like, are mostly bright snippets:

THE NEW PEER
Reward for service? Wider scope?
Or dare they, even now, to hope
Removal to "another place"
Would save our country and his face?

Or in "The Lack":

It was no edible fungus that I ate.
Death knew, it seems, I lacked one doctorate.
D.D., D.Litt., D.Phil. I hadn't got any
D.Bot., nor even a pass degree in botany.

Some, however, are in more serious vein, such as "Epitaphs in Greece", written in April, 1941:

I. A GREEK SOLDIER
Go, Stranger, tell the English we lie here
Servants of freedom, as our fathers were.

II. AN ENGLISH SOLDIER
Go, countryman, tell of a stranger's pride,
Who shared your heritage and served and died.

III. AN AUSTRALIAN SOLDIER
Of English stock, but on Hellenic tree
Grafted, I fell in famed Thermopylae.

Books for your pleasure . . .

THE SMALL WOMAN, by Alan Burgess

Gladys Aylward is a woman of great heart and courage, who has devoted her life and love to the people of China. From the Inn of Eight Happinesses she spread Christian teaching and remained in China during the terrible privations of the war with Japan, making a marathon journey across the mountains with 100 homeless children. This is the heroic story of the film starring Ingrid Bergman and Robert Donat. Illustrated. **24/-,** postage 1/-.

ESCAPE FROM HELL, by Walter Wallace

This is surely one of the most fantastic escape stories ever told. Walter Wallace, an Australian soldier, escaped from the Japanese at Sandakan and formed his own Guerilla Signal Unit and Coast Watching Station. After many dangerous adventures and much perilous travelling, he was rescued by a U.S. submarine. A thrilling story, to be read with pride. **18/9,** postage 10d.

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In this new collection, Mrs. Rinehart provides a veritable feast of crime writing. The book contains two full length novels—The Door, a mystery; and The Red Lamp, a murder story, together with a long, horror story, The Confession. A must fo all mystery fans. **27/3,** postage 1/2.

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SMALL WONDER, by Graham Porter

This sympathetic but witty record of first parenthood is as full of gurgling charm as its ultimate heroine. Whatever your parental status, you will be touched, amused and completely charmed from the first page to the last. **13/3,** postage 8d.

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One could wonder, of course, if Hamilton has penned a verse or two on the Englishman and the Greek as they now find themselves on Cyprus.

(COLLECTED POEMS AND EPIGRAMS. Published by Wm. Heinemann. Australian price, 16/-.)

5,000 Years of Men and Ships

LIKE good things coming in small parcels, unobtrusively with modest title, there appeared this month *The Sea Story*, an excellent piece of writing by Captain Frank Knight.

Captain Knight's story is not so much one of the sea, as of the vehicles which man made in order to journey upon it; and of the men who so journeyed, adventured and discovered.

He began his story with the Minoans of Crete, who about 3000 BC were probably the first men to produce ships capable of trading across large expanses of sea; and with the story of the Argonauts, which was old when Homer wrote of these legendary heroes about 1100 BC.

The Minoans knew the long ships—the galleys, which relied mostly on oars for propulsion, although they also carried a square mainsail; and the round-ship, the Mediterranean cargo carrier which generally used sail. So did mediaeval Europe know them.

Both types of vessel remained static in design, not for centuries, but for thousands of years.

They were flat bottomed for ease of pulling up on the beach, and this lack of keel failed to prevent sideways drift. The square mainsail did not permit of anything much better than sailing before the wind—and, says Captain Knight, it is not until about 1400 AD that there is any evidence of an attempt being made to sail with the wind abeam or slightly ahead.

In the 50 years after 1400 AD, more advance was made in efficiency of rig, than in the previous 5,000.

It was no accident that this period saw the beginning of the age of discovery.

The Moors gave the first fore-and-aft rig to Europe with the lateen sail—a vast area of sail rigged on a long curved yard on one side of the mast.

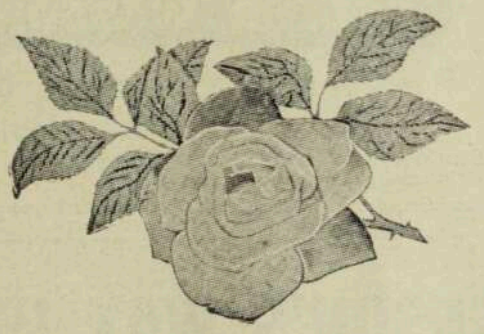
It was the first rig that permitted use of beam winds—but it was cumbersome in that tacking and wind change necessitated lowering the whole yard and sail. It was finally abandoned in the Mediterranean—but made use of by northern seamen as an auxiliary on the mizzen mast to assist in steering and keeping the vessel's head into the wind.

In the late 13th Century AD the single mast became two or three, for greater manoeuvrability; the fore and aft castles—fighting towers that had been superimposed on mediaeval ships in bow and stern—became permanent fixtures, moulded into the design of the ship; the aftercastle became the high, square, often elaborately-decorated stern of the Elizabethan and post-Elizabethan era; and the size of ships increased—to 100 or 200 or even more tons. In these vessels men set out to discover the world.

Knight's history of ships extends from those of the Minoans to the end of the era of sail—at which point, of course, we quit the time of romance for that of the technician. And his stories of the men who sailed these ships cover the same period. If in your youth you learned to recite *Admirals All For England's Sake* ("honour be yours, and fame. . ."). Or *Drake He Was a Devon Man*, you will find it interesting to meet the gentlemen again, shorn of the flights of poesy, but now become personalities.

And the other nautical heroes of history, Dutch, Spanish, Portuguese and French, who went out and discovered that the world was round, then pushed out east and west, and almost to the both poles: de Gama and Diaz; Colombus, whose America was the West Indies which, he insisted, until the end, were part of Asia; and Amerigo Vespucci, who gave his name to the continent, but who is usually forgotten; Hawkins;

BE SURE OF THE BEST!



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lendana; Captain Cook. All stare oldly or timidly out of the pages f Knight's story, to add their part) this saga of ocean voyaging.

Knight calls his book a Guide to autical Reading, and has supplied, ith each chapter an extraordinarily tailed bibliography. Unfortunately,) embark on reading all the in- resting books he suggests, would nfine one's reading to things ex- usively nautical for the rest of a fe time.

(So far as the Guide to Nautical eading is concerned, Captain night has scored a direct hit with ur reviewer. A quinquareme is a alley which rowed five banks of irs, presumably one above the her. The only other time the term as been encountered is in Mase- eld's *Cargoes*—"Quinquareme of ineveh, from distant Ophir...", I've ways imagined that the line re- rred to a Middle Eastern tentate!)

(THE SEA STORY. Published by Mac- illan and Co., Ltd. Australian price, /9.)

oldfields Drama— Z in 1861-62

HE "gold rushes" of Victoria, California, South Africa, Queens- land, New Guinea, have a pretty finite place in history—not only stories, but as extraordinary ctors in establishing the economy new European colonies.

But not many people know of the ntral Otago (New Zealand) gold sh of 1860-61. In many respects— pecially in richness and in dif- ulty of access—it resembled the nsational Bulolo-Edie Creek find the 1920's. In one month (August, 61) no less than 5,000 ounces came t to Dunedin, carried by pack- rses and lumbering waggons, over credible tracks.

The full history is told, in truly amatic fashion, by H. A. Glasson, a new book, *The Golden Cobweb*. he gold in places was unbelievably ch; and almost the whole of the rrain was extremely difficult. It is ountain-and-desert country, torn d twisted by the glaciers and oded rivers of a million years. The iners were either burned by a aring sun, or frozen stiff by in- nse cold.

There was no air transport to lve the communications problem, was done eventually in New uinea. Every pound of tucker had be carried in by toiling men over e razor-backs. Scores of isolated iners simply starved to death, though their bags contained rtunes in gold-dust.

The book is packed with drama. hat a picture Dunedin harbour ust have been, as every kind of iling ship came jostling in, dis- harging cargoes of men—some ex- erienced, some "mugs"—all mad to t into the interior before the best aims were gone.

Among the eager seekers was last century's most picturesque Pacific character, Captain Bully Hayes; and Mr. Glasson has a fascinating story of what Bully accomplished in an earthen building in Arrowtown in 1862.

(THE GOLDEN COBWEB. by H. A. Glasson. Published by Otago Daily Times Co., Ltd., Dunedin, NZ, 21/-.)

He Wished for the Ice-Works

THE *Sydney Morning Herald* for- sook art and settled for tradition when it awarded the first prize to the Australian novel, *The Sunlit Plain*, in one of its sporadic com- petitions about a year ago.

Nothing could be more traditional —redolent of gum trees and rabbits —than author H. D. Williamson's story of NSW's north-west (around Coonamble), although what is de- scribed is not in the least typical these days of the circumstances of the average Australian.

Over 60 per cent. of Australians live in cities, and of the other 40 per cent. who don't, few live as the characters in this novel. But—and we have said this before—most Aus- tralian writers make a better job of writing about the traditional, if exceptional, angle of Australian life than they do when they adopt art forms which are usually dull copies of something similar from overseas.

If this were the story of poor whites in the American South it might be regarded as some sort of classic; as it is a story of poor whites in the north-west of NSW, the fear usually is that it might give people overseas a "wrong idea of Australia".

Eddie West was a small piece of human flotsam washed up by the flood in which his parents were drowned. He was "adopted" by Deborah Tindall, who had been de- serted by her ne'er-do-well husband, and who lived in a humpy at the edge of the town, with her son and her daughter. What Eddie does soon becomes of considerable importance to the family, because unlike Leo, the real son, Eddie soon proves him- self different.

He makes only a pretence of being one of the boys of the town; he is not particularly interested in cut- ting out his cheque by drinking at the pub; and he so far deviates from the norm as to go to the assistance of the local police trooper when he is in danger of being beaten to death by the proprietor of a travel- ling buckjumping show.

Within the scope of his environ- ment, Eddie becomes a successful businessman. He first buys out the rabbit-skin merchant (illegal possum skins as a side line); and then becomes the proprietor of a lonely cross-roads hotel. As a kid the lode-star had been a-hankering to own the local ice-works.

This sort of writing is understood by Australians: Although 60 per cent. live in the cities aforesaid, no Aus- tralian is urban as (say), Londoners are urban. Scratch any of them and you will find an acquaintance with a background similar to those Williamson writes about.

(THE SUNLIT PLAIN. Published by Angus and Robertson, Ltd., Australian price, 18/9.)

Solution to Crossquiz From Page 82

What's New in Paper Jackets

These Pan and Fontana reprint novels, in cheap paper-backed editions, have re- cently been released and should be avail- able at your local bookstore:

GOD PROTECT ME FROM MY FRIENDS, by Gavin Maxwell. This is the story of the "most notorious outlaw of our time", Salvatore Giuliano, a sort of Sicilian Scarlet Pimpernel who for seven years, until his violent death in 1950, was one of the most talked about men in Italy. It is said that he robbed the rich to give to the poor—but this, of course, is not particularly original for a bandit. What was original was his secession movement: that Sicily should be annexed to the United States. His letter to President Truman about this project, in 1947, opens this story of Giuliano, written by an Englishman, who has done much research on the subject. (Pan Giant).

CASUALTY, by Robert Romanis. For those who like stories about hospitals, doctors, nurses and sick and injured people, this is the dish. It describes all the problems—all of them human—that turn up on the doorstep of a great London hospital. (Great Pan).

THE MOON IS DOWN: John Steinbeck's well-known story of the Nazi invasion of Norway and how a small town—the Mayor, the doctor and post master, the policeman, the 12 regular troops stationed there, and other ordinary men and women—adopt their own methods of dealing with it. (Great Pan).

DOWN IN THE DRINK, by Ralph Barker. Stories of the Caterpillar Club (those who bailed out of planes in para- chutes) has been followed by these stories of the Goldfish Club, members of which are survivors who ditched their aircraft in the sea or bailed out into it. Pre- sumably members of the Caterpillar Club are frequently eligible also to be Goldfish. (Great Pan).

UNDER THE INFLUENCE, by Geoffrey Kerr. After a few drinks Harry Browne could tell what other people were think-

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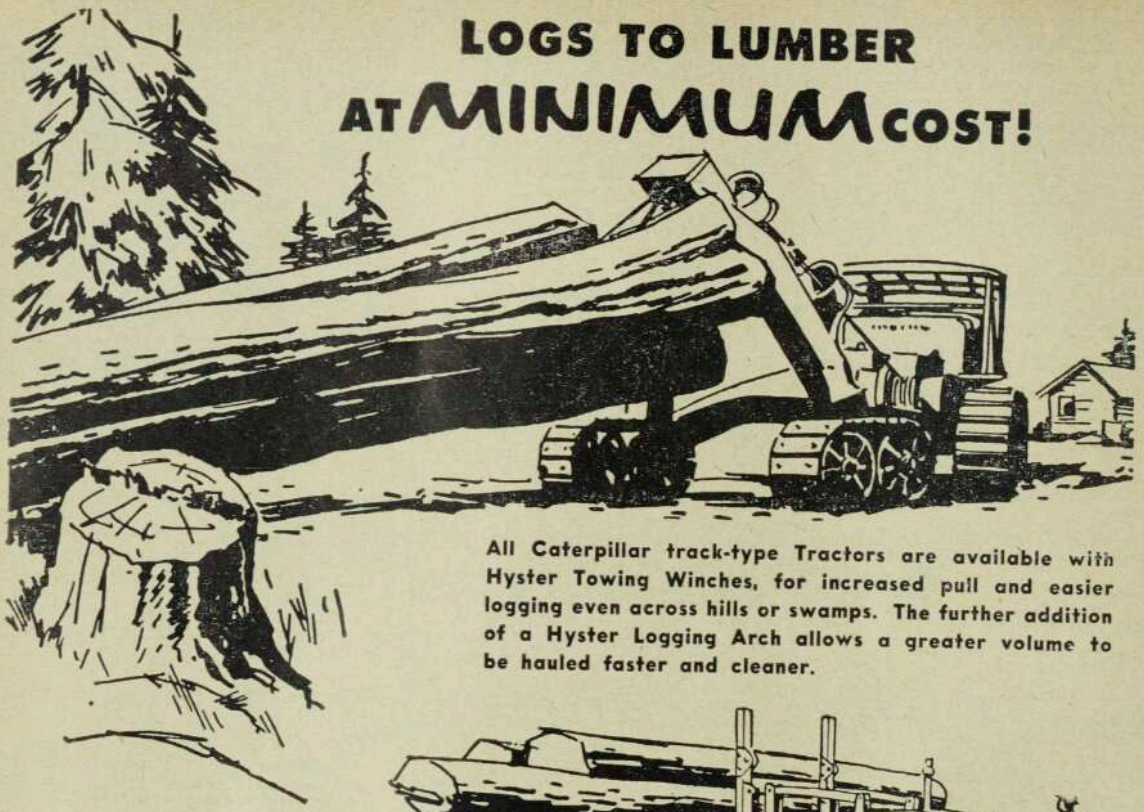

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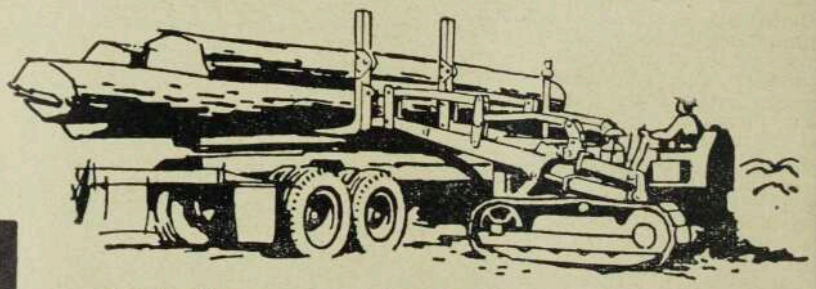

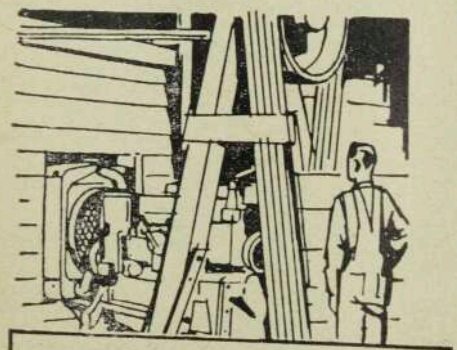

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ing. This led to all sorts of complications, especially with women—because Harry did not always keep his big mouth shut. But the biggest complication was when, through this strange power, he learned of a murder shortly to be committed. This hilarious piece of nonsense is a thriller with a difference. (Great Pan).

THE PHOENIX, by Lawrence Bachmann. This story has now been made into a picture by United Artists starring Jeff Chandler, Martine Carol and Jack Palance. Bachmann, a Hollywood scriptwriter, stayed in Berlin after the war and watched the new city grow from the ashes of the old. His observations of conditions, immediately after the peace, are the basis of this story of six men employed in the disposal of deadly bombs. Their pact, that the last to survive shall take the savings of all, provides the right atmosphere for intrigue and suspense. (Fontana).

GOD'S LITTLE ACRE, by Erskine Caldwell. Eight million copies of this novel have been sold since the author first struck pay dirt with it way back in 1933. This particular edition is probably produced now because of the film soon to be released by United Artists. It is the zany, earthy folk-tale type of writing that is the peculiar talent of some American writers. (Great Pan).

LORD JOHNNIE, by Leslie T. White is a period piece—"a lusty novel of the 18th century". Lord Johnnie escapes the noose in London by a whisker to sample adventure in the New World. It has all the ingredients—love, lust, brutality, fighting and fast pace—for this sort of escapist literature. (Pan Giant).

UNEASY TERMS, by Peter Cheyney. The amazing Callaghan finds himself involved with three beautiful sisters all at once when their bad tempered step-father gets himself murdered in his own manor house. There seems plenty of reasons for murdering him. But Callaghan copes with the sisters and sorts it all out. (Fontana).

WAR IN THE AIR, by Gerald Bowman. This is what one might imagine from the title: a survey of air power in two World Wars and what we might expect when we have the Third. As well as a history of air warfare, a special section at the end of the book lists the types of aircraft that were used by Britain, America, Germany and Italy in the two last wars. There is also an extensive index to the subject matter. (Great Pan).

THE NUTMEG TREE, by Margery Sharp. This story of the incautious Julia whose complicated entanglement with six trapeze artists at the same time that she was trying to keep up with the high standard set by her daughter, is still funny although it first appeared in 1937. (Fontana).

THE PAPER CHASE, by Julian Symons. Co-education is not universal in England so perhaps that is why the author decides to give this mystery story that setting. The "co" part of the double-barrelled work seems to be more important that the "educational"—but Whodunit readers will have nothing to complain about, either. A murder takes place in the school the first night the hero takes up residence. After that the clues and the complications follow thick upon one another. (Fontana).

A MURDER IS ANNOUNCED, by Agatha Christie. Miss Marple knits clouds of pale blue wool while she unravels the most complicated of the plots that Agatha has ever set her. We do not know whether Miss Christie has pensioned off M. Hercule Poirot, or not; but Miss Marple these days seems to get the lion's share of the work. Both are getting very long in the tooth—but Miss Marple, at any rate, retains her detecting faculties unimpaired. (Pan).

(Our copies of above books from Wm. Collins (Overseas), Ltd.)

They Fish By The Nights Of The Moon

(Continued from page 83)

Mara'i, "Clear Sky", is the name the Tahitian has given to the sixteenth night in his almanac. It is now the time of the full moon, and all of the fish, including the shellfish, are fat and very pleasing to the taste.

Battalions of crabs are feeding upon the warm, shallow floors of the lagoons, the lobsters are gorging themselves with the delicious tidbits of the barrier reefs, and in the lagoons and the seas a hundred and more species of fish are fighting the battle of the survival of the fittest. Big fish are eating little fish, as they have been doing from the time, aeons ago, when some volcanic fury heaved the islands up above the level of the sea.

The night of "Clear Sky" is followed by the three fearsome nights, when the ghosts of Tahitian fishermen and pig-hunters stalk and paddle by reef and palm.

Then the fishermen, restrained by superstitious fears as old as the race, remain under their roofs, and frequently say, *"Aue! We are hungry for fish!"*.

Nor will they venture out upon the lagoon on the twenty-first, twenty-second, and twenty-third nights. Again has the north wind mounted in fury, moaning and shrieking across the mountainous, swiftly running seas, like a ghost locked out of home.

Ta'aroa-tahi means the night of the "First Severing", and is the twenty-fourth night of the Nights of the Moon. It is a night on which many babies are born.

When the happiest event in the life of a Tahitian fisherman occurs, he, as a good father ought to do, does not go fishing that evening, but stays at home and anticipates the joyous day when he will first slip a tasty sardine into the mouth of his latest born.

On the three evenings which follow the night of the "First Severing", however, he hastens off to the lagoon. He knows that the interstices of the rocks and ledges are then full of fish for him to take with his hand or spear, and that the red fish—which he eats with coconut s a u c e—are especially numerous. Moreover, these are nights when he, drawing upon his inherent skill, is at his best; he will not leave the fishing-grounds until he has taken a sufficency of fish.

His almanac ever in mind, he is aware that on the succeeding night, the twenty-eighth, the fish will again become scarce.

Furthermore, but two nights remain on his calendar after the night of scarcity. On the first of these, the moon will be utterly "overtaken by oblivion", and on the night of Motu, which means severed, the period of the almanac will end.

Once the characteristics of the specific night of the moon have been noted, and the night is seen to be one after the heart of the fishermen's god Hiro, the brown fisherman, accompanied by two or three boon companions, places himself and the fishing equipment in the primitive dug-out canoe.

Taking the handle of the paddle into his hand, in which it fits like the hand of an old friend, he pushes out into the lagoon, his heart as light as the sea-foam which falls from the paddle. The next instant, as if possessed of life and volition, the canoe glides ahead, holding its way towards the fishing-ground.

Can You Top This One?

Amusing Pidgin incidents are happening every day in the Territory, but this is the funniest we've heard for a while. It all happened to a new European employee of Qantas, in Lae, NG.

With his meagre knowledge of Pidgin he was doing quite well, and picking up a bit more each day. But the time came when he had to book a native on a plane trip to Wewak.

The c o n v e r s a t i o n went something like this:

Qantas Officer: You want to go along Wewak?

Native Passenger: Yessir, mi laik go long Wewak.

QO: Have you any cases?

NP: Yessir, mi gat tupela paus.

QO: Ah-h-h—t w o fella "paus"—oh yes, pouch. You got wife?

NP: Mi nogat Meri. Mi gat manki, tasol.

QO: Oh, a monkey, ay? Well, you will have to go along to the Agriculture Department and get him sprayed, then put him in a box before you can take him.

NP: Mi nosave bokis long manki. Em i olosem yumi, em i wokabaut na abaut.

QO: (A little testily at being likened to a monkey, even though it could "walk about now about"): Now, don't you be cheeky, and hop off and get that monkey sprayed, and fix up a box for him. There's going to be no animals loose on that aircraft—making a mess and ripping up seats.

At this stage an Old Hand walked in, explained that a manki was a small boy, and straightened the thing out, and all was well. Small boy was neither sprayed nor put in a box.—PR.

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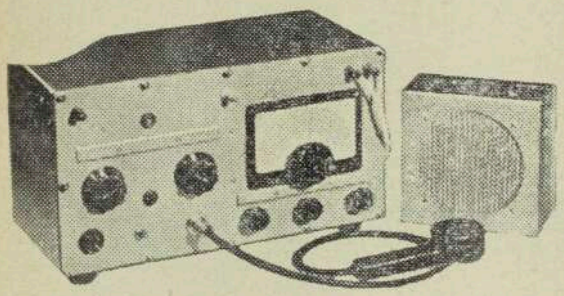

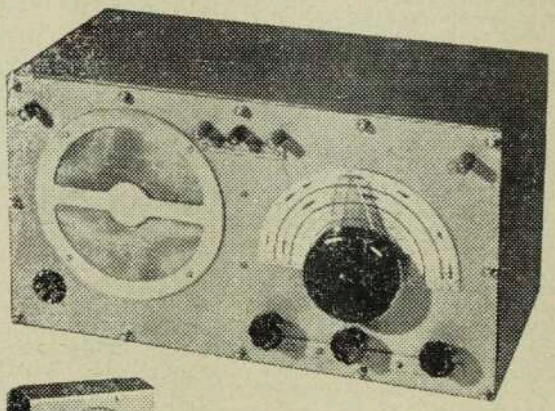

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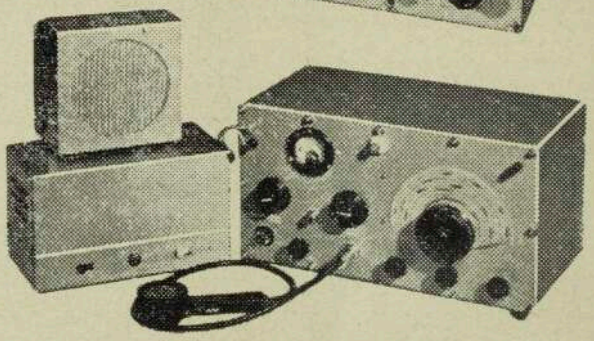

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PACIFIC SHIPPING AND CRUISING YACHTS

Biggest shipping blows of the year have fallen on the British Solomon Islands Protectorate which has lost not only *Melanesian*, in completely mysterious circumstances, (*PIM*, August), but also the smaller *Betua*, which went on a reef during the search for *Melanesian*.

THE 66-ft Betua was built about 1950 for the BSIP Medical Department and has been engaged in patrol duties in Protectorate waters ever since.

In the early stages of the *Melanesian* search in July, *Betua* was despatched to help and in attempting to enter Manawai Harbour, on Malatia, in darkness, went up on a reef at the entrance.

There was a heavy surf running at the time but the crew managed to get ashore safely.

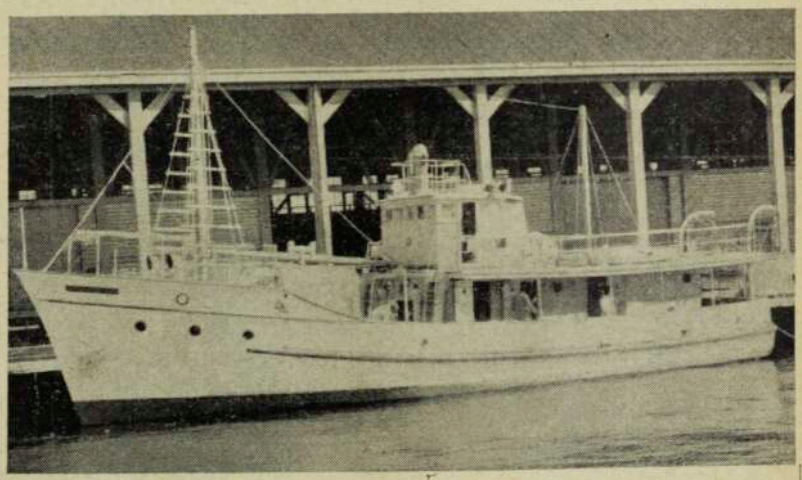
She went high on the reef and was holed on the port side. Repeated attempts to get her off failed, although she was stripped of everything including engines, and air-tight drums were loaded into her. By the beginning of August the hull was breaking up fast.

Loss of these two ships has put the Protectorate Government in a difficult position. Even with the two lost ships, the smallships' fleet was just able to cope with all the work required.

• NEW DOG WATCH: The *Dog Watch* for 1958 is now on sale (for 1/6 Australian). This annual of the Shiplovers' Societies of Australia is, as usual, full of interesting stories of the ships of a bygone day, mostly by the men who sailed in them.

In this issue there is a well known description of the memorial service that was held for the lost *Pamir* (once a well known visitor to Spencer Gulf), at Port Victoria, South Australia, on October 6, 1957.

The idea was that if Mr. E. Norris, of Adelaide, who in 1939 sailed before the mast in *Pamir*. The surprising total of 300 persons attended the ceremony—many of them had travelled great distances to be present.



The service was conducted by a Lutheran pastor and after it, those who attended reassembled at the end of the jetty and cast their floral tributes into the sea.

(There are Shiplovers' Societies in Victoria, New South Wales—including the Newcastle Shiplovers' Society—Tasmania, South Australia and Western Australia. The Annual *Dog Watch* is produced by the Victorian Society on behalf of all the others. The address is Box 1169K, GPO, Melbourne.

• COST OF *AONIU*: Beating of chests and tearing of hair over the bargain price of Tonga's new *Aoniu* in comparison with Fiji's new *Ra Marama* continued into August in Suva.

As pointed out in August *PIM*, the $64 question was whether the £Stg.87,000 that *Aoniu* was said to have cost, included the cost of delivery from Holland.

The *Ra Marama* cost £St.66,000 delivered.

The arguments waxed so hot in Suva that the Fiji Government took an unprecedented step and issued a statement on the subject. The statement said that *Aoniu* belonged to the Tongan Copra Board and not the Tongan Government. The Tongan Copra Board had stated that the cost of *Aoniu* was: Basic cost of ship, £Stg.87,000; preliminary estimates of delivery, including engagement of and flying home of crew, £Stg.8,000; echo-sounding and other gear, approximately £Stg.2,000. This makes £Stg.97,000. "To the total cost of *Aoniu* might also be added the cost of visits to shipyards and marine consultants in the United Kingdom and Europe in 1956, which covered a period of six months."

The *Fiji Times*, which had said a lot about the comparative cost of *Aoniu* and *Ra Marama*, did not seem to think much of the Fiji Government's statement. That newspaper said that Prince Tungi had assured them that the cost of delivery and extras would not cost more than £5,000.

(When discussing the subject with Australian shipping interests some months ago, *PIM* was told that delivery costs would "not be a penny

The Melanesian Mission's new "Southern Cross"—the eighth vessel of the line to bear the honoured name—got away from Sydney on August 27. She carried a cargo of mission supplies plus three young bulls, two heifers and half-a-dozen pigs—the animals being stud stock designed to improve mission herds.

Captain G. E. Langley was Master; Mr. Geoffrey Kuper mate; and Mr. Brian Ayers, mission engineer in BSIP, was chief engineer. Captain Langley's daughter went along as cook. The vessel should reach Honiara by September 5.

Over 1,000 Anglicans gathered at Benalong Point, Sydney, on August 23, to see the new vessel dedicated by Co-adjutor Bishop Kerle. "Southern Cross VIII" was built on the NSW north coast by Ballina Slipway and Engineering Co.

In The News This Month

Aoniu
Astrolabe
Albatros
Arthur Rogers
Annette II
Adios
Betua
Charles H. Gilbert
Colville
Caronte
Chelan
Dobiri
Endeavour
Golden Grain
Hifofua
Hugh M. Smith
Horizon
John Williams VI
Jinni
Kakawai
Les 4 Vents
Lady Ellen
Melanesian
Moana Raoi
Morwak
Marco Polo
Norfolk Whaler
Nirvana
Negera
Oshoro Maru
Piri
Pterodactyl
Phoenix
Quebec
Ra Marama
Rongomau
Ransdorp
Romayne
Rainbird
Solquest
Tui
Te Vega
Tiare Maori
Te Rapunga
Te Matangi
Verao
Waitemata
White Hart
Yankee

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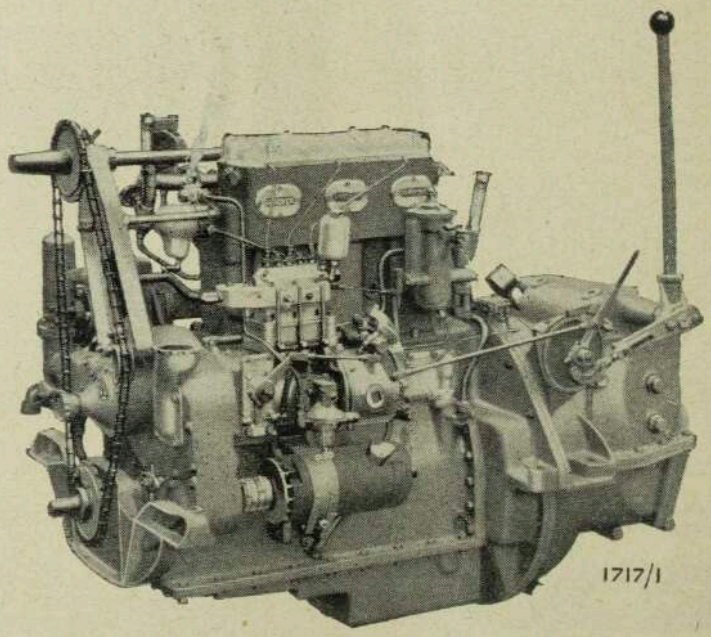

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less than £10,000." £A10,000 is approximately £Stg. 8,000).

• HISTORY WAS NOT MADE: The Tonga Copra Board's trim new *Aoniu* finally arrived at Tonga from a Dutch shipyard under the Netherlands and not the Tongan flag.

Thus what was expected to be an event of considerable nautical interest—the first appearance of the Tongan merchant flag in the Atlantic—did not eventuate. There were undoubtedly very good technical reasons involving maritime law, employment of a Dutch delivery crew, etc., governing this decision, and as the same circumstances are likely to apply to the new *Hifofua* it appears that this particular contribution to maritime history will not be made in the forseeable future.

Or may we suppose that some day the huge tankers of the world will bear Nukualofa on their sterns, just as today they bear the ports of registry of such places as Monrovia and Amman?

• OF SHOES AND SHIPS: Captain Fred K. Klebingat, retired Master of Pacific steam and sail and tireless collector of Pacific maritime history, writes to say that he will soon, at the instigation of an American publisher, sit down and write a book on his sea experiences in such well known vessels of the past as the barquentine SN *Castle* which traded to Papeete and the Marquesas; the steamer *Beulah*, once familiar in the Line Islands, and others.

• *ASTROLABE* WRECK: Referring to recent articles on the believed discovery of the *Astrolabe* wreck on Vanikoro, Captain Klebingat mentions an old and little-known book by Captain George Bayly entitled *Sea Life Sixty Years Ago*, published in London in 1885. It was Captain Bayly who purchased the sword-hilt at Tikopia.

• *ALBATROS IN UK*: Captain Klebingat, now living in San Pedro, California, also sends along some interesting clippings on other subjects. One of these reports the safe arrival in the Thames of Ernest K. Gann's elegant brigantine-yacht *Albatros* in early July.

This craft was advertised in *PIM* a year ago, but when unsold Gann, writer of the best-sellers (*The High and the Mighty*, etc.) decided to cruise to Europe. Last year the Panama-registered 97-ton craft was employed in the filming of Gann's *Twilight for the Gods* in Hawaiian waters.

• PROBLEM FOR *YANKEE'S* NEW OWNER: Another clipping reports that the American Merchant Marine Institute lodged a protest in July against a bill then to be considered by the US House of Representatives, whereby the 114-ton brigantine yacht *Yankee*, so well known in the South Pacific, would be permitted to be documented as a US vessel, with full coastwise privileges. The objection was on the grounds that *Yankee* was built outside the US.

The Institute opposes the application as part of its policy of protecting the US ship-building industry.

Although the clipping does not make this clear, it would seem that *Yankee's* new owner, Mr. Reed Whitney, plans to use the brigantine as a commercial vessel on coastwise cruises, rather than as a yacht. The Irving Johnsons handed over *Yankee* last May on completion of her latest world cruise with cost-contributing crew. *Yankee* No. 2—the Johnsons had another craft before World War II—is very similar to *Albatros*.

• DEEP RIVER: With high-speed atomic submarine merchant ships in the offing—submarine tankers are already on the drawing boards—a knowledge of the deep currents of the ocean will soon be of great importance to mariners. One of the fruits of the IGY has been an increased knowledge of such a current, first discovered four years ago by those untiring United

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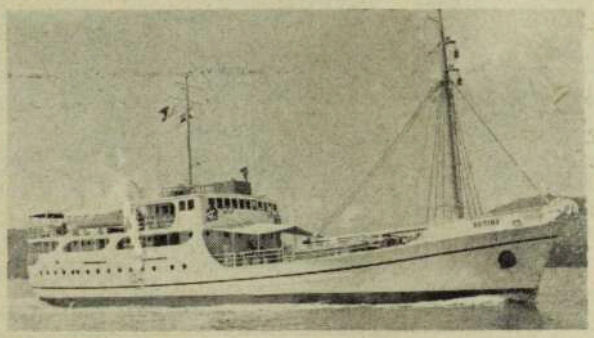

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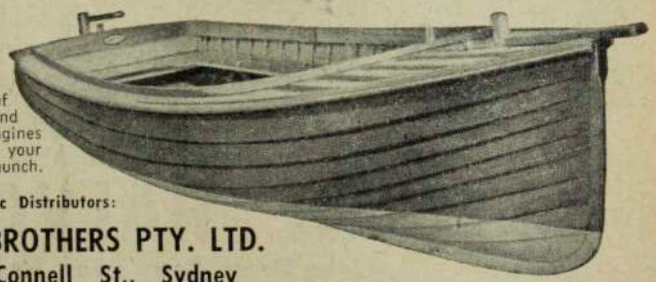

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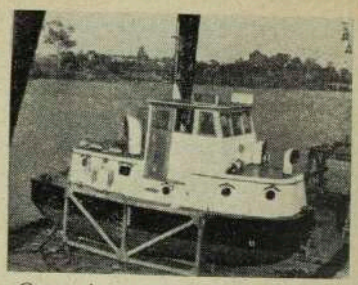

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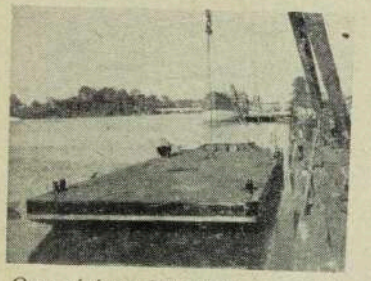

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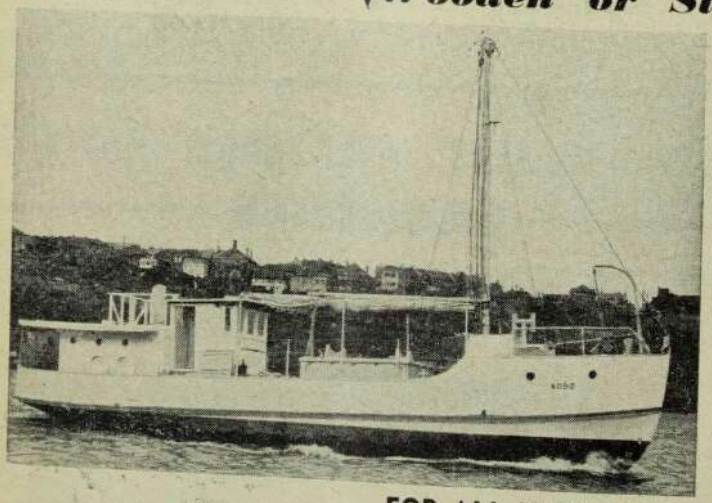

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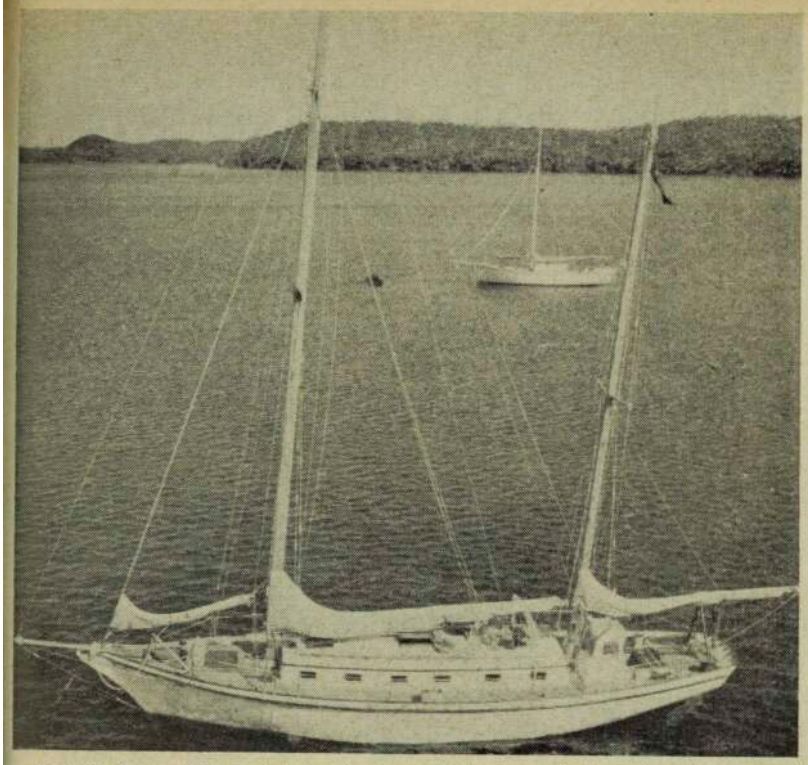

In Vavau Harbour, Tonga, in late July, were the 48 ft. ketch "Windsong", on a year's cruise from Melbourne with owner-skipper Jack Walker and four male companions; and the 44 ft. cutter "Meridian" (in the background) with American husband-and wife team, Richard and Abbie Stafford, who left Panama in 1956 on a world cruise in easy stages. Both yachts later went on to Fiji, where they are now. "Windsong" will head for the Cooks soon, and "Meridian" will go the opposite direction, towards Australia.

States Fish and Wildlife Service research vessels of the Pacific Ocean Fishery Investigation unit based at Honolulu.

In June the F & WS vessel *Hugh M. Smith*, and the Scripps Institution's vessel *Horizon* teamed up to add to the knowledge of this fast-flowing submarine river which sweeps across the equatorial Pacific at a depth extending from the 25-fathom level down to about 75 fathoms.

Heading south from Honolulu the research ships took soundings and deep-current readings along longitude 140 W and 4 N to 4 S. Buoys were anchored in depths of 2,000 to 2,250 fathoms and instruments lowered.

The findings: a 3-knot current to the eastward below the west-flowing South Equatorial Current. Now named the Equatorial Undercurrent, this stream was found to be 100 to 200 miles wide.

On the basis of such knowledge we may expect some day that, just as in the air today, submarine vessels will be navigated at various levels, depending on their routes.

After completing the above work both vessels headed south to bunker at Papeete.

Horizon then resumed her IGY oceanographic survey work and *Hugh M. Smith* headed north to the Marquesas to carry out the seventh and last investigation into tuna fishing possibilities which F & WS has been making in that area over the past two years.

Charles H. Gilbert, on similar work, had arrived back at Honolulu after three months in the area, on May 2.

Results of the survey will doubtless be published soon, but from the separate interim cruise reports it would seem that albacore, the best variety of tuna, has been scarce, and that moderately good surface fishing for skipjack, yellowfin, and other varieties is possible in the summer months, using a local variety of sardine as bait-fish.

Some of this bait-fish has been successfully introduced to Hawaiian coastal waters during the Marquesas survey. Long-lining—in the Japanese style—has not proved very productive.

• A HANDSOME SHIP: A ship's profile is often governed by purely utilitarian factors, but in the case of the GEIC Wholesale Society's new Hongkong built *Moana Raoi*—a photo of which appeared in the builder's advertisement (p. 33) last month—designers and builders have surely produced as handsome a vessel as any trading in the South Pacific Islands area today. (Over)

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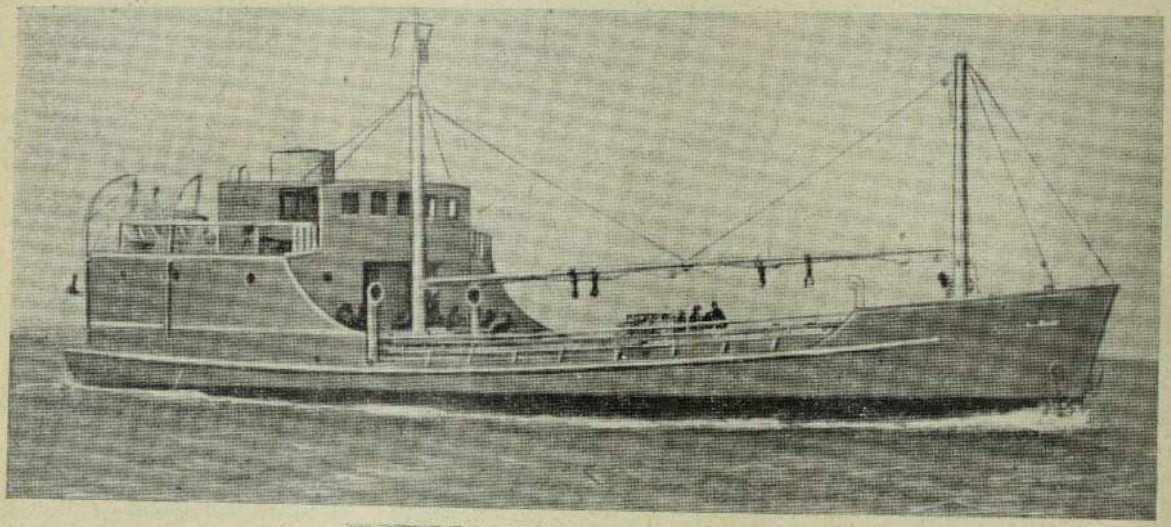

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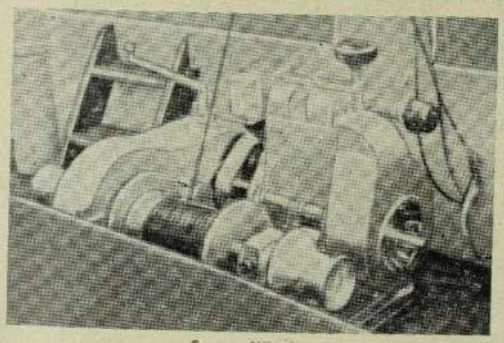
Cable Add. "Dunship"



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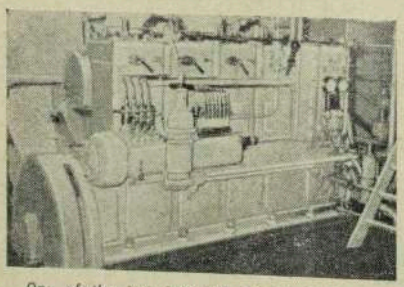

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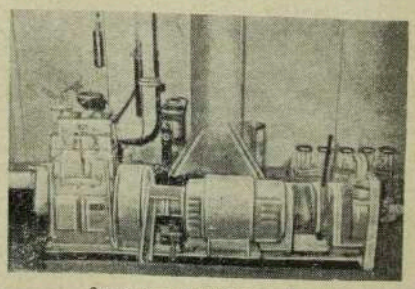

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Before the vessel cleared Hongkong on delivery to Tarawa, Capthan Vic Ward supplied some revised details of the ship. Earlier information—in June *PIM*—had given the tonnage as 470 gross and 260 d.w. This is now given as 504 tons gross, with a copra capacity of about 300 tons and tankage for 35 tons of fresh water and 50 tons of diesel oil, giving the vessel a cruising range of 6,000 miles at 10 knots cruising speed.

In addition to the passenger accommodation for six first-class and eight second-class passengers, there are the cabins for master, three mates, three engineers, 22 crew—and 2 officer cadets.

Unlike many ships of greater size, *Moana Raoi* has fresh water piped to hand basins in all cabins.

Navigational and other equipment is as listed in June but with the addition of that very handy instrument, the Chernikeeff electric log. In addition to the two life boats there are inflatable rafts to accommodate 50 persons.

The vessel was built under Lloyds' survey and in excess of requirements.

Captain Ward, who has the command, first went to the Pacific in 1946 as mate in *John Williams V*, and later was master in *John Williams VI*. In 1953 he joined GEIC's *Tuvalu* (since sold), and transferred later to *Tungaru*.

He served his time in the Ellerman Lines of Liverpool and was twice "ditched" during the war. With him, as chief engineer in the new vessel, is Mr. Joe Florian, of Fiji, who has been in GEIC service since 1953, and Mr. Tetia Redfern, a former sergeant in Fiji First Battalion, in GEIC ships since the war, is mate.

• IGY ACTIVITY: September will see a deal of IGY activity round central Polynesian waters. Hokkaido University's *Oshoro Maru*, 516 tons, cleared Yokohama August 5 with a 17-man team of scientists to observe the total eclipse of the sun on October 12 (9.04 a.m.) at New Zealand's Suwarrow atoll in the Cooks.

The 31-year-old craft (signal letters JLMJ) was due at Rarotonga for clearance on September 17 and should arrive at Suwarrow September 21, according to information obtained by a *PIM* shipping correspondent in Japan in July.

The early arrival allows time for the setting up and testing of all the equipment prior to the big event. The party should leave Suwarrow on October 20 and reach Yokohama via Honolulu about November 2.

Meanwhile an American vessel will be transporting other astronomers of various nations to Mopelia, in French Oceania, and Pukapuka in the Northern Cooks. It is believed that the US Navy will handle this project.

New Zealand astronomers are understood to be reaching Atafu, in the Tokelaus, on the same project per RNZAF Sunderland flying-boat.

• HMNZS *ENDEAVOUR*: Almost a sister-ship of that ill-fated *Sea Pearl*—prior to heading for the Antarctic in December, will make an Islands cruise on mainly IGY duties. She was to clear Auckland on September 5 with an oceanographer aboard and will take ocean samplings en route to the Kermadecs, Fiji, the Tokelaus, Southern and Northern Cooks. Weather observation stations will be supplied, and medical and scientific observers shuttled about the islands prior to her return to Auckland in mid-October.

• RNZAF *TUI* will also be out and about with other oceanographers aboard. She will carry out a more extensive IGY project of soundings, samplings, and checking of deep currents along the Tonga Trench and the Raoul-Suva-Apia-Auckland circuit. This will be New Zealand's last maritime expedition of the IGY series.

• NAME CHANGE: Southern Cross Shipping Co.'s 469-ton tanker has taken on a name more in keeping with her Island port of registry. The name *Verao* has replaced *Ransdorp*.

Though the ship is registered in Suva, the company is registered in Vila—and Verao is the name of a small island off the north coast of

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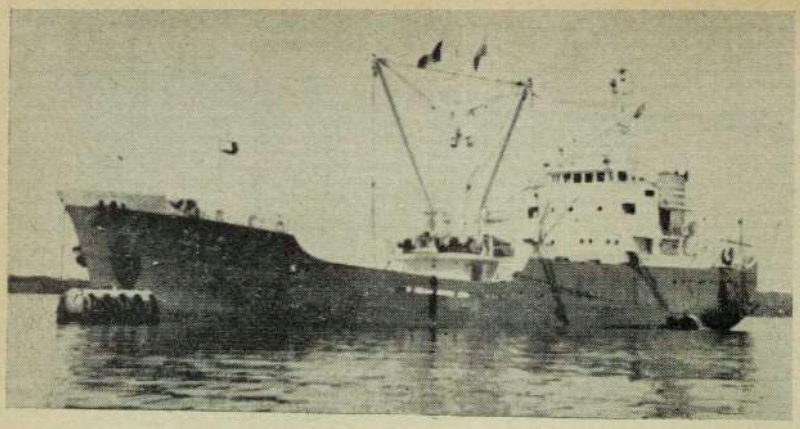
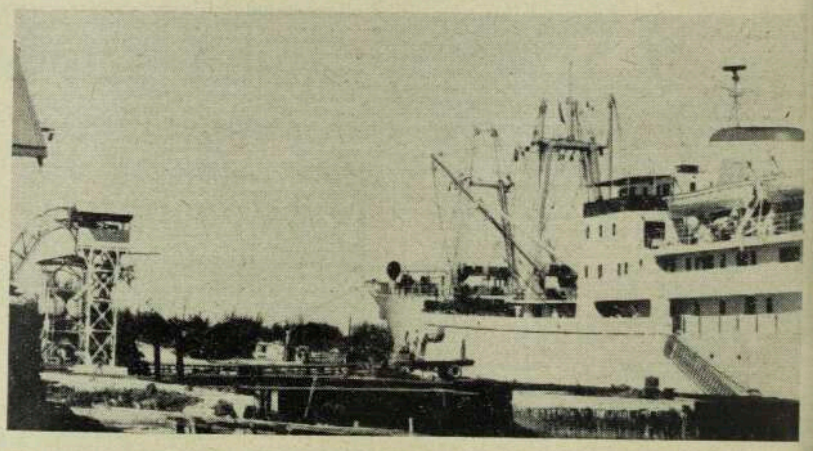


THE SANTO SCENE

The 1,000 tons "Santo Maru" (left), whic belongs to the South Pacific Fishing Compan (NH), Ltd., of Palikulo, Santo, New Hebride The vessel does the round trip between Sant San Francisco and Japan in about eight week —carrying frozen tuna and other fish on th northbound journey, and frozen bait and o on the southbound voyage.

"Milos" (below) was the first of th Australia-West Pacific Line vessels to call a Santo, New Hebrides, to pick up frozen fis for the Japanese market. The photo shows he alongside the wharf of the South Pacific Fish ing Company (NH), Ltd., at Palikulo. The con veyor and crusher that feeds ice into the tun fishing ships is shown extreme left.

Photos: B. Hilder



Efate. (Verao is also known as Moso.)

The little ship seems to be filling a need in the Tasman trade. In addition to running molasses from Queensland, she has recently uplifted whale oil from New Zealand's only active whaling station at Tory Channel, Cook Strait.

• OWNERSHIP CHANGE: Norfolk Island Whaling Co., owners of the successful station on Norfolk Island and the 217-ton Ballina-built, year-old whale chaser *Norfolk Whaler*, purchased the assets of the unsuccessful Hauraki Whaling Co. of Auckland in July, and plan to resume operations at the Great Barrier Island station outside Auckland in the season now opening. The well-equipped modern station includes the converted 112-ft Fairmile whale-chaser *Colville*, which causes a good deal of interest as she lies idle in Auckland.

• OOPS!: Societe le Nickel's 10-year-old, 3,660-ton ore carrier *Quebec*, bound coastwise from Noumea to Thio, struck a rock at midnight on August 7 when about four miles from Thio. The same company's *Caronte* was called to help free *Quebec*. There was apparently no serious damage an *Quebec* arrived back at Noumea fo survey on August 11.

• STILL THEY COME: Ever sinc *PIM* was born, its pages have re corded with monotonous regularit the birth of some new expeditio in search of Cocos Island (Pacific treasure. Best known treasure t come out of the Costa Rican Islan so far has been the collection c books explaining the failures of th various searchers. (One of the bes of these is Sir Malcolm Campbell' *My Greatest Adventure*).

Latest to try his luck is a 30 year-old Scot named Ian Lilburn— equipped like the others with th standard set of ancient charts wel marked with blood-stained finger prints, but plus "geiger counter and mechanical shovels"—and nin companions, "some of them my gir friends", according to a Londo news despatch. There's no mentio of how the Lilburn outfit is travell ling, but with mechanical shovel in the luggage, the finance involve in transport alone should be con siderable. Whatever the luck wit the gold, the story should make dandy television film.

• NI TRANSIT: Two little ship on delivery voyages passed through Papeete in July. First was the fish

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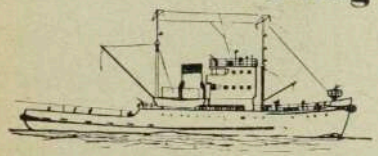

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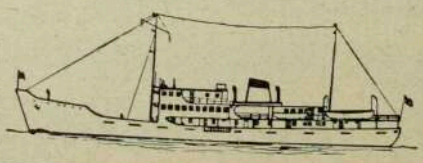

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ing trawler *Golden Grain*, purchased at Brixham by Wellington fisherman Arthur Dickenson. She had left England on April 24.

The 57-ft craft with 44 hp motor arrived at Wellington early in August.

The other vessel was the new steel tug *Wooree*, 210 tons and 107-ft overall, with a crew of 11 under Captain A. A. Baxter, of England. She was on delivery from an English builder to her owners, Waratah Towing Co., Sydney, and had departed Newcastle-upon-Tyne on June 12.

Of hydroconic hull type, never before seen in New Zealand in this class of vessel, the tug caused great interest in Auckland, shipping people coming from all over the country to witness demonstrations of her manoeuvrability.

• PAPUAN VESSEL FOR COOK ISLANDS: Back from his ruminating trip to the Far East (June *PIM*) Captain Hugh Williams, of Rarotonga decided not to take up his option on the well-known Tasman explosives vessel *Piri*.

Instead, he has purchased *Dobiri*, a small vessel—but certainly more suitable for his purpose as she will tie up alongside the Avarua wharf at Rarotonga.

Dobiri has been owned and operated for some years in Papua by the Australasian Petroleum Company. She was built in Noumea during the early war years and owned by a member of the Mercier family. She was sold to the New Guinea Lutheran Mission after the war; then belonged to an oil company, and finally, to the APC.

Dobiri is 80 ft long, has a single Gardner engine and is capable of carrying 80 tons of cargo. The sale to Captain Williams was made through Captain W. L. Kennedy, Sydney shipbrokers.

When the deal went through, Captain Williams' old sailing mate, Engineer Livingstone, was lured from his Rarotonga furniture factory, packed his sweat-rags and took off for Sydney. Both he and Williams have been in Port Moresby since early August and expect to sail from there, direct to Rarotonga, at the end of that month.

As we understand it, advertisements in Sydney newspapers have been the means of acquiring the crew, who will sail on a sort of working holiday basis. Several men have flown up to Port Moresby to join the expedition. Captain Williams thought that he might, as well, get a few native crew members in Port Moresby. But as the P-NG Administration is not fond of letting any of its wards out of its sight, the chances of this seem pretty slim.

The vessel is capable of making the Port Moresby-Rarotonga voyage non-stop—in a minimum of three weeks. And this evidently is Captain Williams' plan—though it sounds dull for the working tourists.

• AND ANOTHER FOR SOUTH: Captain Kennedy has sold another of the APC vessels, also—the 72-ft *Negera*. She will join the fleet of the Queensland firm, Hayles Cruisers Pty. Ltd., which operates services between Brisbane, Cairns and Townsville and off-shore islands.

Negera was built in the UK as a Harbour Defence Motor Launch and was imported from there to Australia after the war. She was

STRIKE OVER OPIUM CHARGE

The Messageries Maritime liner "Caledonien" left Noumea for Sydney on August 3, 24 hours late because of a striking crew.

The passengers had already embarked on August 2, when they were told that the ship would not be sailing until further notice.

According to an official statement, the strike was due to a complication following the arrest by Noumea police of three crew members on a charge of smuggling opium.

But apparently an agreement was reached with the crew, for the ship sailed at 9 a.m. on the 3rd.

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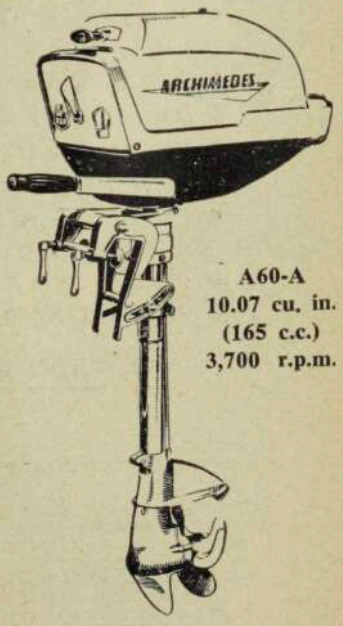

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- Charles Hope Ltd.-Cold Flame Refrigerators.
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shipped on a freighter at a cost of £2,000). Subsequently she was bought by APC and sailed by that company to Papua.

She was used as a personnel vessel —all accomodation, no cargo space. She is powered by twin Gardner diesels.

• APC IS NOT SELLING ITS SHIPS: Following reports of APC withdrawing from oil prospecting operations in Papua, there have been numerous inquiries from prospective purchasers of the Co.'s vessels. But APC has no plans for disposing of its fleet at present. *Dobiri* and *Negera* were surplus to APC requirements, and would have been disposed of in any event.

• ON THE LIMP: The USS Co. trans-Pacific freighter *Waitemata*, 7,364 tons, experiencing engine trouble soon after departure from the US Pacific Coast in July, made the run south at reduced speed for repairs in New Zealand rather than put back. At Rarotonga the vessel loaded the largest shipment of copra, 350 tons, to leave the Cook Islands for many years.

• MANY HANDS: Captain Omer Darr's handsome 242-ton steel passenger schooner *Te Vega*, believed to be the only vessel under the Liberian flag regularly trading in the South Pacific, was out on another luxury cruise from Papeete to the Cooks in July-August. The two-masted gaff-rigged, 134 ft vessel carries a crew of 19, which seems a lot for a vessel of this size, though some are assigned to the care of the passengers.

Te Vega had a full complement of 12 cabin passengers on her latest cruise and a programme of native dancing was specially arranged for their entertainment at Rarotonga.

Captain Darr is probably the first man ever to demonstrate that this kind of Island cruise can be operated successfully. A very substantial sum was invested in fitting out the schooner and fares are very definitely in the luxury class.

Chance for the Scientists

The medical scientists should find plenty to interest them should they decide on an investigation of appendicitis among Japanese seamen in the Pacific.

Since the Japanese fishing fleets came back after the war, hardly a month has gone by when some seamen is not put ashore somewhere—and always with appendicitis.

Latest, in August, was in Noumea when a seaman was landed off the tuna ship "Myojiyo Maru". The operation was successful—as usual.

Adventure Bound!

The American schooner "Utopia" made the kind of dashing picture every amateur yachtsman dreams about as it left Suva harbour in July, headed north. Owner-skipper Fred Peterson had on board a crew of six, four of whom were recruited from Suva during the schooner's call there en route from NZ. See August "PIM" for a photograph of the skipper and crew.

—Stinsons.

• ANOTHER WITH A PEDIGREE: A two-masted schooner whose fares provide more for the ordinary mortal, and which is not adverse to carrying some cargo, is *Tiare Maori*, lately busy on the Papeete-Rarotonga run.

Captain Fred, K. Klebingat, of San Pedro, provides some further details of this 168-ton vessel's history, correcting some earlier information.

The schooner was designed by Lee and Brinton, of California, and built by J. H. Madden, of Sausulito for that once well known car manufacturer, Clifford Durant. From him she passed successively to other prominent American owners—Irving T Bush, Lewis Stone, Scripps Institution as a research vessel, the US Navy Electronics Laboratory, again to Scripps, then to the film company to appear as *Henrietta* in *Around the World in 80 Days*—fitted out as a side-wheeler.

This film should therefore be of particular interest in the Cooks and French Oceania—when it gets there. Owner Walter S. Johnson acquired the schooner after this. She once had topmasts and bowsprit. She is built mainly of Philippine mahogany, with some iron floors. Present registry is said to be Nassau, Bahamas.

• EASTERN CIRCUIT: *John Williams VI*, 419-ton London Missionary Society courier, was to

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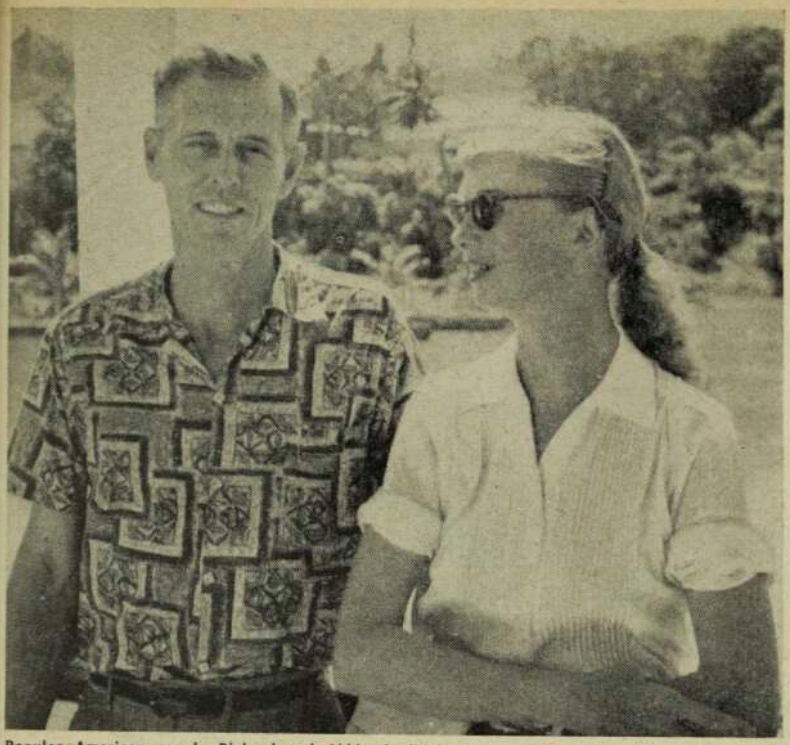

Popular American couple Richard and Abbie Stafford, of the cutter "Meridian" (see August PIM), take life very much as they find it on their Pacific cruise, which started in 1956. In Fiji now, they hope to get to Australia "in real easy stages". In late July they were in Vavau, Tonga, where Stuart Inder photographed them.

clear Suva in mid-September on her annual circuit of the Cook Islands mission stations, the cruise taking the better part of two months. Calls are scheduled at every island except uninhabited Suwarrow and privately owned Manuae.

• SCHEDULE UPSET: *Arthur Rogers*, English Brixham work-boat in which Tom and Diana Hepworth have been earning a living in the New Hebrides, arrived back in Auckland on August 18 for slipping. The ketch sprang a leak in heavy conditions north of Auckland in June while northbound after partial refit. She again went on the slip, and after further work is done will sail for the Solomons.

• G & E's *MAUREEN* FOR SALE: Tenders were called for the purchase of the Gilbert and Ellice Islands 60 ft, 60 gross ton *Maureen* in August. They close with Secretary of Government, Tarawa, on November 30.

The sale of this vessel is probably due to the fact that the Government has just taken delivery of a new vessel from its Hongkong builders—see elsewhere, this section—although in view of the BSIP's trouble over shipping it might be thought that *Maureen* could be used in that other part of the Western Pacific High Commission kingdom.

Maureen was built at the end of the war, of NZ kauri pine. She has a hold capacity of 960 cu ft, has accommodation for the master and one passenger on upper deck and two two-berth cabins below, aft. Crew accommodation is below decks, forward. She was recently overhauled. Prospective purchasers may inspect her—at Tarawa. And she will be handed over in the same place—although she will be delivered elsewhere if delivery costs and crew repatriation expenses are paid.

• *HIFOFUA'S* FIRST JOB: The second Tongan vessel to be built in Holland, the new sea-going tug *Hifofua*, will be launched shortly and is expected to arrive in Tonga "about Christmas." One of the first jobs she will undertake will be to tow *Hifofua I* and *Aoniu I* to Suva, where both will be offered for sale.

The new *Hifofua* will be of all steel construction. She will be used for general cargo work, for towing barges and also for berthing overseas ships when necessary.

• *SOOCHOW* IN TOW: The New Guinea Australia line motor vessel *Soochow* became disabled with an engine breakdown about 250 miles north of Sydney on August 30. She had sailed only that noon from Sydney carrying cargo and 25 passengers to Papua and New Guinea ports.

The weather was, unfortunately, calm, and the 3,000 tons ship just drifted safely in the vicinity of her breakdown until a sister ship, *Fengning*, arrived and took her in tow on September 1. They reached Brisbane on September 3.

Fengning was also northbound, and had arrived in Brisbane only at 5 p.m. Saturday. She left again 1½ hours later for her towing chore. The fact that *Fengning* was northbound decided the company to use her for the tow, rather than send another ship and tow the disabled vessel back to Sydney.

In early September it was unknown how long *Soochow* would be held up in Brisbane; but it was

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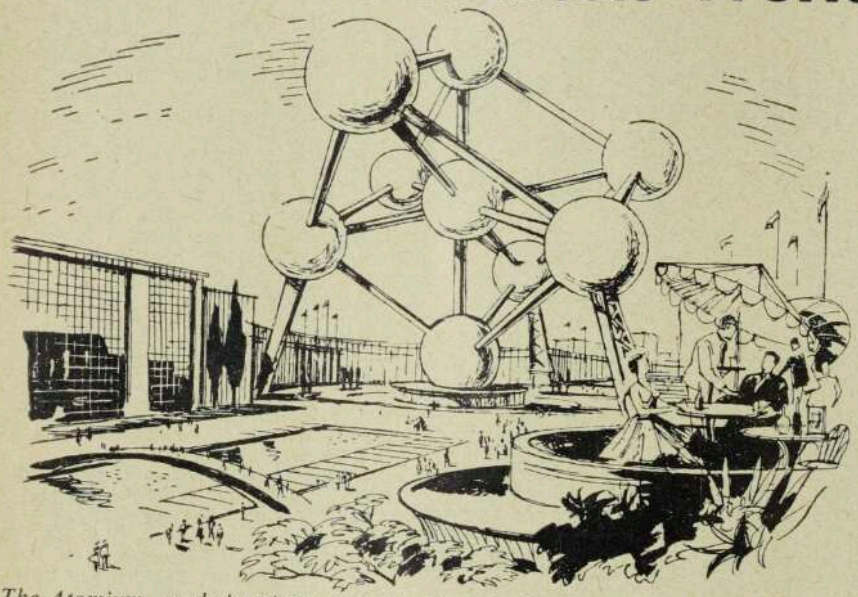

The Atomium, symbol and centre of the Brussels World Fair, 1958. This 320 ft. high structure represents an elementary iron crystal. The nine large spheres, each 59 ft. in diameter, are made from steel, clad with high purity electrolytically-brightened aluminium. The spheres, which are connected by tubes enclosing escalators, will house exhibits showing the results of research into peaceful uses of atomic energy.

Aluminium is once again proving itself to be the Metal of the Age in this era of scientific adventure. Architects and designers of many nations are using this strong, light, corrosion-resistant metal with imagination and ingenuity at the Brussels World Fair in the national pavilions and exhibition halls. Here are just a few examples:—

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hoped that the delay would be only of two or three days.

• RAFT-DRIFTER KILLED: News was received early September of the death of Eric de Bisschop, due to an accident in *Tahiti Nui II* somewhere in the Cook Group. de Bisschop was leader of the unsuccesful attempt to drift from Tahiti to South America last year. In April this year he and his companions left Callao in *Tahiti Nui II* —described as a "ketch-rigged raft" of Chilean cypress logs to drift to Polynesia. (See elsewhere for further details.)

News of Cruising Yachts

• TE RAPUNGA, that veteran German yacht owned by George Dibbern, which came to grief near Greymouth, NZ, last year, is on the move again. After being dismasted and then stranded on the Tasman crossing from Tasmania, TE RAPUNGA underwent repairs at Greymouth. In July the yacht cleared there for Wellington and, perhaps, Polynesia. No details available as yet.

• WHITE HART'S owner, Tony Reeves, having received insurance settlement on the salmon fisher-cum-yacht which was destroyed by fire north of Auckland some months ago, departed Auckland for Canada by air on August 18. Tony will probably return and settle in the Cook Islands in 1959.

• KAKAWAI of Dunedin, NZ, looping back homeward after a cruise to Polynesia, departed Rarotonga August 5 direct for her home port. The yacht left Auckland last April 22.

• NIRVANA of Sydney cleared Penrhyn, Northern Cooks, July 8 for Honolulu in continuation of her cruise to the US.

• RONGOMAU is the correct spelling of Roy Lidgard's Auckland yacht which PIM has recently been calling RONGOMAI.

• MORWAK, dimensions unknown, with Fred Bretoniere and wife aboard, cleared the Seine on a world cruise in April, so may show up in Polynesia next year.

• LES 4 VENTS and Marcel Bardiaux are due back at France about now, completing a notable west-bound world circumnavigation via the Horn.

• JINNI of San Diego has not surrendered and is not in distress. Those white flags flying from the rigging are merely baby Billy Schallenberg's diapers out drying. Dad got the idea that fitting them with brass gromets and running them up on the signal halliard would be a neater way of handling the laundry situation. This 41-ft. San Diego cutter should be at Papeete from Honolulu by now—if the H-bombs in the Johnson-Christmas area have not scared them off course too far.

• TE MATANGI, 35-ft. ketch of Nevada, USA, with Jack and Jacque Ferguson aboard, should also be in Papeete ere this. They cleared Honolulu July 20, sailed out smartly with that new suit of sails long-expected from the UK. They were weeks late, because of the sail hold-up, and had expected to be in Papeete for the July 14 festivities. JINNI and ANNETTE II cleared Honolulu about the same time.

• ADIOS of Newport, Cal., 32-ft. ketch, with John and Janet Steele aboard, which cleared Acapulco March 11 last, has been in Papeete for some time past.

• CHELAN, which we reported in January, 1954, as preparing to head for the Islands from California with Vera Hideout lone-handing it, may yet get there —but under another name and owner. The 26-ft. gaff ketch, now named MOONMIST and owned by Don Johnson at San Diego, is fitting out for an early departure for Honolulu. No news of Vera.

• ROMAYNE, a steel ketch of about 37-ft., originally shipped out from Germany, cleared Vancouver for Hawaii and the South Pacific late July under command of owner Chisholm.

• PTERODACTYL—wearing a fearsome pterodactyl figure-head—was also scheduled to clear Vancouver for the Islands in August. The owner-skipper of the 33-ft. schooner, whose name we await, is a professional musician, formerly well known at the Forbidden City nightclub in Vancouver.

• RAINBIRD, Tahiti ketch of Vancouver, ready to clear that port for the South Seas these past 10 years, is again reported as showing signs. Owner Bob Admans just can't quite make up his mind.

• MARCO POLO, bound for Denmark from Auckland, made Rarotonga in mid-August.

• LADY ELLEN, 73-ft. luxury Tasmanian ketch with 270 hp diesel and valued by sheep-farmer owner Derek Horn at £A30,000, cleared Whangarei, NZ, for Papeete August 16 after a week in that port. Also aboard: Mrs. Horn and New Zealanders J. Connell and R. Whimp. The ketch will be offered for sale on arrival at California.

• SOLQUEST, which was wrecked off Honolulu last year has now apparently been repaired. In early August, Mr. Len Staples left Honolulu for San Francisco to try to sell the vessel (in which he and his family sailed from Australia). The family remained in Honolulu. The Staples' request for US citizenship has not yet been granted.

• PHOENIX was still at Kwajalein in early August while her owner Dr. Earle Reynolds, who was arrested on July 1 when he sailed 65 miles inside the Eniwetok Bomb-test area, has made a quick trip from Honolulu to San Francisco and return for legal advice. Meantime, Dr. Reynolds' son Ted and a Japanese crewman, plan to sail PHOENIX back from Kwajalein to Honolulu.

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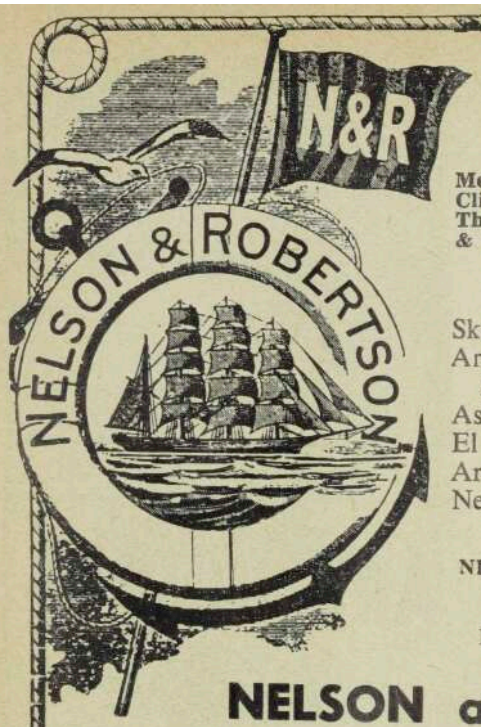

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PACIFIC REPORT

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

They Sell Each Other Groceries

Because of the slump in the nickel industry, Noumea's small shopkeepers report a drop of 30 per cent. in turnover during the last few months. It is certain that in the coming months this percentage will be greater.

According to the latest news from Europe there is little chance that the nickel situation will improve in the near future.

Latest figures of commercial activity in New Caledonia show an astounding situation. For every ten persons in the town of Noumea, there is one shopkeeper. In the country districts there is one shopkeeper for every 25 persons. Visitors to Noumea have always been amazed at the number of *epiceries* in the town. These *epiceries* sell mostly foodstuffs and the casual visitor often expresses his astonishment at the amount of food seemingly consumed as the *epiceries* must sell to exist.

For the year 1958, 4,351 commercial licences have been issued.

A feature of this year's figures is that they show fewer Viet shopkeepers.

In 1955 there were 443 Viets holding commercial licences (greatest ever) whilst in 1958 the number has fallen to 247—which is still too many in the general opinion of New Caledonians.

BSIP: They Dress for Dinner or Plane Crashes

If you ever have the misfortune to be involved in a plane crash at Honiara, British Solomon Islands Protectorate, you may see these apparitions at close quarters. They are not men from Mars, but Solomon Islanders equipped with asbestos suits. Honiara Fire Brigade has a strength of 219—mostly natives (whose normal uniform is blue denim overalls) but some European officers who come fram as far afield as Malaya, Gold Coast and the Metropolitan Police Force, London.

The Brigade is equipped with modern Bedford fire-tenders and foam tenders, as shown in this photograph.

The Honiara Fire Brigade was only one of the local institutions that surprised visitors when a *PIM* correspondent from New Guinea visited there in MV *Citos* in August and had the interesting experience of hearing the tourists compare the Protectorate with the more elaborate set-up in the Territory.

Representatives of Sweden, Hongkong, New Zealand, Australia, Tasmania and New Guinea were all astonished and agreeably surprised to find such a jewel of a place where they had expected so little. It was, they decided, a little bit of England—with English order, discipline—and courtesy.

Once ashore, there was something for all tastes, and hospitable residents transported visitors to points of interest. On the beach piles of wrecked planes and trucks with the American insignia were reminders of the bloody battles of 1942-44; so was the famous Henderson Field, which was won and lost and won back again, and the huge area, still with barbed wire entanglements and the danger sign, "Keep out, ammunition dump".

A bunch of natives sat beside a huge heap of brass shells, nonchalently extracting the powder. A little out of town was a modern hospital for natives, equipped with theatre and ambulance, the latter the newest double-decker type.

There are two hotels in the town —one in Chinatown and the Mendana, which caters for Europeans. The Mendana has a genuine rustic look, with thick whitewashed corner posts and thatched roof and woven walls. It has all the atmosphere which tourists look for in the tropics, but seldom find.

But nearby, a new £14,000 hotel is being erected on an area of over 5,000 square feet. It will have a 250 ft x 250 ft swimming pool, dance floor, beer garden, lounge, bars and billiard room. The kitchen will be presided over by a Chinese chef from Hongkong.

Mr. K. H. Dalrymple-Hay, who owns the Mendana and the new replacement, says he will keep the bamboo and native style decor throughout the new building, and only from the outside will it appear modern.

Citos passengers sailed away with regret from the small town of beautifully kept homes with their gaily painted roofs of red, green, blue and yellow, dotting the green backdrop of verdant hills; with its peaceful atmosphere and the gentle voices of the English officials, who made them welcome—and reminded them quietly that they still dress for dinner in outposts of Empire.

"Not men from Mars, but Solomon Islanders. . . ." See story this page.

Battle on the Banana Front

Interesting and entertaining things were said about bananas by members on both sides of the House when the supply position was discussed in New Zealand Parliament recently.

The debate didn't prove much—except that New Zealanders are still very interested in bananas: and that fruit is still an excellent political weapon.

The ball started rolling when Mr. Keating (Labour) peeled off a Dorothy Dix and asked the Minister for Customs whether he was in a position to report on the availability of bananas. This allowed Mr. Keating to say subsequently that the National Government (defeated at end of last year) had delegated power, directly or indirectly to a private company to enter into an agreement to buy bananas and then let it be known

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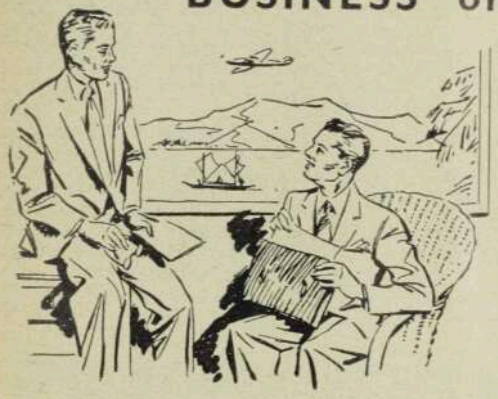

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surreptitiously that the Government supported the agreement.

That was no way to conduct trade relations, he said. The Government should negotiate and make agreements. It should not delegate its functions to private companies which operated to serve their own interests.

This company had entered into a five year agreement with Fiji to take up to 750,000 cases of bananas. No regard was had for the production of Samoa.

The obvious thing was to protect production in those areas which presented no currency difficulties. That was precisely what the previous Government had not done. Fiji had not been able to meet its commitments, and the bananas would come from elsewhere and in sufficient quantities to meet the needs of New Zealand.

Mr. Edwards (Labour) pointed out that no regard has been paid to the production of Western Samoa, a United Nations Trust Territory controlled by New Zealand. The agreement with Fiji would expire on March 31, 1959. It was questionable whether Fiji could this year supply New Zealand's demands at the 1956 level. In 1956 Fiji had supplied New Zealand with 225,654 cases of bananas, but up until June, 1958, only 83,361 cases had come into New Zealand. The previous Government should have concentrated on obtaining bananas from the Dominion's dependencies.

Mr. Kinsella (National) said that there was no foundation for the allegation that the previous Government was responsible for the importation of less bananas from Samoa than were received from Fiji in past years. The increase in production of Samoan bananas was of recent date and was due to the drive towards more production that had taken place. It would be unwise to rely entirely on Samoa for the supply of all the bananas New Zealand required which amounted to anything from 1 million to 1½ million cases per year.

It was the policy of the British Government to encourage increased production of bananas with a view to building up the confidence of the Fijians in the British Administration. It was true that in 1956 only 240,000 cases of bananas came from Fiji, but there was a considerable drop in production that year because of floods. The normal production in Fiji was around 390,000 cases a year. A lack of rain was affecting the quantity of the crop this year. To destroy the market in Fiji bananas would not only destroy the industry but would also retard the efforts of the Fiji Administration to assist the Fijians.

Mr. Boord (Minister of Customs) said that statements made by Opposition members were inaccurate, particularly the allegation that the import cut of 25 per cent. in Fijian bananas meant that the income of the Fijians was cut in half. When the announcement of the cut was made there were immediate protests from Fiji.

After consideration the Government had decided to increase the quota to 100 per cent. of 1956 importations.

The Government was committed to the agreement made by a private company, apparently with the approval of the National Government, which did not terminate until March 31, 1959. It would be interesting to know whether any notice was taken of New Zealand's position with regard to Samoa

HUNTERS WITH THE TWO-MAN BLOWPIPES

The Papua-New Guinea Acting Director of Native Affairs, Mr. J. K. McCarthy, on a recent trip to Kandrian, New Britain, described how the natives of that district once used blowpipes to hunt birds.

They were the only known natives in the whole of Papua-New Guinea to use blowpipes.

Fifteen to 20-foot hollowed out reeds, that were joined in three places, were used. Because of their length, two people usually went hunting together, with one hunter holding the far end as a "direction finder".

A feathered dart of black palm was used.

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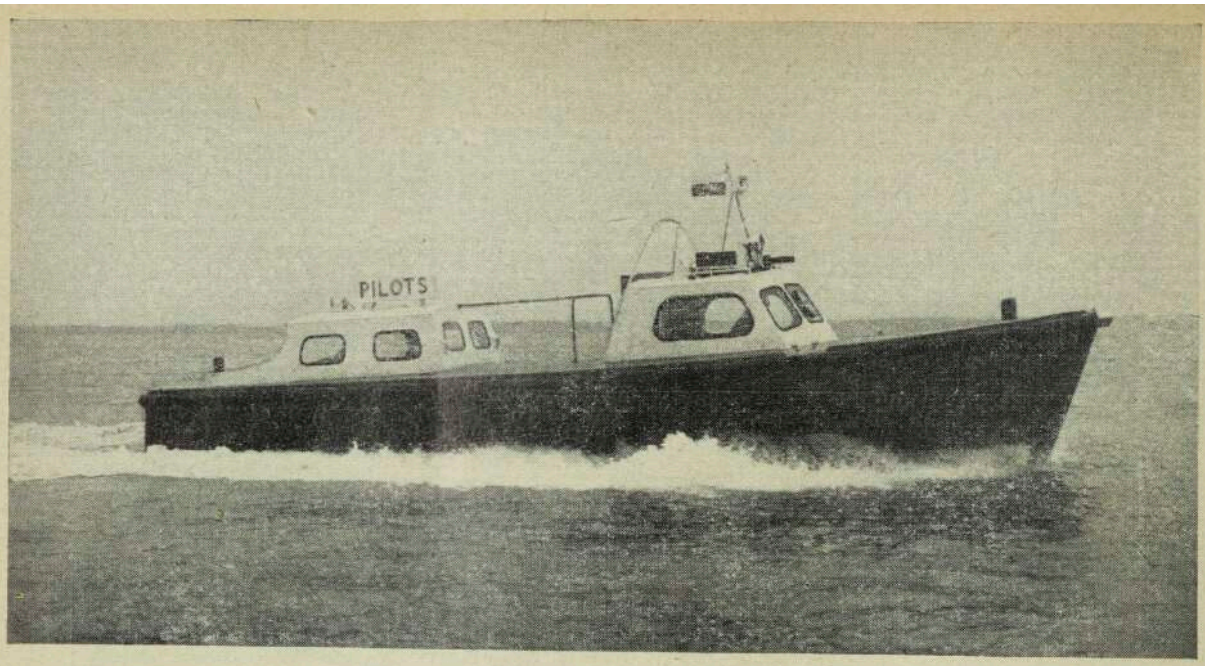

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under the United Nations' Trusteeship when that agreement was made by the National Government.

New Zealand had a trust to look after the Samoans but apparently that instruction was ignored when the Fiji agreement was made. Samoa could supply 750,000 cases of bananas to New Zealand in 1958, and accordingly there would be no shortage of bananas.

The delegation from Fiji had been satisfied and reassured as a result of their visit as evidenced by a report that, on the information available, the Government of Fiji saw no reason, why those engaged in the banana industry should not continue to produce and to plant in the normal way.

The NZ Government had done its best to assure to Fijian growers a share of the New Zealand market in 1959. Beyond that it could not go, because of its responsibilities to New Zealand's island territories.

He hoped that a mission would be sent to Fiji for the purpose of making a mutual trade arrangement for of increasing trade between the two countries so that the balance of trade, which was all in favour of Fiji, might be adjusted and trade on both sides increased.

They Won't Hang So Often in GEIC

Under the new Homicide Ordinance No. 4 of 1958, which came into force on July 1, jurisdiction in all homicide cases in the Gilbert and Ellice Islands Colony is withdrawn from Native Courts and placed under the control of the Judicial Commissioner in the High Commissioner's Court.

The United Kingdom Homicide Act becomes applicable to people of all races and the death penalty for murder, except in those few cases specified in the Act, is thus abolished.

Preparing for the Big Blackout

Although the IGY's only total eclipse of the sun was not due to take place until October 12 (October 13, Australian time), the astronomers, geomagnetic observers and other scientists associated with the various observations which are going to be made, were already on the move in August.

The Japanese team left Yokohama on August 5 (see Shipping Notes). On August 29, Mr. I. L. Thomsen, Director of Carter Observatory, Wellington, and Mr. R. R. Dibble, a New Zealand seismologist, left Auckland on the first stage of their journey to Atafu atoll, Tokelaus.

In Fiji they were to be joined by the United Kingdom trio, Dr. and Mrs. H. von Kleuber and Dr. A. H. Jarrett, all of Cambridge University observatories. This party was to be flown to Atafu by an RNZAF Sunderland flying-boat. Their heavy equipment was going up from Apia by ship.

While the British team at Atafu roughs it in tents borrowed from the NZ Army, an American team, operating at Pukapuka, Northern Cooks, will live aboard a US naval craft in relative comfort, away from that atoll's hordes of notorious mosquitoes, and shuttling between ship and shore each day, not in some very capsizable native canoe but in a Naval helicopter.

There is no satisfactory ship anchorage at Pukapuka and the base ship will be alternatively drifting off and cruising up to the island for a month or so, as it will take some time to set up, adjust, and later dismantle all the equipment.

There is also a report that an Australian group is to make some observations from Aitutaki, although this island is apparently south of the rather narrow belt in which the eclipse can be observed in totality.

This tapering belt extends from a point well north of New Guinea to a point somewhere down towards Easter Island.

According to earlier reports another American group was to make observations from Mopelia, French Oceania.

Much of the work will be duplicated from the various observation sites, not merely for comparitive purposes but mainly to ensure that if the sky is overcast for the vital

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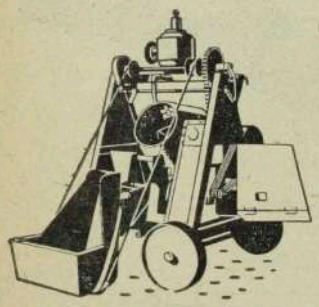

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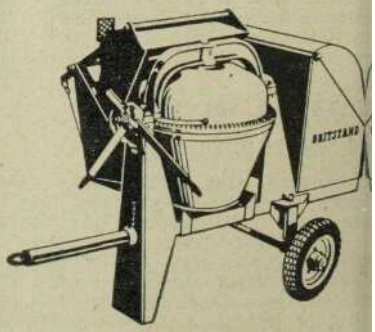

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three minutes or so at one site it may be clear at another.

The eclipse will take place at about 1956 GMT on October 12 (7.56 a.m., October 13, Suva time).

The Tolais Took A Sydney Tour

History of some sort was made in August when six representatives of the New Britain Tolais flew from Rabaul to Sydney to see how Australian industry works.

This has been done before, but this group are all cocoa growers, and several are members of local government councils in New Britain.

It was the first Sydney visit by a group of native producers with a particular economic interest.

One aspect of their visit—an inspection of chocolate factories—gave them an insight into what happens to their product after it leaves Rabaul.

Their respective councils paid their air fares, and the boys paid for their own board and lodging and had some spending money.

The Administration helped out with arrangements.

The natives—To Mari, Koniel, Jack Kanit, Pelis, To Vuna and To Longoma—arrived in Sydney by air on August 16, accompanied by Mr. Jack Lamrock, Regional Agricultural Officer from Rabaul

Their many-sided look at Sydney began immediately after their arrival, when Mr. Lamrock and PO Ken Hanrahan, of ASOPA (where they stayed), accompanied them on a trip to Manly, one of Sydney's famous beach resorts.

That afternoon they watched a Rugby Union football match at Woollahra, another suburb.

In the next few days they went to Taronga Park Zoo (where the elephants were regarded with awe and amazement), inspected a steel fabrications factory, took a launch trip on Sydney Harbour, had their first look at television (which they regarded as a miniature version of "haus bilong picsa").

They were shown over a motor mower factory at Silverwater, Sydney, inspected a plastics factory at Bankstown.

The various processes there were explained to the visitors by Mr. Phil Mackenzie, a company officer, who speaks fluent pidgin as a result of several years stay in the Solomons and New Guinea before and during World War II.

The Tolais were entertained at lunch at the Bankstown Golf Club.

Factories and other establishments visited during the week included two chocolate factories, a shipyard, a motor factory, a radio factory, a Sydney newspaper office and a television station.

At the last-named they were televised on the "Sydney Tonight" programme. To Longoma spoke in pidgin in response to the introduction by the compere.

Then they were taken to a drive-in theatre, where they saw a wartime submarine film and had their first taste of popcorn.

On Saturday morning they went to a Sydney department store, one of Sydneys biggest, which they compared with Rabaul's Saturday "bung".

There they saw a photographic exhibition, were vastly intrigued by the lifts, and bought sports coats and sweaters. (They had felt the cold of what to Sydneysiders was mild winter weather).

There was quite a crowd at Mascot Airport to see the visitors off on August 23—ASOPA and Department of Territories officials, patrol officers, and some fellow-Tolais living in Sydney who had visited them at Mosman.

Mr. C. D. Rowley, principal of ASOPA, said that the visit had illustrated the needs and objects of the three parties concerned—the Administration, the Sydney business firms which had co-operated, and the Tolai cocoa growers themselves.

"The Administration is, of course, anxious to give these people the educational opportunity involved, and to help them realise that they have a stake in the wider Australian community," he said.

"The firms concerned had good business reasons for assisting, as well as, to a certain extent, expressing general goodwill on behalf of the Australian community.

"The Tolai cocoa growers had a very real interest in seeing what happens to their product at the processing end. They are interested in prices, and therefore in quality."

They Hear the Gospel for Six-and-eight

A couple of years ago, "PIM" published a picture of a small record player, then more or less experimental, which missionaries in New Guinea proposed to use for their evangelical work. The thing has now got beyond the experimental stage and the hand-turned gramophones are used extensively throughout the Eastern Highlands area by Seventh Day Adventist missionaries.

The player costs 6/8; missionaries record the gospel message, in local dialect on the disc, the natives learn to turn the handle of the machine—and that's how missionary work is done in the Twentieth Century. Partly, anyhow.

They seem to have come a long way just to push a motor mower. But at a Sydney golf club, where they were entertained at lunch, the visiting Tolais happily obliged for a publicity picture.

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RABAUL'S 'GRAND OLD MAN'

The smiling face belongs to Sgt. Maigugu, of Finschhafen, NG, who in Rabaul in August was presented with the Police Long Service and Good Conduct Medal by the Administrator, Brig. D. M. Cleland.

The Police Commissioner, Mr. C. Normoyle, and the District Commissioner, Mr. J. Foldi, were also there.

Sgt. Maigugu, known and respected widely as a "grand old man", first enlisted in the NG police in 1922, and early in his career won the Police Valor Medal for his part in arresting a native at Wewak.

He served in Wewak during the war until captured by the Japanese. But after two years he organised an escape from Mushu Island, with other police.

He was then able to help the American forces in the Wewak campaign, and was awarded the Loyal Service Medal.

Great Greens from Little Peanuts Grow

The humble peanut often has some very disparaging remarks passed about it, but like the unhumble coconut, is worth its weight in gold—or, as Lae bowlers are anticipating — worth its weight in bowling greens.

The bowlers, in possession of land but few funds, have decided to plant the 2-acres with peanuts, and from the harvest lay two new greens.

Tasmanian sporting clubs have, for many years, planted potato crops to augment club funds, but we think this might be the first time peanuts have been called upon to do the job.

New Guinea peanuts have been fetching reasonable prices in Australia recently, but heavy rains in Lae during the last few months have caused a lot of damage to crops. No doubt, during the next few months the bowlers, with one eye on the weather and the other on the peanuts, will not be playing their usual standard of bowls.

G&E Had a Wetter 1957

Almost all of the 33 meteorological reporting stations of the Gilbert and Ellice Islands Colony, extending from Christmas Island in the East, to Ocean Island in the West, had more than their average quota of rainfall in 1957.

Little Makin in the extreme north —the wettest area—topped the poll with 163.91 inches, and Canton in the centre of the Colony had the least, 49.98 inches.

Ocean Island, with a normal rainfall of 40-50 inches had 111.61 inches.

All these islands are noted for the wide variations in rainfall from year to year.

Trouble All Round For Shell Industry

Pacific planters who once regarded trochus as a profitable sideline; and natives who regarded it as a chief means of livelihood, are all feeling the effect of the slump in this commodity.

The development of plastic buttons, and, particularly, of plastic buttons that look like pearl-shell, is the cause of the trouble.

Trochus, over the years, has experienced alternate slumps and booms—three or four years ago the industry was enjoying the biggest price boom ever—but this time the slump looks as though it could be permanent.

There have been alternatives to pearl buttons before, too; but never alternatives as attractive as the present plastic buttons.

A nominal Australian price of £300 to £350 per ton has been ruling for some time; but merchants, when asked, usually have the same tale to tell—there is little trochus coming in, and few or no inquiries for it.

In Papua-New Guinea, many Native Co-operatives base their operations on trochus fishing and these are having a particularly lean time. In August, the Registrar of Co-operatives said that for the first nine months ending March, 1958, the value of trochus production was only £53,909; in the same period last year, the value of the industry was £269,258.

Trouble has been experienced also in New Caledonia where during August the price fell again.

Meantime Australian pearlers operating out of Darwin are also having a lean time. Many, foreseeing the collapse of the market

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FOOT ITCH HELPED 1ST DAY

Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles, Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called Nixoderm. Nixoderm stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get Nixoderm from your chemist to-day under positive guarantee to return your money if not satisfied

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are already withdrawing from the industry. Most trouble seems to be in disposing of second-grade MOP which has been stock-piling since 1956 and is still waiting to be sold.

Little Red Schoolhouse That Wasn't

Pitcairn Island—which gets a lot of its revenue from the sale of postage stamps—has found an error in its current fourpenny. It carries a picture of the school-teacher's house but it is labelled "Pitcairn Island School".

On November 5 it will be replaced by a new stamp—carrying the same illustration but with correct caption.

When the new stamp arrives, the old will be withdrawn. It is too soon yet to know whether this will be one of these "valuable mistakes". Probably not, as there are no doubt many of them in circulation.

SPC Meets to Review and Plan

A review of progress in the three fields of social, economic and health development, and plans for the 1959 programme will be the main task at the 18th session of the South Pacific Commission which opens in Noumea on September 26.

Representatives will attend from the six member nations, Australia, France, the Netherlands, New Zealand, United States and United Kingdom.

Delegates will also discuss final arrangements for the fourth South Pacific Conference, scheduled to begin at Rabaul, New Guinea, in April, 1959. Over 70 delegates from 19 Pacific territories are expected to attend this get-together of Pacific peoples. This is the first time that New Guinea has been host to such a gathering. Fiji was host to the first and third South Pacific Conferences; Noumea to the second.

Pearl Culture for Hong Kong

Though Australia is belatedly showing interest in establishing a culture pearl industry in the north, no interest whatever has been shown in the possibilities in South Pacific territories — or if such interest has been shown, it has certainly not reached the active stage.

Early in August the Hongkong Legislative Council was dealing with a Bill designed to ensure the protection and orderly development of such an industry in local waters.

The Attorney-General, introducing the Bill, said that a successful pilot project had been established in Tolo Harbour in 1956 by private enterprise. The local Penguin or Wing oysters had been seeded and fair quality pearls obtained.

The Government had watched experiments "with interest" and the Fisheries Division reported that conditions in Hongkong waters seemed favourable for the establishment of a new and important culture pearl industry.

This seems to suggest that there is a definite market opening for such pearls, additional to those produced in Japan where the industry was developed by the late Kokichi Mikimoto.

Under the new Bill, the Hongkong government is, of course, going to have its "whack" of what private enterprise produces.

There is provision for a fine of up to $100,000 (£A7,800) or twelve months imprisonment for anyone cultivating pearls in local waters without a license, and a strict control will be maintained over the areas where such pearls may be cultured and the sizes of oysters which may be involved.

Fall in Nickel Demand Still Persists

The International Nickel Company announced a fall of nearly 68 million dollars in its revenue

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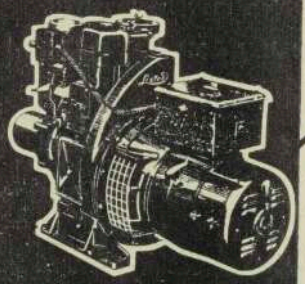

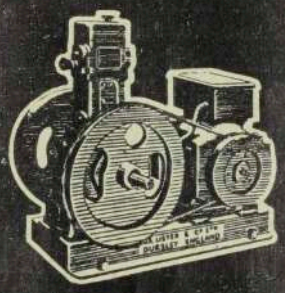

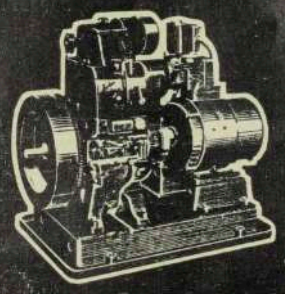

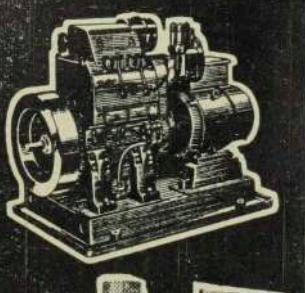

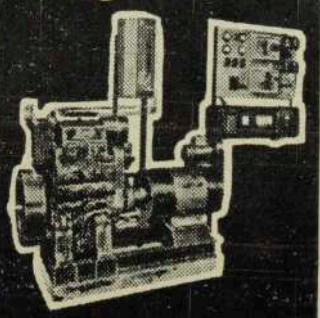

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FIJI'S GOVERNOR LEAVES

A public farewell was given on Saturday afternoon, August 30, in Suva, to the retiring Governor of Fiji (Sir Ronald Garvey, KCMG) and Lady Garvey.

All the ceremonial usual on such occasions was observed. Police and armed forces paraded, and salutes were fired.

The Governor, in full dress uniform, and Lady Garvey, and their two younger daughters, drove from Government House to the main port, receiving greetings and saying farewell to the people en route.

At the docks, Sir Ronald mounted a dais, and there shook hands and said good-bye to leading citizens of all the communities. He and his family then went aboard the Government yacht "Ra Marama", and proceeded to Lauthala Bay. There, they boarded a flying-boat of the New Zealand Air Force, by which they were transported to Auckland, New Zealand.

Sir Ronald and Lady Garvey will remain in New Zealand for a little time, with the parents of Lady Garvey (Dr. and Mrs. McGusty), before going to England, where they plan to make their future home.

The new Governor of Fiji, Sir Kenneth Maddocks, KCMG, who has spent some leave in Europe following his appointment to Fiji, from Nigeria, is expected in Fiji in October.

for the first 6 months of the current year, compared to a corresponding period last year.

This represents a fall of nearly 35 per cent. in sales.

The persistent fall in nickel orders and the growing stockpile held by the cartel, has forced it to apply a third cut in production.

This went into effect during July. It is bad news for New Caledonia whose economy is strongly tied to the nickel industry.

Many of the small mines, which were enjoying a boom a year or 18 months ago, have already closed down.

New Service Links East With all SW Pacific

A new shipping service which will connect the Territories of the South-West Pacific and link them with the Far East will commence in October.

The China Navigation Company (which owns the New Guinea Australia Line) will run the service. To inaugurate it, the 6,000 tons *Chengtu* will leave Japan on October 9 and call at Hongkong, Borneo, New Guinea ports, Noumea, in New Caledonia, Vila and Santo in the New Hebrides, Suva in Fiji and perhaps Lautoka, then Australian ports and return to the East.

It is quite a new route and would no doubt interest many travellers. But passengers will not be carried on this service, it will be cargo only.

Sydney agents will be Swire and Yuill Pty. Ltd.; in Papua it will be Steamships Trading Co. Ltd.; in New Guinea, Colyer Watson (NG) Ltd. (except in Kavieng, where agents are the New Guinea Company Ltd); in Fiji, Morris Hedstrom Ltd., in Noumea Etablissements Ballande; and in New Hebrides, Les Comptoirs Francais de Nouvelle Hebrides (CFNH).

In Nauru, One Teacher for 15 Pupils

The Nauru Education Department now has a staff of 10 Europeans, including the Director of Education, and 21 Nauruan teachers one of whom has been trained at Sydney Teachers' College.

This total of 30 teachers for a total school enrolment of just below 500 gives a teacher/pupil ratio of about 1 to 15, which should make the State Education Departments of Australia and the State teachers employed in those Departments really envious.

Nauru maintains the following schools—

(1)	European Primary School	42 pupils
(2)	School for Gilbertese Children	31 pupils
(3)	Nauruan Secondary School (to Victorian Intermediate Certificate)	51 pupils
(4)	Nauru Primary School (in one building except for District Kindergartens)	363 pupils

The Education Department also conducts some adult classes (English, Trade Mathematics, Cooking, etc.); maintains limited supervision of the Sacred Heart Mission school; and makes guidance suggestions for 35 Nauruans at secondary schools and other institutions in Australia.

Features of the Department are close supervision of Nauruan teachers by trained European staff, and concentration on special techniques of language teaching.

Mr. H. G. Coppock, a Senior Education Officer on the Headquarters' staff of the Commonwealth Office of Education at Sydney, will take over the duties of Director of

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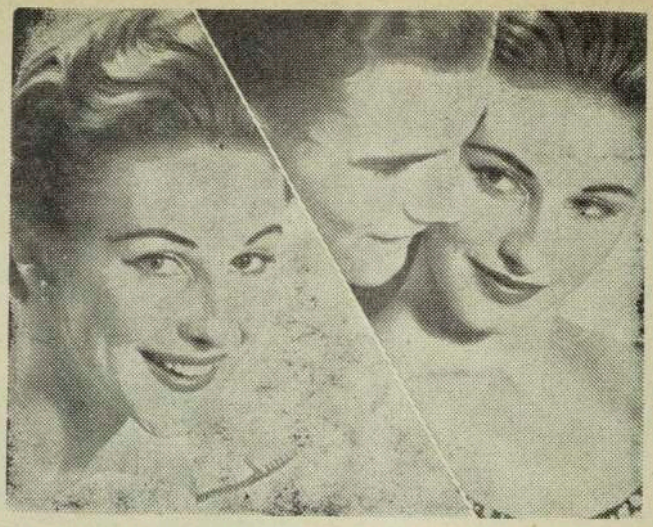

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Education for Nauru, during th absence of the substantive Directo Mr. G. Pittman, on nine month recreation leave commencing October, 1958.

Mr. Pittman was appointed the position five or six years ag when he was a member of th professional staff of the Commo wealth Office of Education. Nauru, Mr. Pittman has give special attention to methods teaching English to Nauruans.

Mr. Coppock, a University grad ate in Arts, was a major in th Australian Army Education Servi during the war, prior to which h was teaching in a private school Queensland. After the war h joined the Commonwealth Office Education (with which the Un versities' Commission is associate and was in charge of the Brisban Office before transferring to Sydne

Here he was associated with th administration of the Educatio Scheme for Migrants, in that con nection having given special atten tion to special methods of teachin English which have been develope for migrant instruction in Australi

Mr. Coppock has a son who is Forestry Officer in the Papua an New Guinea Public Service.

REDS WILL SAY NO

In New Caledonia there is special activity as electoral rolls are prepared for the referendum on France's new Constitution, promised by French Premier de Gaulle soon. A Noumea correspondent says it has been reported there that the Communist Party in France will wage a vigorous "No" campaign during the referendum.

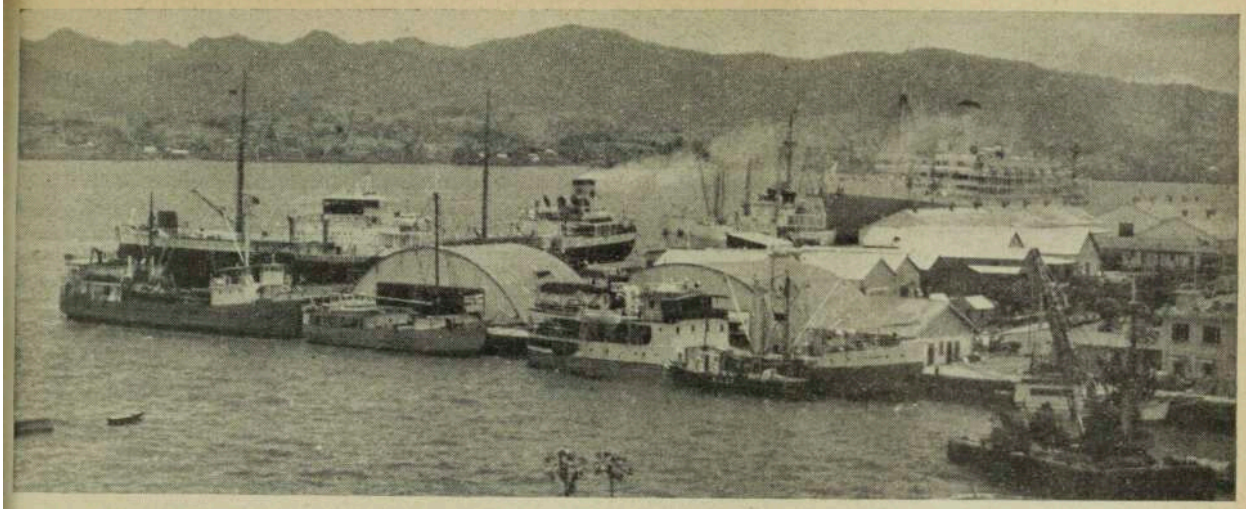
Another NZ-N. Cal. Student Exchange

A selection committee, meeting Auckland on September 14, was choose 25 post-primary studen from a list of some 40 applican for another student exchange visi to New Caledonia this summer.

The scheme is sponsored by th Department of Education which ha made it clear that it does not loo on the event as a holiday for th New Zealand students. It is—an you can take it as official—i finishing course in conversationa French.

The children will speak nothin but French and they will l scattered throughout New Caledon as individuals in the homes French hosts and will thus spen their six weeks in a wholly Frenc atmosphere.

The children of the French hos will, at the same time, be in Ne



SUVA PORT BUSY

July was a booming month for the port of Fiji. Passenger liners brought in a total of more than 4,000 visitors. To the week ended August 1, 30 ships had arrived in Suva, 10 of them from overseas. Occasionally the wharf took on a congested look, as this PRO photograph shows.

Zealand and scattered amongst the homes of the visiting New Zealanders. The New Zealand party will leave Auckland about December 18.

Samoa's Public Servants Unhappy About Salary Cut

Public servants in Western Samoa will get their salaries cut by 10 per cent. in 1959—if the intention of the Government, notified some months ago, is carried through.

The reason for the cut is the financial difficulties in which Western Samoa has found itself in the past year.

The public servants themselves were, naturally enough, not consulted about it, but they appeared to be going quietly. However, in August, a meeting of the PS Association debated the cut and subsequently sent a strong protest to the Government about it.

The Association considers that the Government has acted in an "unconstitutional manner" and that in the interest of the public service as a whole the decision should be reconsidered.

Coastwatchers Memorial Lighthouse Soon Now

Admiral William Halsley, Allied Naval Commander-in-Chief in the Pacific during the last war, once said that "Australian Coastwatchers saved Guadalcanal and Guadalcanal saved the Pacific".

Now these Coastwatchers are a little nearer being commemorated through that memorial lighthouse, to be constructed at Madang, New Guinea.

Funds for it were raised years ago, plans for the 80 ft lighthouse drawn and approved. In September, there were signs that the Commonwealth Government was within an ace of letting the contract—the Minister for Shipping and Transport issued a satement about it.

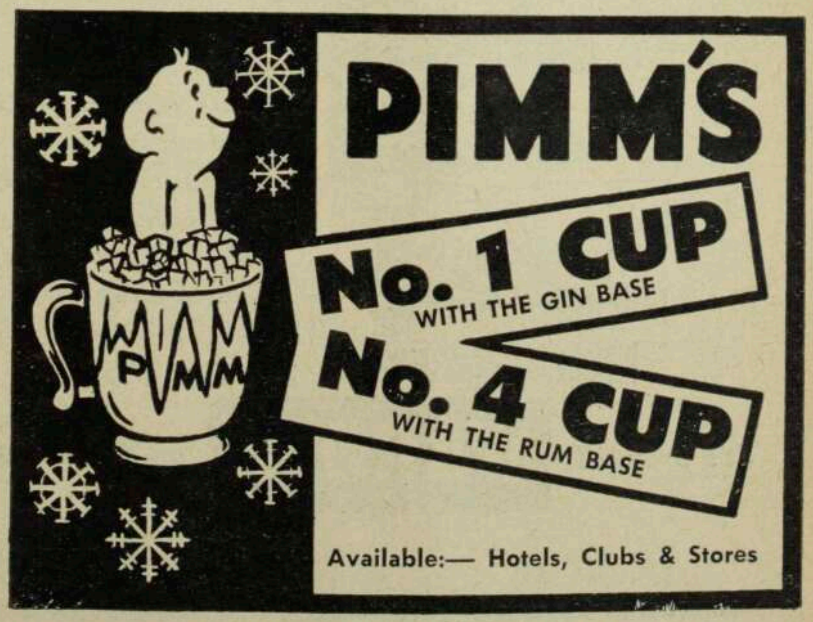
Although what Admiral Halsley said about them was appreciated by the Coastwatchers, most of them would regard themselves as Australians only incidentally. They were in fact, Territorians and residents of the BSIP, first; and the story of the job they did is now part of history.

It was decided some years ago that the memorial lighthouse should be near Madang, New Guinea. It will be built in reinforced concrete, with a powerful light and will be of attractive design as befits its dual purpose of memorial and shipping beacon.

Cooks Importing Oil From Tahiti

As a result of increased costs in New Zealand, and reduced costs in Tahiti, following the establishment of bulk oil storage facilities there, petrol in drums can at present be imported into the Cook Islands from Papeete at about £2 per 44-gallon drum less than from New Zealand.

As a result, according to a Rarotonga report, a local vessel has lately been running regular shipments across.



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Geological Survey of Tonga

The Fiji Government is making available its Chief Geologist, Mr. N. H. Guest, to carry out a two months' geological survey of some of the Tongan islands, probably in September-October.

The reconnaissance will be confined mainly to volcanic islands, which offer best possibilities of commercially valuable mineral deposits, such as manganese. Islands likely to be surveyed are Eua, Ata, Tofua, Kao, Vavau, and Niuatoputapu.

The Geological Survey Office in Fiji has recently been compiling a collection of papers resulting from surveys of Tonga by various people in the past.

Mend-it-Yourself on Coral Route

Repairs and replacements of the radio navigational aid equipment at Aitutaki, the breakdown of which interrupted TEAL's Coral Route service in August-September, were being carried out by TEAL in August, under contract.

The equipment belongs to NZ Civil Aviation Administration, whose responsibility it is to maintain such aids on the route, and for the use of which TEAL pays landing fees.

A good deal of the Aitutaki equipment was war surplus material from the American occupation. Some of it is believed to be from the former US Navy LORAN radio navigation station at Atafu, Tokelau Islands.

TEAL had the equipment flown to its Auckland workshops by an RNZAF Hastings where it was given priority.

At the end of the first week in September it was to be flown back, together with some new equipment and seven engineers to carry out the re-installation job.

Other engineers had been working on some of the new heavy equipment at Aitutaki in the interim.

New Wharf or Less Rain for Lae?

Whether Lae's frequently abominable weather (it is a drought if they get less than 150 inches a year) is the cause of wharf congestion in that New Guinea centre; or whether the wharf itself is at fault in that it isn't big enough, was exercising the minds of local residents in August-September.

In August, Lae r e a l l y distinguished itself in the amount of rain it produced (see elsewhere). Shipping was delayed because of this; and then there was the matter of "priorities".

Lae's wharf will accommodate only one ship at a time, and due to this priority system, the ships that regularly trade between Australia and New Guinea take the berth if they arrive at the same time as a vessel trading from the East or elsewhere. Even if the Eastern ship is at the wharf, halfway through discharging, when one of the priority vessels arrives, it has to move out and make room.

Again, there are half a dozen vessels on the Australia-New Guinea service now but due to circumstances beyond anyone's control their departures and arrivals cannot be equally spaced and they sometimes pile up, all following roughly the same schedules close together.

An attempt to remedy this state of affairs is successful to a degree by routing them after they leave Moresby in different directions around the group—that is, with Lae first port of call after Moresby or Samarai; or last, before returning to Australia.

In Lae, in August, shipping was in an even more than usual complicated situation. The Australia-West Pacific motor vessel *Citos*, arrived in Lae on August 6 and commenced discharging; on August 9, with 400 tons of cargo still to load she had to move out to make way for the *Shansi*. Instead of hanging about, the vessel then left for Rabaul, and Honiara, BSIP—then returned all the way to Lae to finish loading before proceeding south to Brisbane.

During the first 17 days of August, when Lae was daily being deluged, seven overseas ships called at the port.

The local Collector of Customs, Mr. J. Goad, when discussing the complaints that have recently been

He Just Takes Life as it Comes

Born nobody knows just when, and still going strong—that's Tui Malila, Tonga's oldest inhabitant. He is supposed to be getting on for his third century, but in any case he arrived in Tonga no later than the 1770's, when Captain Cook dropped him off. He's been battered around a bit in his time, what with bushfires and horses getting in his way, but life seems easy enough these days in the grounds of the Royal Palace, at Nukualofa, seen in the background. He's treated with the deference due to his chiefly rank, but that isn't to say he gets things all his own way. When I asked Vaia, the Queen's Aide, if I could see him, Vaia obligingly got a gardener to scour the grounds. A shout from one corner announced the old Chief had been found, and a few moments later he was plonked down—quite unceremoniously—in front of the camera and a friendly Palace Guard.—S.I.

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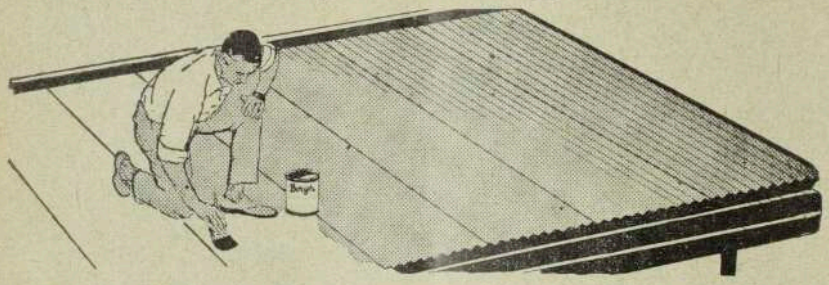

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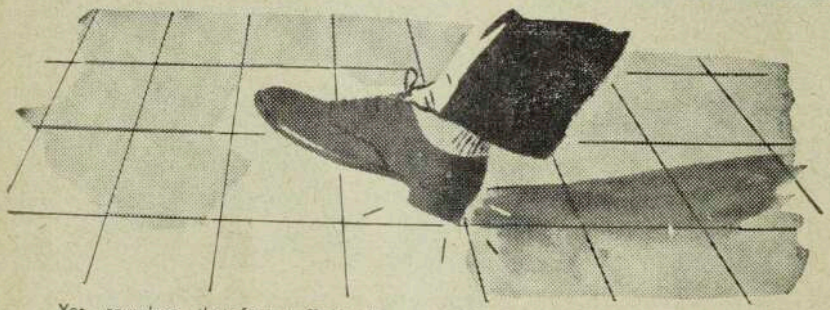

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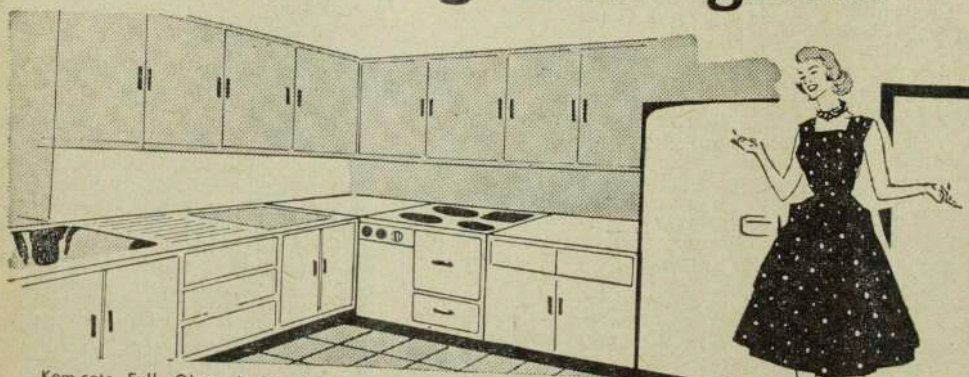

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OBTAINABLE FROM ISLAND STORES EVERYWHERE

Leprosy is not the scourge it was, and the old idea of banishment from home and family has gone, too. At Aitutaki, in the Cooks, the Government has established a new treatment centre where positive cases can live close to their families, in ideal conditions. A school at the centre has a roll of 120 children, who live at home, most of them only suspects or contacts. This photograph shows the school (right), headquarters building in the centre, and one of the sleeping huts (at left).

made about wharf congestion, said that any move for an extension of the wharf would have to be supported by figures setting out delays. In his opinion, it was rain and not the size of the wharf that caused biggest delays.

It is likely that he is right. At the same time, it is also undeniable that if Lae's wharf were twice as big, it could work twice as many ships when the weather was fine.

Inquiry into "Melanesian" Disaster

The Commission of Inquiry appointed to investigate the disappearance of the RCS *Melanesian* in BSIP waters in July, with the loss of 61 lives, will comprise these members:—

M. J. C. Saunders—Senior magistrate of Fiji, Chairman.

Captain E. W. Harness—Harbour Master Fiji—who has had wide experience throughout the Pacific and was concerned with the *Joyita* inquiry.

A. E. Palmer—planter, Butete, Russell Islands Central Solomons—who has considerable knowledge of Protectorate waters and shipping.

Deputy Superintendent of Police, British Solomon Islands, Mr. D. S. Walford, will act as secretary.

The Commission will be held in Honiara and proceedings are expected to commence on September 23.

They Really Did It, That Time

It seems that the effects from the American Johnson Island high altitude nuclear tests of August 3 and 11 were in fact considerably more widespread than effects from some earlier tests in the Pacific, and of an entirely unexpected nature—except perhaps to scientists involved.

For the first time in history a man-made aurora was produced and was visible up to at least 3,000 miles away.

This ionised layer of glowing gases had the effect, just as a natural polar aurora has, of reflecting radio waves, and of interrupting the normal pattern of reflection from the ionisphere.

The height of these reflecting layers controls long range radio communications. The layers rise and fall with sunlight or darkness, and their height decides the distance over which radio signals of any particular frequency may be received.

Thus, at night, as is well known, radio stations in the broadcast band are received over much greater distances than in daylight—not because it is dark, but because the ionisphere's reflecting layers have changed their height and are consequently reflecting signals from the earth at a different angle, or absorbing them.

The explosion of the Johnson Island bombs at a very great height had the effect of creating an ionised layer of gases at what might be called an "unnatural" height, and over a wide enough area of the Pacific to completely alter the normal pattern of radio wave reflections—something that, up to now, has probably been considered quite impossible to do.

The military significance is very great.

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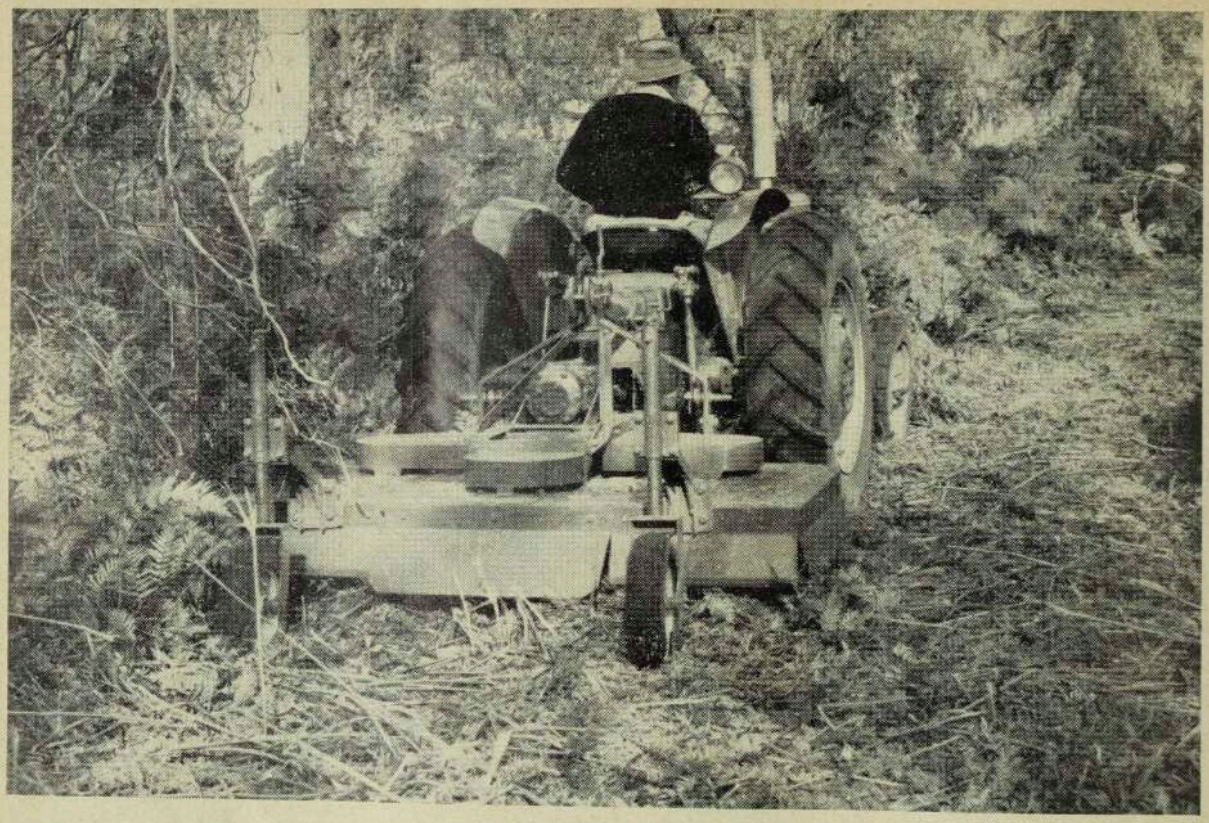

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Another Report From The Goilala

The P-NG Administration in August was examining a report concerning allegations that a missionary had hung chains around the necks of Goilala children. The report was passed on to the Secretary for Law, Mr. W. Watkins, by Administrator Cleland.

The report, from the Goilala area, said a Catholic missionary had placed chains around children's necks, and imprisoned them at night beneath his house, and during the day made them work on roads—as a deterrent to running away from his mission school.

The Goilala area of Papua, a tough mountainous area which produces a tough kind of native, has had more than its share of notoriety in the last few years.

The Goilala is where two patrol officers got into trouble not long ago following allegations that native prisoners had been handcuffed to a flagpole: and where a mission teacher was accused (and subsequently acquitted) of assaulting a native by tieing his hands and leading him behind his horse for three miles.

he launching of a Pearl Harbour-ype blitz—the enemy's vital radio ommunications, including probably ertain navigational aids, could be ompletely disrupted over wide areas or days.

It could also mean that secret hort-range very-high-frequency ransmissions of the enemy could e audible at very great distances.

This is what has been demon-trated publicly. There may be nany other effects.

Immediately the first bomb was xploded, trans-Pacific radio com-nunications were seriously disrupted n all frequencies. Aircraft in flight ere unable to make contact with ertain ground stations.

In the Cook Islands the Honolulu roadcast stations, normally very ell received, faded right out and emained out for days.

Communications within the Cook slands group were either completely lacked out or seriously disrupted or days after the explosion.

Radios Burned Out

Wallis Island, north-east of Fiji, reported the Johnson Island explosion of August 2 as "a blinding one at an immense altitude". It changed to mushroom-shaped clouds, gradually turning into a huge rainbow with more red in it than any other colour.

Several radio sets on the island were burned out.

At the same time stations on very igh frequencies, including tele-ision sound stations in Honolulu, egan to come in at great strength Rarotonga. Even trans-Tasman dio communications were dis-pted, and there were similar fects all over the Pacific.

No auroral effects were seen from e second explosion of August 11, t there were again serious radio sturbances, still evident at arotonga over a week later.

The bomb-scientists have repeatedly assured "everyone" that high-altitude bomb tests offer slight radiation danger as it takes years for the by-products to descend as they gradually circle the earth.

On this basis it seems very likely that the Johnson Island radiation cloud may effect radio communications for some time as it drifts slowly round the world causing abnormal radio reflections.

Costs More to Smoke Now in Cooks

Most of the increased duties levied in New Zealand's austerity budget will not apply in the Cook Islands. This was made clear at a Rarotonga Island Council meeting in mid-July by the Resident Commissioner.

Tax, however, will be increased (though to a lesser extent than in New Zealand) on New Zealand tobaccos and cigarettes. The increase will amount to about 3d on a packet of 20 cigarettes and about 4d on a 2-oz packet of tobacco.

All beer, and also other liquor imported from New Zealand, but of overseas origin, will not be effected; nor will the increased rate on petrol apply in the Cooks.

It was pointed out, however, that the price of all imports from New Zealand is likely to rise soon due to the overall increased costs of cargo handling in New Zealand, partly due to the rise in the price of petrol there.

Small Surplus in the Tongan Budget

The Appropriation Bill passed by the Tonga Legislative Assembly in August provides for an expenditure of £744,649 in the 1958-59 financial year. Of this, £130,500 was to come from surplus reserves, and the remainder from taxation. A small surplus is estimated.

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These were some of the delegates who attended a study centre for the Junior Red Cross, held in Port Moresby in late July. The members came from all parts of the Territory.

—Papuan Prints.

Those Uninvited Niue Guests

The 1957-58 report on Niue Island, tabled in Wellington late in August at the current parliamentary session but not yet printed, reports that 731 Niueans have departed for New Zealand over the past five years and that very few have returned.

The report says that the departure of native people from the island is restricted, in that travellers must show that they are going to a job and that they have suitable accommodation to go to. They must also be in good health.

These measures, says the report, are designed to protect not only the emigrants but also the Niueans living in New Zealand who often find themselves the reluctant hosts to new arrivals, as an obligation under Polynesian custom.

A Legislative Assembly Soon for Cooks

As recommended in the Belshaw-Stace Report on the economic development of the Cooks, made in 1955, and as announced by the last New Zealand Government, the Cook Islands are to be advanced another stage in self-government this year.

An enlarged 26-member Legislative Assembly will replace the Legislative Council of 23 members established in 1946.

The Assembly will consist of 14 native members elected by universal suffrage—four at Rarotonga, two at Aitutaki, and one each at Atiu, Mangaia, Mauke, Mitiaro, Manihiki, Penrhyn, Rakahanga and Pukapuka.

Voters at Manuae and Nassau will be included in neighbouring constituencies.

Another member will be elected by European voters. In addition some Island Councils will elect members from their own council members—four in Rarotonga, and Aitutaki, Atiu, and Mangaia, one each.

The remaining members will be the Administration Secretary, the Treasurer, and two other members elected by the Resident Commissioner. These will, presumably, be departmental heads in the Administration.

Elections for the new body are scheduled for November, and the elections will be immediately followed by the first annual meeting at Rarotonga.

"Pom Pom" No. 2 Awaits Expert Report

Just three years ago a special sub-committee of Cabinet was set up by the then NZ Government to consider plans for a replacement for Island Territories Department's 31-year-old, 1,215-ton *Maui Pomare*.

A decision had just then been made to spend a considerable sum on the old ship to keep her in service on the Cook Islands-New Zealand run for another four years, by which time a new ship was supposed to be ready to take over.

With one year left to go, that ship is still in the dream stage.

Late August, 1958, the Minister of Island Territories reported that replacement was "still under negotiation". Shipping experts in London would make their firm recommendations to the Government very soon, the Minister said. After that, tenders would be called.

Of would they? With the present belt-tightening in New Zealand it will be no surprise at all if the whole scheme is shelved for another year or two, especially as an increasing number of small refrigerated vessels are now plying the Pacific with meat to the US and vacant cargo space on the run south. They carry few or no passengers but are designed for the fruit trade. This year the Government has been making full use of such vessels to uplift Cook Islands produce which has required shipment between the visits of the *Maui Pomare* and the Union Co.'s trans-Pacific freighters (which are not fitted for fruit carriage)

If the meat trade to the US is to be an expanding one, the Gov-

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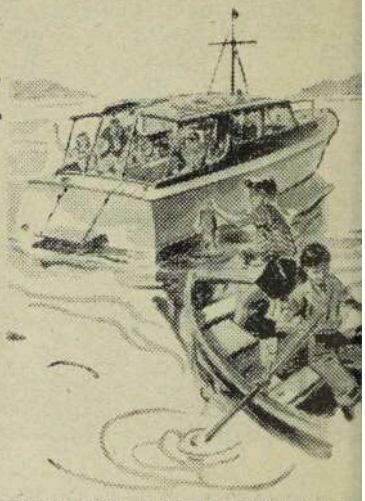

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ernment might well consider abandoning the idea of building a ship of its own, with its heavy capital cost and its operating losses on this route, and spend the money on facilities for local Island shipping—harbour improvements, etc., and on cool-store facilities at Rarotonga and perhaps elsewhere.

Local vessels might then run the fruit from the outer islands to Rarotonga for uplifting at a central point by overseas vessels.

Such a plan is opposed by outer island people on the grounds that it involves trans-shipment of all cargo at Rarotonga, with added costs and added damage.

But a freight subsidy might be cheaper than the present milk-run system operated by the *Maui Pomare*.

Such a plan would not provide for the passenger requirements on the NZ-Cooks run, however.

Safeguarding the Mail Order People

A Bill before the Tongan Legislature in August sought to rectify the situation whereby Tongans cannot be sued for debts—a situation which also exists in some other South Pacific territories.

The Bill would provide that, where reciprocal legislation is enacted in the country of the foreigner seeking redress, it would in future be possible for a person overseas to bring an action against a Tongan. This would meet the situation where unknowing overseas firms or persons have done mail-order business with a Tongan individual or business house, and have failed to receive payment.

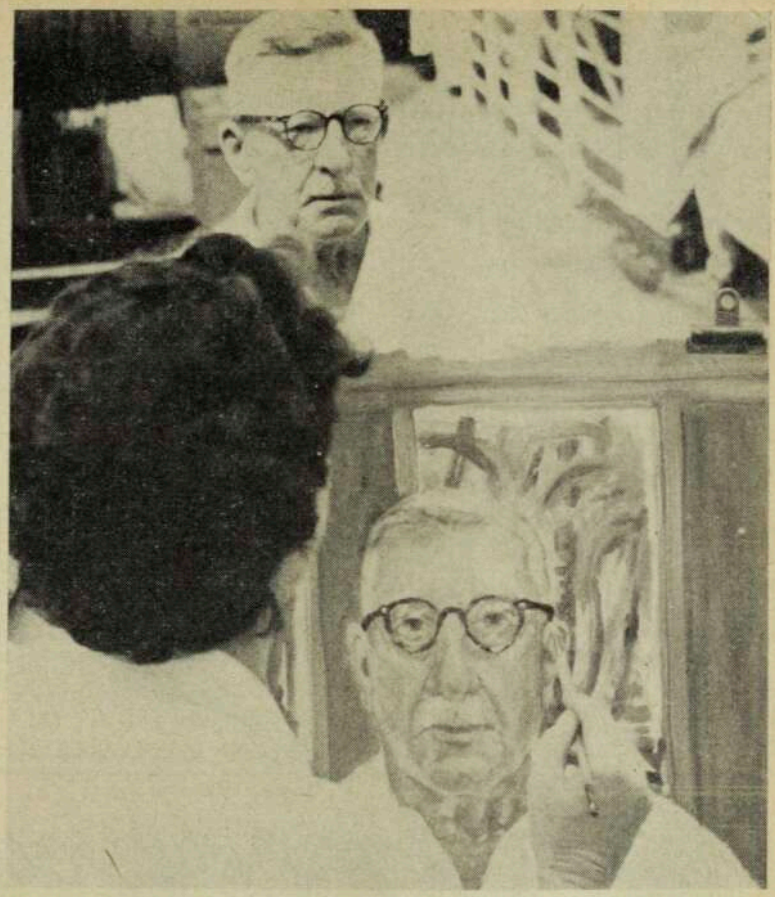
Now the Navy Hunts Whales

The Navy added another variation to its peace-time chores in August when HMNZS *Lachlan*, recharting Nukualofa Harbour and its approaches, was asked by the Tonga Government to report any whales sighted.

The Government has been making a survey of whale migrations in this area with the idea of establishing a whaling station, and has been tagging such whales as its survey teams could get sufficiently close to.

Well, *Lachlan* not only spotted a number of whales but also asked to be issued with a special tagging rifle which fires a small numbered cylinder into the whale. From then on, to the end of the recharting job the Navy's fast launches and their crews were "in the fun".

Lachlan was commanded by Commander F. W. Hunt, MBE.



THE PORTRAIT SITTER

The features of Mr. Rudolph Berking have been known in Western Samoa for 50 years, but not often are they portrayed in oils. But when Mr. Berking travelled back to Apia aboard the "Tofua" recently, after a trip to New Zealand, a fellow-passenger, NZ artist Heather Parkinson, got him to sit for her—with this excellent result. Mr. Berking is an Apia planter, but he wasn't always. The old Cyclopedia of Samoa, published in 1907, said of Mr. Berking, who was then Collector of Customs in what was German Samoa: "He fills the position with credit to himself and with advantage to the Government. The courteous manner in which he at all times discharges his duties has made him very popular with the general public". Mr. Berking, now 86, is still courteous and still popular.—S.I.

PIM's Apologies to the Bignells

During the Month, Mrs. Mavis Bignell, wife of Captain Charles Bignell, of the New Guinea ship *Kokoda*, came into *PIM's* Sydney office, and in the nicest way possible, took us to task for a serious omission from the Brett Hilder story of Captain Bignell in June *PIM*, p. 78.

The inference in that story was that at the time of her death in NSW a few years ago, Kathleen Bignell, a well-known NG resident in the 1930's, was still the wife of Captain Bignell. This was not so, they were divorced many years ago.

In 1948, at Ballina, NSW, Captain Bignell married Mrs. Mavis Marr, a widow. Because her young sons were still at school when Captain Bignell returned to the Territory in 1951, she did not immediately join him there. But she went to Port Moresby in 1956 and since then she and Captain Bignell have acquired a seven-acre block six miles out of Moresby.

The June story, with all the emphasis on the first Mrs. Bignell, Kathleen, and no mention of Captain Bignell's second marriage, naturally has caused her embarrassment.

The mistake probably occurred because Captain Hilder knew the Bignell family when it was established in the Solomons before the war, but met Captain Bignell again only recently when the *Kokoda* was chartered for a six months' survey

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of phosphate resources in the Solomons.

Mrs. Mavis Bignell has been spending several months in New South Wales, while the Captain is away on this charter voyage. One of the purposes of her visit was to attend the wedding of her eldest son.

Expenditure, Revenue is Rising in Cooks

The 1957-58 report on the Cook Islands indicates that expenditure and revenue are rising steadily year by year.

Total expenditure in the Group in the financial year just ended was £787,909 (1956-57: £622,745). Revenue derived within the Group was £444,391 (£305,940).

Exports for the current and previous years were valued at £540,925 (£485,117) and imports £788,048 (£769,210). Government aid to the islands totalled £390,962 (£275,000).

Expenditure on health was £114,989 (£95,751) and on education £134,648 (£128,471).

The number of Post Office Savings Bank depositors was 7,949 (7,671) and the amount held to their credit £197,729 (£193,839). There are no private trading banks in the Cook Islands.

Doctor to the Islands in a New Post

Rarotonga-born part-Polynesian Dr. Tom Davis is now Director of the Division of Environmental Medicine at the US Army's Fort Knox Medical Research Laboratory.

Not much has been heard of Dr. Davis and his New Zealand-bor wife and family since they left th Cooks in 1952 to sail the yach *Miru* from Wellington to Boston vi Peru and Panama, and the sub sequent appearance of the boo "Doctor to the Islands".

The book caused a stir i Rarotonga and Wellington with i sharp criticism of Administratio policy in regard to Cook Island health.

Dr. Davis was then taking a pos graduate course at Harvard Scho of Medicine, having completed term as Chief Medical Officer in th Cooks.

The next report of Dr. Davis cam in the sensational section of th Australian press, followed a visit b a Boston correspondent who foun him locked in an ice chambe shivering in a pair of shorts, carry ing out a research project on th effect of cold climates on the bod

His present position appears be a continuation of this researc Dr. Davis has written a numbe of important scientific papers o this subject.

No Excuse for not Having Toothbrush

The Cook Islands Report for 1957-58, tabled in the House of Representatives, Wellington, late in August, but not yet printed, reports that toothbrushes are being made available at cost price to school children throughout the Group.

It is part of a drive to combat a high incidence of dental decay.

The Report says that the aim of the Health Department is to make every child dentally fit twice per annum by inspection and treatment. This is at present being achieved at Rarotonga and Atiu but additional staff is required to handle the situation elsewhere.

Big Boosts for Big Salaries in BSIP

The long awaited revision salaries for Government employe throughout the British Solomo

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Islands Protectorate has at last been approved by the Secretary of State.

The Government have not as yet issued anything concrete, and figures quoted below are taken from the Civil Servants' Association circular, recently issued to members.

Five salary ranges have been introduced to replace the one general scale in operation since the Ramage Report of 1956. An officer's salary scale now depends more on his position and qualifications. The scales are as follows: Super Scale—for Heads of Departments; Scale A—Professional and Administrative; Scale B—Sub Professional; Scale C — Technical-Executive; Scale D — Clerical.

Comparisons of old and new scales are:—

	Old Scale £	Revised Scale £
Super Scale .	1,800-2,820	2,445-3,645
Scale A . ..	1,050-2,160	1,151-2,565
Scale B . ..	1,050-1,920	1,151-2,325
Scale C . ..	1,050-1,536	1,151,1,950
Scale D . ..	714-1,074	773-1,113

The heads of Departments have obtained rises generally of from £645 to £825, whilst the lower income brackets have to be content with a maximum increase of £60.

To take an example from Scale D—the clerical officers who have been hardest hit—officers on a present salary of £1,050 get only a £29 increase. According to some BSIP reaction, it's just a joke, for those with a sense of humour.

Points requiring clarification are the possible changes in leave entitlements that will go with the revision and the elimination of sea travel to and from the Protectorate.

The rise, which is back-dated to April 1, 1958, has been, for the "worker", called an Irishman's Rise. For already rumours are strong throughout Honiara that essential service charges, e.g., electricity, rent and garbage, will be increased to take the plum from the pie.

Royal Visit to BSIP

The Solomons and the Gilbert and Ellice Islands Colony will have their first Royal Visit in 1959—when the Duke of Edinburgh, in his tour to the "remoter parts of the Commonwealth", calls in there on the Royal Yacht "Britannia".

The Duke's tour was announced in early September, but details are not yet available. The Pacific cruise will be an extension of the Duke's visit to India and Pakistan, which was arranged some time ago.

Magellan Will Soon Be On Way Again

The Catalina aircraft *Spirit of Magellan*, which has been grounded at Rarotonga since last February, when it suffered a serious engine breakdown in the course of a flight round the world, should be back in the United States by the time this appears.

Mr. G. R. Crouch, a pilot-mechanic, arrived at Rarotonga with a new engine aboard the trans-Pacific freighter *Waitemata* early in August.

The aircraft is owned by Clyde A. Young, of Bellflower, Cal., and was under charter to Magellan Productions, an American feature film company. The round-the-world party was headed by Mr. Stuart Jewell.

Following the mishap, the cameraman returned home by regular airlines from Aitutaki and the aircraft was left parked on the Rarotonga airstrip awaiting the spare engine. (*PIM*, April, p. 87).

The Case of the Well Bred Pigs

Breeding carried no weight in the case of four pedigree pigs bound for Mangaia from Auckland aboard

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Maui Pomare late in August.

The ship was on point of sailing at 1 p.m. when the crew lodged a protest with the Master, Captain J. Hare, concerning stowage of the pigs near their quarters and near the galley.

Anyone familiar with NZGS *Maui Pomare* will know that when that vessel is ready for sea there is usually very little choice of stowage left for pigs or anything else.

However, that argument, or the breeding of the pigs, were set at naught by the crew. "Talks" were prolonged, but the pigs were removed and went on by a Union Line freighter.

Big Yate Dam Begins Producing Power

New Caledonia's £10 million Yate dam is nearing completion after only three years—which is quite an effort.

In August the first two turbines began supplying current to Noumea and to the smelters. The dam is now filled to three-quarters of its ultimate capacity and should be entirely filled early next year, when the third and fourth turbines will begin to turn, bringing output to 70,000 kwts.

The nickel smelters are using two electric furnaces powered by the dam, and are looking forward to the time, not far off now, when the coal tribute they are paying to Australia will be greatly diminished.

Changing of the Guard —By Air

The French Army has begun using TAI airline planes to transport its servicemen to and from New Caledonia. It has found it costs little more than if they were sent by sea, for then they are immobilised for two months, bu still draw pay.

In August, a DC6 from Franc brought 50 men in and took anothe 50 out. A week later a DC7—large aircraft ever to land in Ne Caledonia—brought in 60.

NZ MAY LOSE A MARKET

When the *Minsei Maru* left Lautoka, Fiji, for Japan in August with Fiji's first trial shipment of iron ore (see August *PIM*), she also had aboard, manganese ore, scrap iron—and a trial shipment of hides.

Hides have formerly been exported to New Zealand, but following NZ export restrictions they are being diverted to the Japanese market.

Australia's Huge Grants: £13m. for P-NG

The announcement that the o companies are withdrawing fro Papua, after spending £30 millio (at the rate of £2 millions pe annum, in recent years) on a searc for oil, was an economic shock fo the Territory.

But the good citizens of Papu need not despair—not, that is, whi Australia remains in its presen generous mood.

A few years ago, we thought Aus tralia's annual subsidy to Papu and New Guinea, of around £ millions, was generous, compare with a very few thousands befor the war. Today, the annual gran have reached a fantastic sum.

In his Budget speech in Augus the Federal Treasurer said tha Papua and New Guinea this yea were being given £12 millions, com pared with £11 millions in th previous year.

An examination of the Budge figures shows that Australia's tot grant to Papua and New Guinea £13 millions, for 1958-59. There a direct grant to the Administratio of £12 millions; and then, throug various Australian Departmen which carry on their own activitie there, another million is spent o the Territory.

Here are the figures—probabl incomplete—taken from the offici document, with 1957-58 figures give for comparison:

	1957-58 £	1958- £
Territories Dept. . .	290,612	293,00
Papua-N. Guinea . .	11,374,040	12,136,00
Loans, Ex-servicemen	—	250,00
Lighthouses—		
Equipment . . .	4,377	3,00
New Building . . .	3,552	27,00
New Guinea Civilian War Pensions . .	15,040	16,00
Education, Medical .	42,407	39,57
Shipping Subsidy .	100,000	100,00

School of Pacific Administration . . .	27,559	34,000
Superannuation Grant	78,791	86,000

In addition, the Territory's "local revenue" (proceeds of taxation) is between £4m. and £5m. per annum, all of which is spent in the Territory.

Minister Hasluck estimates an Administration expenditure in the Territory in 1958-9, of £17,090,600—which is £3½m. larger than that of 1956-57.

He estimates that the exports in the current year will be £12,253,000 and the imports about £19 m.

A Shock for Some

Noumea is to get a change in its electricity supply voltage. At present it uses 130 volts, but this will be increased to 220.

All new electrical appliances will be made for this new voltage, and users of 130-volt appliances will therefore have to buy step-down transformers. The change-over should be completed within three years.

A Bad Week for the Officials

Fire completely destroyed the District Commissioner Western's office at Lautoka in August. The wooden building, on high ground near the hospital, was burnt out within half an hour.

Four days later, fire also broke out in a small annexe to the District Officer"s office at Ba, 20 miles from Lautoka. Local people extinguished the fire before the DO's office caught but some files were destroyed or damaged, and the annexe was gutted. Fiji police began investigations into a possible connection between the two fires.

When is Trade Tobacco, Tobacco?

Black twist tobacco—as we have pointed out in *PIM* on numerous occasions recently—is more than a habit; it is also a medium of trade. The Papua-New Guinea Customs Department apparently believes that it is all trade and no smoke. Either that, or they take a poor view of the native inhabitants of the Territory.

Our old Islands-trader friend, Charles Sullivan, rang up recently and asked had we seen page 15 of the Quarterly Bulletin of Trade Statistics. We hadn't, but we looked. Tobacco imports are listed under two heads: "Trade Tobacco" and "Tobacco manufactured for human consumption." Charlie reckons that this clearly indicates that the P-NG Administration believes that people who use Trade Tobacco aren't really human.

We can't have that. But the figures themselves are interesting. In the nine months to March, 1958, Trade Tobacco to the value of £625,025 was imported; while that designed for "human consumption" was valued only at £93,508.

If P-NG natives didn't smoke, or trade, think what a lot of overseas exchange would be saved!

The Photogenic Highlands of New Guinea

A well-known architect, Mr. Laurence T. Rayner, who travelled extensively in New Guinea, showed a series of excellent photographs to illustrate a lecture, "Mountaineering in the Central Highlands of New Guinea", before the members of the Pacific Islands Society, in Sydney, on August 28.

Most of the Islands of the Pacific provide endless subjects for the keen photographer, but the Highlands of New Guinea, in that respect, have a special charm and interest—the more so because the colours are so vivid and the swarming natives still adhere to their old ways of life.

New Appoiintments In the Cooks

The appointment of new Resident Agents for two of the Southern

1st Prizes Royal Show 1957 & 1958 for sponges & scones won by

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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.

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3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter
½ 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.

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Group islands of the Cooks was announced from Rarotonga in July.

Mr. I. Robertson has been appointed to Atiu, replacing Mr. Ronald Thorby who was transferred to Aitutaki last year on the resignation of Mr. R. M. Gladney. Mr. Robertson has been employed by A. B. Donald & Co., Rarotonga, over the past two years.

He served in all theatres with the 2nd NZEF during the Second World War, and later established a fruit and poultry farm in New Zealand. Married with two children, he is aged 40.

Mr. Johnny H. Webb, Jnr., at present on leave in New Zealand, has been appointed to Mangaia, succeeding Mr. W. L. Tylor who resigned some time ago.

Born in the Cooks, Mr. Webb has served in a relieving capacity on several islands in recent years, lately at Aitutaki. He will take up the appointment in November.

Mr. and Mrs. Webb are an extremely popular young couple and are already well known at Mangaia.

Former Fiji Girl On BBC TV

Billed as "Carmita" on a BBC Saturday night Black and Whit Minstrel Show programme, a gi who was born and brought up i Fiji appeared on TV in England i mid-August. She is Miss Iv Rodan, aged 23, whose mother, Mr F. Terry, lives in Auckland wher Ivy took her secondary schoolin and training as a singer.

Ivy's singing career began on th advice of Miss Gladys Moncrie who heard her in Suva at the ag of 12.

Following training under Siste Mary Leo, of St. Mary's Convent who has produced a number of top ranking singers, Miss Rodan wo the John Court Aria Contest Auckland in 1954 and afterwar went to England to sing in nigh clubs.

Miss Rodan is of a leading Fijia family on her paternal side, and ha Maori blood on her maternal sid

Just a Matter of Wind

Constable Andreas, the most seriously injured of the Administration patrol involved in the NG tax clash at Nauvunaram on August 4, returned to work a few weeks later—a little the worse for wear.

His face was so badly swollen that a European police officer in the station did not recognise him, and asked him who he was.

This brought a loud laugh from Constable Andreas, who explained the swelling this way: "When the stone hit me it made a hole in my head which let in the wind. When the doctor fixed the hole he forgot to let out the wind.

"That is why my face is still swollen."

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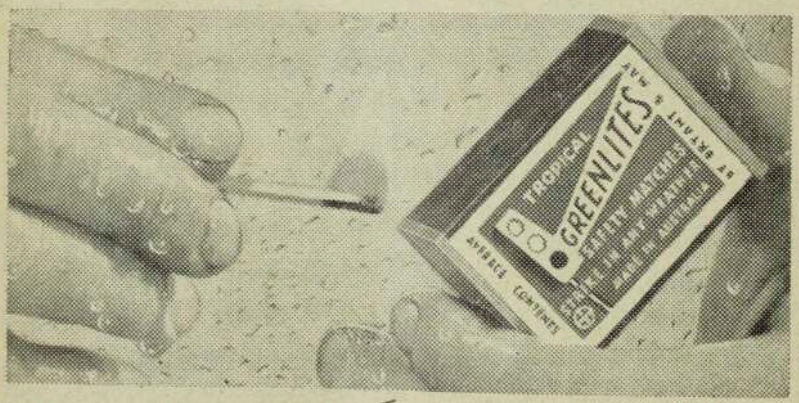

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BM 121

New £1 Stamp for Solomons

The long awaited £1 stamp complete the present issue Solomon Islands stamps now in us will be available from November

In two colours, vignette black an border blue, the stamp features th Protectorate's Coat of Arms, th Royal portrait and St. Edward Crown, the value in figures and caption, "Coat of Arms".

Fiji Indians Celebrate Free Speech and Independence

The 11th anniversary of th independence of India was cele brated on August 15 in Suva whe citizens—most of them Indians bu with representatives of other com munities—gathered in the Parli

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Masta Ben And Buka

Hall, to sing paeans of praise to Mother India.

The Indian High Commissioner in Fiji, Mr. K. D. Bhasin, who was guest of honour, began the round of speeches. He said: "We, in India, have always stressed the value of friendship and contacts among peoples and understanding and reconciliation among diverse modes of life. The Indian religion, philosophy and social organisation are based on the acceptance of the principle of unity in diversity. In many ways, India is an epitome of the world and if through the last five or six thousand years we have slowly evolved in India a principle of live-and-let-live, we are confident that the same principle will today enable us to live in friendship in the larger context of the modern world".

The Rev. L. D. Fullerton, of the Methodist Mission, was reported to have said that Westerners admire Pandit Nehru, Indian Prime Minister, as today's greatest statesman, and for his "boldness, calmness, wisdom, understanding and great contributions to world peace and tolerance".

Mr. A. D. Patel compared the India under British rule and the India since its re-birth in 1947". British India, he said, had been in constant suffering, socially, politically and economically. Millions of people perished of disease and hunger because they were neglected by the administrators. Today, he said, the story is different. India has not only re-constructed the dilapidated edifice", which was handed over with Independence, but has developed in all spheres of life and is ever advancing forwards its golden destiny — democracy in thought, word and deed.

(We can wonder, of course, how Mr. Patel can bear to keep living in Fiji, although what he said is old-fashioned stuff; most Fiji-Indians gave up this line seven or eight years ago. But if Mr. Patel is no student of history, he knows when he is on safe ground with the peculiar British. In some countries we could mention, he would have had his head cut off for indulging in this kind of free speech.)

No Rosy Glow From W. Samoan Finances

The picture of the Western Samoan financial position, as disclosed at the second 1958 meeting of the Legislative Assembly (it commenced on August 28), did not show any more rosy a glow than at the first meeting earlier this year.

An estimated increase in Government expenditure in the current year will be only partly covered by an increase in estimated receipts. The difference will have to be met from Treasury Cash balances which will be left at a perilously low level.

In his financial statement, made at the beginning of the meeting, the Acting Financial Secretary, Mr. H. A. Levestam, stated that the revised estimates of receipts showed increases from export duty on bananas and cocoa, and in import duty; but showed reductions in export duty collections from copra, and from income tax.

The increases resulted from the greatly increased banana exports this year, and continuing high prices for cocoa.

The serious decline in copra production was the cause of copra duty not coming up to expectations; and the trade recession in 1957 adversely affected the estimates of income tax to be received in 1958.

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On the expenditure side, an additional £16,500 will be spent on development while another £25,350 will be needed for maintenance. The development expenditure is earmarked for roading and water supplies.

The Acting Financial Secretary announced that the Government would introduce, later in the session, a motion to raise and use a loan of up to £30,000 from the New Zealand Government for roading and harbour development.

They Cater for Hungry Islanders

When Mr. F. E. T. (Tex) Rose, and his wife, Tere, visited Rarotonga in 1951, they were quick to notice the non-existence of a home cookery business catering for the Island people.

Rarotonga's atmosphere appealed to them, and they settled at Avatiu, where they established a small home cookery, general merchants and aerated water manufacturing business.

Their business prospered, and in 1956 they started to build larger premises almost opposite the LMS church in Avarua, which were opened eighteen months later.

They cover approximately 3,000 square feet.

To the rear of a spacious shop facing the main road are storage rooms, a chilling room, a workshop, and living quarters.

Equipment includes modern ovens, a deep freeze and dough mixing machinery.

Tex Rose has lived for many years in America, in the Philippines, the Hawaiian Islands, and is well-known throughout the Pacific.

He has been self-employed for the last 30 years, and his business enterprises have been as varied as his places of residence. He has conducted a restaurant, been a florist, been engaged in the clothing trade, and has taught music intermittently for 30 years.

Tex next plans to manufacture Cook Islands curios for local sale.

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Viet Namese Expelled

When the "Caledonien" left Noumea for France in late August it carried with it six Viet Namese who had been expelled for illegal activities. These included running illegal schools and newspapers, and being in possession of quantities of opium.

On August 24, police in Noumea made several raids on Viet premises believed to be housing illegal organisations. They took possession of quantities of documents and other publications.

The Man With a Red Moustache

Suva man Peter White, who took over as Secretary of the Fiji Visitors Bureau from Bob Howlett, a few months ago, was selected by the Sydney *Daily Mirror* in September as the first subect in a new series called "Real People". Here it is written by John Pearce:

Peter White, secretary of the Fiji Visitors' Bureau, twists his tremendous RAF-type moustache and the band plays.

He has only had the job for six months but, in that time has learned more "public relations" than the New South Wales Tourist Bureau.

This former RAF pilot, former BBC announcer, runs two offices and two girls on only £10,000 per year. He believes in his job. A lot of Australians could learn from him.

Fiji gets more visitors (they don't like the word "tourists") every year then New Zealand.

What has it to offer? Rotten roads, a stinking polluted canal which runs right through the middle of the city of Suva, and a wet season which grows fungus on everything — including, probably, White's own magnificent red moustache.

There are no hotels of the standard needed to attract Americans.

As each tourist ship arrives—they had 10 in August—the 25-piece band of the Fiji military Forces plays on the wharfside. Girls meet tourists with hibiscus.

White's uptown office guides shoppers, helping them to the best bargains, sheltering them from being robbed by dockside marketeers.

If you have the time, White pops you into his station sedan and drives you to the hotel outside which stands an armless commissionaire. He used to dive in the harbour for the tourists—until

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one day he dived into the jaws of a shark.

He tells you stories of women who call turtles out of the water so the native men may catch them for the pot.

Back to the ship and the band farewells you with Isa Lei, traditional song of farewell. And soon it's back to Sydney to be welcomed by taxi drivers multiple-hiring at the dockside.

You've travelled 2,000 miles back from Suva. It only took four days. But it seems a very long way from a man, a moustache, and a brass band.

'Coffee Will Sell'

(Continued from page 20)

by falling prices.

This means that New Guinea coffee producers may not be able to sell their consignments as quickly as they did in the past but we are confident that the whole of New Guinea coffee can eventually be taken this year.

The proposed conference between growers, merchants, agents and the Administration will have the following purposes: to lay a sound basis for future marketing to enable the producers to appreciate the particular requirements of the merchants or processors; to enable the merchants to recognise the difficulties encountered by the growers in producing the manufacturer's exact requirements; to help the agents to understand how best to market the coffee beans to the satisfaction of the merchants and the growers; and to assist the Administration to determine the most appropriate directions in which its research and extension work should be applied.

Morobe Floods

(Continued from page 20)

flooded land and roads in the R2 residential area.

Worst of all was the damage to crops in the Markham Valley. Planters said the flood waters in some parts had cascaded down the hills "from nowhere" and covered the low areas, many of which were still under water in early September.

Mr. T. W. Richards, manager of Hastings Deering (NG) Ltd., at Lae, who flew over the flood area, said that 300 acres of peanuts, probably about one-quarter of the district's peanut crop, had been lost, representing a loss of £25,000.

Although weather bureau officials estimated rainfall on the night of August 12 at about 3½ inches, a planter reported that his 7 inch rain gauge had reached the top and overflowed.

Mr. A. E. Gazzard, general manager of Commonwealth New Guinea Timbers Ltd., said in Bulolo that officials were examining alternative sites for the location of a new bridge over the Busu River, and the company was investigating the possibility of purchasing a Bailey type bridge.

Two Bridges Needed

And Lae businessman, Mr. T. W. Richards, suggested that Administration build two bridges over the Erap River to ensure a safe, all-weather means for vehicles on the Lae-Highlands Road.

He said that a large number of primary producers were relying on the road.

Fiji Finances

(Continued from page 18)

economic recession caused by the balance-of-payment's deficits. Loans will not only increase the Government revenue immediately but also reduce the pressure on the balance of payments.

It is true that there will be interest charges on the loan; but we cannot look at the pennies and forget the pounds.

That the percentage of recurrent expenditure on medical and education services should not be permitted to increase until a much greater direct return to revenue

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is made, or until the taxable capacity of the Colony is greatly increased.

That social and other services should not be expanded until the Colony is producing more income to enable it to pay for such services.

That, as a general principle, fees for services should recoup the full cost of such services to Government.

That higher education be paid for in full by the recipient.

That each water supply should be treated as a separate entity and, in each case, water should be charged for at a rate which will ensure that the supply is self-supporting.

Essential services like health and education are important basic requirements for the progress and prosperity of any society. Welfare of the people, their progress and prosperity, is the accepted function of every Government.

Therefore, our Government should provide the services, and no one should be deprived of them because of lack of ability to pay directly. If these services are not provided the community will have to bear even a greater expenditure.

Education facilities should be increased to meet the demand of increasing population.

Any cut in proper education expenditure is a false economy. We need more and more of our trained men and women to relieve our dependability for service on overseas recruitment. Government should encourage and give priorities in its employment to local people. This would, to say the least, effect considerable economy.

Charges on health services should be as little as possible and the proposed expenditure for obstetrical annex at the CWM Hospital should not be postponed.

We suggest that the Government should look into the possibilities of an "insurance system", as practised somewhat in Australia. We also suggest the Government should look into the question of setting up lotteries to raise money.

Any attempt to make water supplies self-supporting will be oppressive to the poorer people.

The Government should continue its policy of building more roads for economic development, but should not charge the full cost even after taking into account the immediate benefit derived from the roads and the Government's use of them.

That the Government should effect economies.

That the Government should reduce its expenditure on personal emoluments by 5 per cent. at the earliest possible date or, preferably, should effect a saving of 5 per cent. on total recurrent expenditure (excluding public debt and pensions and gratuities).

To us (the businessmen's views continue), these recommendations, when put together, mean unemployment. But we are not against proper economies. Therefore we suggest economies in this manner:

(1) Waste in Government expenditure should be stopped without delay. We have in mind not only general waste in administration, but also in capital expenditure—an example of which is brought out in the PWD's estimate of works.

(2) Overseas leave and passage grants:
   (a) Tour leaves should be granted less frequently in view of the very large (estimated) annual expenditure of £120,000.
   (b) For purpose of permanent economy, tour leave and passage grants should be given to an officer after the completion of 10 and 20 years' service, or on retirement.
   (c) Passage grants to employees recruited from overseas should be given only to their home countries.

(3) Rent recoverable from Civil Servants should go up, to 15 per cent. of the Civil Servant's salary.

(4) Interest on loans to Civil Servants should be increased to the current bank rate.

(5) Not only Civil Servants, but also Government Institutions should pay for water at the same rate as the general public.

(6) The increase in Public Service salaries by way of "post allowances" was introduced in a critical period, and should be suspended.

(7) Local recruitments—All possible action should be taken to give Government employment to local people.

Deaths of Islands People

MRS. E. L. LEEMBRUGGEN

The death occurred suddenly in Sydney on July 30 of Mrs. Helitia (Ella Rangitihi Kahira) Leembruggen. Although born in New Zealand she spent most of her life in Fiji (where her uncle, Sir John Thurston, was an early Governor)

and in the islands of the Western Pacific High Commission, where she was held in high esteem.

She married twice; first a member of the Bentley family in Fiji, and in 1925, Mr. E. L. Leembruggen of the WPHC Civil Service. In the

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1920's and 1930's they lived at Ocean Island, Fanning and the New Hebrides where they became popular and well-known members of these communities.

After Mr. Leembruggen's retirement they made their home in Sydney.

Mrs. Leembruggen is survived by her son, Mr. Harold Thurston Bentley, a member of the Colonial Service now stationed in Nyasaland; by her daughter, Margaret (Mrs. Pearson, of Sydney); by her husband, of Strathfield, Sydney; and by her niece, Mrs. J. Palenthorpe, of Christchurch, NZ.

MR. ROBERT WALKER

A former Education Officer in the Cook Islands, Mr. Robert Walker died at Napier, NZ, on August 16.

Mr. Walker went to the Cooks as Headmaster, Arorangi School, Rarotonga, in 1927. He was appointed Education Officer ten years later, and resigned in 1946 to take a teaching position in New Zealand. He has been retired for several years. He was aged 59.

Mr. Walker is survived by his wife who was also teaching in the Cook Islands.

MR. J. H. NETZLER

An old and respected resident of Western Samoa, Mr. John Henry Netzler, died recently at his home at Motootua, Apia, after a long illness at the age of 67.

Born in Apia in 1890, Mr. Metzle trained as a blacksmith in Suva Fiji, and returned to Samoa in 191 to establish his own business as a blacksmith.

He leaves a wife, five children and 21 grandchildren. The funeral was attended by a large and representative gathering.

REV. FATHER ALPHONSE SCHAEFER

One of the pioneer missionaries of New Guinea, Rev. Father Alphonse Schaefer, died in August, aged 54.

Father Schaefer last March had been sent from New Guinea to Rome, where he was delegate of the Society of the Divine Word New Guinea Missions to the General Chapter. However, while there he had suffered a heart attack and went home to Germany for treatment. He was in Germany when he died.

Father Schaefer first went to New Guinea in 1930, where he was a pioneer of the Chimbu Catholic Missions. In 1934, Father Schaefer, Father Ross, Father Morscheuser and Brother Eugene made the long trek into the Highlands from the coast, Father Schaefer settling at Mingende, Father Ross pushing on to open up the Mt. Hagen area. The two others were killed by hostile native arrows.

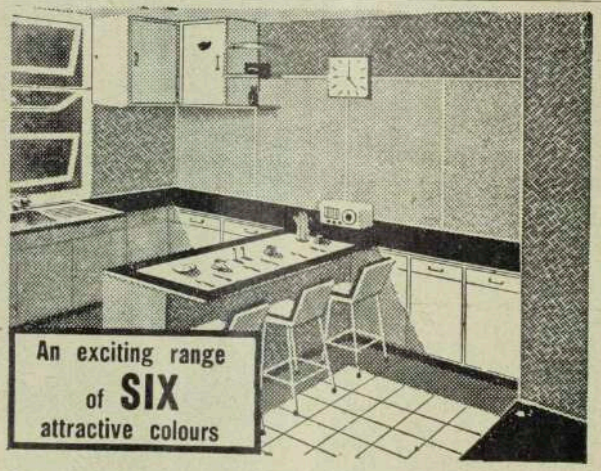
Mr. Ian Downs, MLC, a former Eastern Highlands District Commissioner, spoke for many when he paid this tribute to the late Father Schaefer after news of his death had reached New Guinea:

"For nearly 30 years he was the chief inspiration for good in the name of Christianity in the Chimbu area. Thousands found faith through his teaching, through his relentless pursuit for good and through his patient and human understanding of the people.

"He was an educationalist, a farmer and a practical man who by his example led people by many roads to knowledge that was helpful to them. His influence extended beyond his own particular flock to all who came in contact with him. He was a gentleman in the best sense of that word and a very brave man.

"After the war, Father Schaefer became better known to the European community through his effective membership of the Eastern Highlands Advisory Council to which he always made a valuable contribution. In his early passing at the age of only 54 years, the Territory has lost a great personality and a great human figure.

"All his friends will want his people in Westphalia to know that Alphonse Schaefer was to us and thousands of Highlands people a noble and an inspiration. A man who in any walk of life would have been a leader but who sublimated great gifts of personal leadership to serve God."



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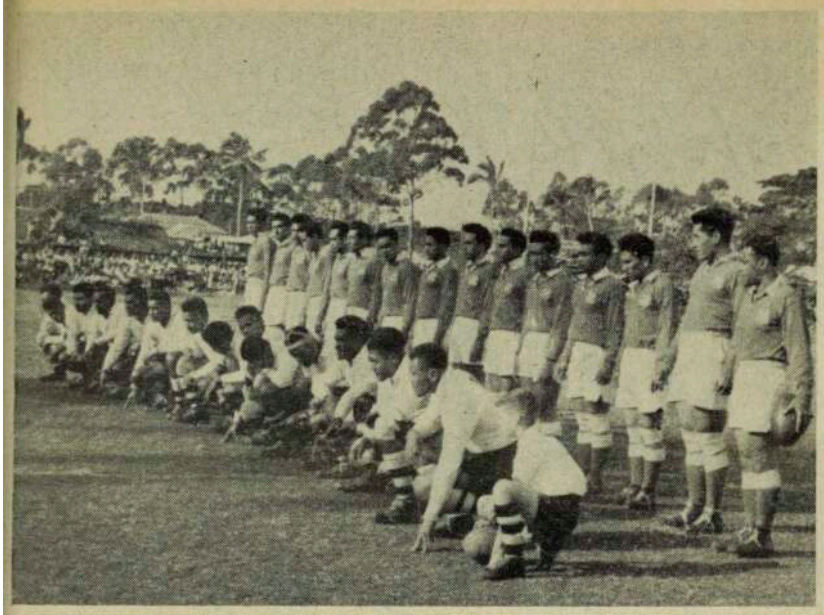

Fiji won the Rugby series against Tonga in July-August, two matches to one, with plenty of interest for the Tonga crowds, who flocked to the matches in thousands (see August PIM). But the Fijians found the Tonga grounds hard, and had so many injuries that they had to send home for replacements. Here are the teams, Tongans standing, taking the field for one of the Tests. —Hettig, Nukualofa.

Sports Review

The Teams Went Out For Life

From Norman Baxter in Suva

INDIAN soccer footballers in Fiji are a temperamental lot. Albert Park, Suva, each Sunday, when the competitions are played, generally sees a brawl of some sort, with heated players warring among themselves—and often with the spectators.

The Suva Soccer Association has been concerned for some time, and early this season its disciplinary committee handed out a couple of salutary punishments—life disqualification on two individuals.

But that punishment failed to have any effect. Determined to show who was master, the disciplinary committee then went a stage further. It disqualified two teams for life, and a third team also, except the goalkeeper.

The goalkeeper either was well away from the brawl, or decided it was not worthwhile risking a punishment. The referees' reports in the case of one game where two teams were disqualified said that both sides played ungentlemanly football, and finally finished up in a free-for-all.

The team, less goalkeeper, that was disqualified, also had played ungentlemanly football, was guilty of disorderly behaviour, and abused and threatened the referee.

So no more soccer for 32 players, unless the appeals committee finds in favour of them—if they appeal.

That's certainly showing the flag.

Should Be A Hot Series

FIJI rugby followers are looking forward with interest to the visit of the Corinthians' Club, from the Auckland district in October.

The enterprising Imperials Club in Suva has organised the visit, and for Fiji it is almost a full-scale tour. Before arriving in Suva the team has to play at Lautoka, Vatukoula and Nanukuloa (near Rakiraki). Then follow three games in Suva.

The visit is more or less to return a visit paid by the Imperials to New Zealand at the end of the 1956 season.

However, the visitors are scheduled to play in Fiji towards the end of October, when the hot season is just around the corner. Local men complain about the heat at that time of the year, so people are beginning to wonder how the Kiwis will stand up to it.

Tonga Wants To Tour New Zealand

FOLLOWING the recent satisfactory visit by a Fiji team the Tonga Rugby Union is to again approach the New Zealand Rugby Union on the possibility of a tour there.

Such a tour was rejected by the New Zealand Union in 1956, on the ground that too little was known of Tongan performance.

Negotiations will be re-opened on the basis of an excellent performance against the Fiji team (although Fiji won the series).

Because a UK team will be touring New Zealand next year there would be no possibility of such a tour being arranged before 1960, though Japan and NSW are contending for tours in that year, and the All Blacks will be overseas touring South Africa.

Prince Tungi said in Suva in August that he would co-operate in providing sea transport with one or other of the new Tonga ships, if overseas tours were arranged.

Tongan Boxer Kaihau Starts Well

From J. P. Shortall, in Auckland

LATEST in the long succession of Tongan fighters to go to New Zealand, Alani Kaihau made a good opening at Auckland on September 9, when he defeated the well-considered Masterton professional middleweight Johnie Peterson by a technical KO in the fifth.

Kaihau, who weighed in at 10 st 11 lb, had the upper hand from the opening of the scheduled ten-round contest. Peterson took a good deal of punishment, Kaihau very little, and the fight was stopped in the fifth when Peterson, bleeding badly from the mouth, took a count of eight.

TONGAN cock-of-the-roost Kitione Lave, against the advice of his manager, Jimmy Lumb, was scheduled to fight Manchester scrap dealer Joss Burton in a bare-fisted contest at Doncaster, England, on September 12.

Lave received a warning from the British Boxing Board of Control that he would be liable to disciplinary action if he fought the unapproved fight, which was for a purse of £500.

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SHIPPING TIME-TABLES

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

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby. Next Sydney sailing approx. Oct. 3.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing approx. Oct. 15.

MV Malaita sails from Sydney for Brisbane, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul, Samarai (other ports occasionally). Next sailing approx. Sept. 16, special voyage calling at Norfolk Is., Vila, Santo, Honiara, Bougainville Ports, Rabaul, Manus, Madang, Lae, Samarai, Sydney. Resumes normal route, ex-Sydney, Nov. 12.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailing approx. Oct. 21.

Details from Burns, Philp & Co. Ltd., 7 Bridge Street, Sydney.

MV Pak Hoi: Leaves Sydney for Brisbane, Honiara, Rabaul, Madang, Lae. Next Sydney sailing: approx. Oct. 14.

(This vessel replaces Sinkiang while latter vessel is on charter work.)

MV Soochow: Delayed in Brisbane due to engine break-down early Sept. Sailed Brisbane Sept. 11 for Port Moresby, Samarai, Lae, Madang, Kavieng, Rabaul, and Port Moresby. Next Sydney sailing about mid-October.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby. Next Sydney sailing third week Oct.

Details from Swire and Yuill Pty. Ltd., 6 Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Silindoeng, Sept. 22; Sibigo, Oct. 9; Sigli, Oct. 26.

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

Far East-S.W. Pacific-Australia

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

The three 3,000 ton ships, Funing, Fengning, etc., are to be withdrawn from this service and replaced by 6,000 ton vessels, Chengtu, Chungking and Chefoo which will extend their operations to Suva, and if inducement offering, Noumea and Santo, New Hebrides.

Chengtu: Dep. Japan Oct. 17, Hongkong Oct. 25, Sandakan Nov. 1, Madang Nov. 7, Rabaul Nov. 9, Lae Nov. 12, Port Moresby Nov. 19; if sufficient inducement then to Noumea (N. Cal.) and Santo (N. Heb.), Suva Nov. 27, then Australian ports.

Chungking: Dep. Japan Nov. 22, Hongkong Nov. 29, Sandakan Dec. 6, Madang Dec. 12, Rabaul Dec. 14, Lae Dec. 17, Samarai Dec. 21, Moresby Dec. 24,

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958-59

		ORCADES	ORONSAY	ORCADES	HIMALAYA
SYDNEY	depart	Oct. 7	Nov. 11	Jan. 24	Mar. 18
AUCKLAND	arr/dep	Oct. 10	Nov. 14	Jan. 27	Mar. 21
SUVA	arr/dep	Oct. 13	Nov. 17	Jan. 30	Mar. 24
HONOLULU	arr/dep	Oct. 18	Nov. 22	Feb. 4	Mar. 29
VANCOUVER	arr/dep	Oct. 24	Nov. 28	Feb. 10-11	April 4
SAN FRANCISCO	arr/dep	Oct. 26-27	Nov. 30-Dec. 1	Feb. 13-14	April 6-10
LOS ANGELES	arr/dep	Oct. 28	Dec. 2	——	April 11
HONOLULU	arr/dep	Nov. 2	Dec. 7	Feb. 18	
SUVA	arr/dep	Nov. 9	Dec. 14	Feb. 25	Return
AUCKLAND	arr/dep	Nov. 12	Dec. 20	Feb. 28	Different
SYDNEY	arrive	Nov. 15	Dec. 17	Mar. 3	Route

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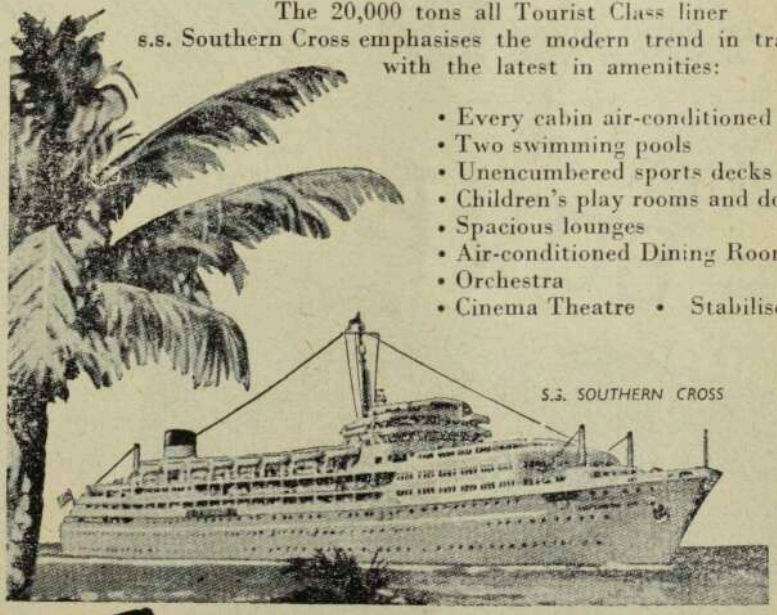

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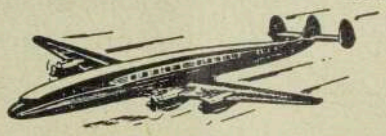

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Noumea and Santo if inducement. Suva Jan. 1, then Australian ports.

The three vessels will call at any or all of four Australian ports, Brisbane, Sydney, Melbourne and Adelaide, and load there cargo for Far East including Shanghai where a call is made on the southbound voyage between Japan and Hongkong.

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo, NH.

Citos: Dep. Japan Oct. 11, Shanghai Oct. 14, Hongkong Oct. 18, Manila Oct. 20, Sandakan Oct. 25, Lae Nov. 5, Rabaul Nov. 7, Honiara Nov. 11, then Australian ports

Aros: Sails from Sydney northbound on Sept. 30.

Milos: Suffered engine breakdown between Shanghai and Hongkong early Sept.; sails Hongkong via Sandakan and Kennedy Bay to Australian ports arriving Brisbane approx. end Sept.

Delos: Dep. Japan Sept. 6, Hongkong Sept. 11, Lae Sept. 20, Rabaul Sept. 23, Honiara Sept. 26, Vanikoro Sept. 30, Santo Oct. 2, Vila Oct. 3, then Australian ports. Dep. northbound Oct. 31, approx. from Brisbane.

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

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: Oct. 7, Nov. 4.

MV Matua maintains a service from Auckland to Lautoka, Suva, Apia, Suva, Lyttleton, Wellington, and return to Auckland. Next sailings from Auckland: Oct. 23, Nov. 20.

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

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, left Sydney on July 31 for Norfolk, Vila, Santo, Honiara, Yandina, Gizo; then on Central Pacific voyage to repatriate time-expired labourers: Tarawa (Gilbert Is.), Washington Is., Fanning Is., Christmas Is., then back to BSI, Honiara, Yandina, Pepesala, Somata, Honiara, and return to Sydney, in October. At end of Oct. will resume normal schedule, Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, Sydney.

Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motorships, Tahitien and Caledonien and a chartered vessel, Melanesien. Next

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SYDNEY—Birt & Co. (Pty.) Ltd.

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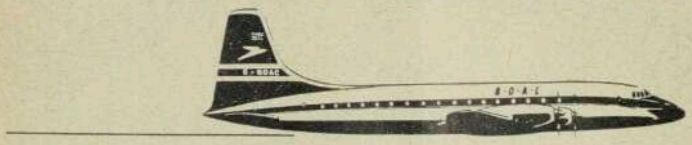
FLY WORLD-WIDE



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

Sydney sailings: Tahitien Sept. 30, M
nesien Nov. 21, Caledonien Jan. 4, 1959
MV Polynesie (Messageries Maritin
maintains about monthly passenger s
ings between Sydney and Noumea
the New Hebrides. Next Sydney saili
Oct. 3, 24.

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

Sydney-S. Africa-UK-Pacifi Ports-Sydney

Shaw Savill's new one-class all-passe
liner Southern Cross makes four rou
the-world voyages per year, two w
bound, then two east-bound, calling
Suva and Papeete every trip. Next voy
Dep. Southampton Sept. 11, via Sc
Africa to Sydney Oct. 17-19, Welling
Oct. 22-24, Suva Oct. 28, Papeete
1-2, then via Panama to Southamp
arr. Nov. 26. She leaves again on
9, via Panama, for Sydney calling
Papeete (Jan. 2-3) and Suva (Jan. 8)

N. Zealand-Cook Is.

The passenger vessel Maui Pom
maintains a regular service betw
Auckland and the Cook Islands.

Details on application to NZ Gov
ment Department of Island Territo
Wellington, or to any office of the U
SS Co. of NZ Ltd.

N. America-Fiji-Hebrides, e

Pacific Islands Transport Line's ves
Thorsisle and Thorshall maintain
regular service from Pacific Coast No
American ports, with sailings over 3
days. Some ports depend on carg
offering.

Thorsisle: Dep. Seattle Oct. 30, I
Westminster Nov. 2, San Francisco N
7, Los Angeles Nov. 9, Papeete Nov.
Pago Pago Nov. 28, Apia Nov. 30, S
Dec. 2, Noumea Dec. 6, Pago Pago Dec.
Los Angeles Dec. 27

Thorshall: Dep. New Westminster N
25, San Francisco Dec. 1, Los Ang
Dec. 3, Papeete Dec. 16, Pago Pago D
23, Apia Dec. 24, Suva Dec. 28, Nou
Jan. 2, Pago Pago Jan. 9, Los Ang
Jan. 24.

Details from General Steamships C
poration Ltd., 432 California St.,
Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Franc
operates a regular five-weeks passen
cargo service from Los Angeles with
Ventura, Alameda, Sierra and Sonoo
Southern terminal ports vary with carg
offering. Vessels call at Papeete, P
Pago and Suva, depending on carg
Next sailings approx., from Sydn
Sierra, Sept. 19; Sonoma, Oct. 15,
meda, sailing from Brisbane northbou
Sept. 16.

American Pioneer Line has eight sl
(Pioneer Gem, Isle, Glen, Reef, Cove, S
Tide, Gulf) on Australia - Panama –
Atlantic Coast service with calls
Papeete on southbound voyage. Saili
approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (s
sidiary of W. R. Carpenter & Co.) ope

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a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next sailing from Sydney mid-Dec.

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

Sydney-(or NZ)-North America

The four cargo vessels, Waihemo, Wairuna, Waikawa, and Waitomo, owned and operated by the Union Steam Ship Co. of NZ Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailings (approximately): Wairuna, Sept. 16; Waikawa, end of Oct.; Waihemo, end of Nov.; Waitomo, end of Dec.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

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

Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to Australia, via Pacific Islands ports and New Zealand.

Monterey: Southbound, dep. San Francisco Sept. 10, Los Angeles Sept. 11, Papeete Sept. 19-21, Auckland Sept. 27, Sydney Sept. 30. Northbound, dep. Sydney Oct. 3, Auckland Oct. 6-7, Suva Oct. 10, Pago Pago Oct. 11, Honolulu Oct. 16-17, San Francisco Oct. 22.

Mariposa: Southbound, dep. San Francisco Oct. 5, Los Angeles Oct. 6, Papeete Oct. 14-16, Auckland Oct. 22-23, Sydney Oct. 26-29, Auckland Nov. 1, Suva Nov. 4, Pago Pago Nov. 5, Honolulu Nov. 10-11, San Francisco Nov. 16.

Monterey: Dep. San Francisco Oct. 26, Los Angeles Oct. 27, Papeete Nov. 4-6, Auckland Nov. 12-13, Sydney Nov. 16-19, Auckland Nov. 22, Suva Nov. 25, Pago Pago Nov. 26, Honolulu Dec. 1-2, San Francisco Dec. 7.

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

United Kingdom-Australia-Port Moresby

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

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby.

Westmeath: Due to sail from Liverpool Sept. 30; due in Port Moresby Dec. 15.

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*)

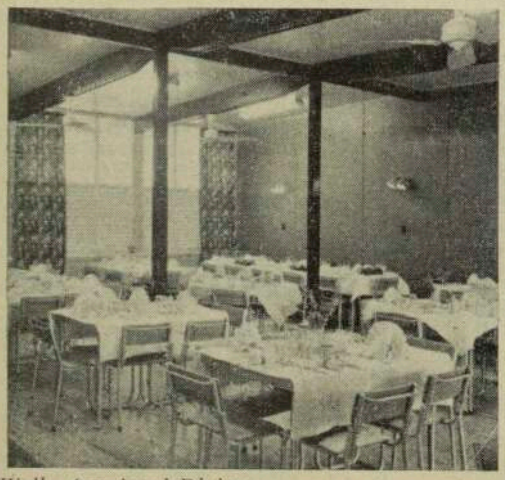
Sun., Tue., Thurs., Fri.: Dep. Melbourne for Sydney, Nadi, Canton Is., Honolulu, San Francisco or Los Angeles.
Sun., Tue.: Dep. San Francisco for Honolulu, Nadi, Sydney and Melbourne.
Wed., Fri.: Dep. Los Angeles for Melbourne (same route).

* PAA Skymasters are used on a connecting service between Auckland and Nadi (see table 16); and also twice monthly 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.

FIRST-CLASS HOTEL ACCOMMODATION IN PORT MORESBY



Well-Appointed Dining-Room, with Trained and Courteous Service.

The New, Modern, Bungalow-Type Hotel Established in the New Port Moresby Suburb of Boroko Caters for Every Need.

Beautifully-Appointed Dining-Room

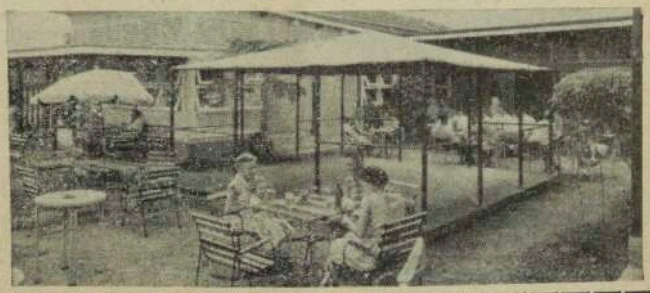
•

Kitchen is Completely Electrical

Bar Planned to Carry Most Modern Equipment

Bedrooms Equipped to Provide Maximum Tropical Comfort

SPECIAL DINNER PARTIES ARRANGED :: ORCHESTRA EVERY WEDNESDAY AND FRIDAY EVENING



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. Morrisey.

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. 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.

Every Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.

Every Sat.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Sun.), Honolulu, Fiji and Sydney.

Every Mon.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Tues.) for 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

Mon.

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

Tues.

Depart:	Arrive:
	Townsville, 1.50 a.m
Townsville, 2.50 a.m.	Pt. Moresby, 6.35 a.m
Pt. Moresby 7.35 a.m.	Lae, 9 a.m.

Tues., Fri., Sat.

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

Wed., Sat., Sun.

	Pt. Moresby, 6.35 a.m.
Pt. Moresby, 7.35 a.m.	Lae, 9 a.m.

Thurs.

Depart:	Arrive:
Sydney, 8 p.m	Brisbane, 10 40 p.m.
Brisbane, 11.59 p.m.	

Fri.

	Cairns, 4.35
Cairns, 6 a.m.	Pt. Moresby, 8.50
Pt. Moresby, 9.50 a.m.	Lae, 11.15

Sun. (Thrift Class Service)

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

Mon.

	Pt. Moresby, 6.35
Pt. Moresby, 7.35 a.m.	Lae, 9

SOUTHWARDS

Mon. (Thrift Class Service)

Depart:	Arrive:
Lae, 10 30 a.m.	Pt. Moresby, 11.45
Pt. Moresby, 12.30 p.m.	Brisbane, 7.5
Brisbane, 8.15 p.m.	Sydney, 10.55

Tues.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45
Pt. Moresby, 12.30 p.m.	Townsville, 4.15
Townsville, 5 p.m.	Brisbane, 8.40
Brisbane, 9.50 p.m.	

Wed.

	Sydney, 12.30

Wed., Sun.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45
Pt. Moresby, 12.30 p.m.	Brisbane, 7.5
Brisbane, 8.15 p.m.	Sydney, 10.55

Fri.

Depart:	Arrive:
Lae, 12.45 p.m.	Pt. Moresby, 2
Pt. Moresby, 2.45 p.m.	Brisbane, 9.20
Brisbane, 10.20 p.m.	Sydney, 1 (Sat.)

Sat.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45
Pt. Moresby, 12.30 p.m.	Cairns, 3.20
Cairns, 4.05 p.m.	Brisbane, 8.40
Brisbane, 9.50 p.m.	

Sun.

	Sydney, 12.30

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (Sept. 17, Oct. 1, 15, 29, etc.) Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternative Thurs. (Sept. 18, Oct. 2, 16, 30, etc.) departs Hollandia at 9.30 a.m., and, with call at Wewak and Madang, arrives Lae 3.20 p.m.

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Kerema, Vaimuru: Alt. Tues. returning same day (Sept. 26, Oct. 24, etc.).

PORT MORESBY-DARU (DH Otter)

Direct service each fourth Friday, returning direct same day (Sept. 19, Oct. etc.).

Via Kerema, Kikori, once every four weeks, returning Port Moresby fri Daru direct (Oct. 3, 31, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai and return each Tuesday and Saturday, depart Port Moresby 7.45 a.m. On Alt. Sat returns via Esa'ala (Sept. 20, Oct. 18, etc.).

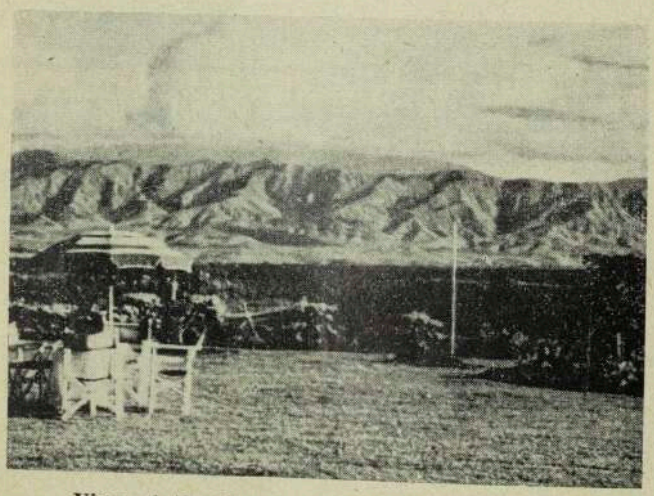
LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang at 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.



View of the Ranges from the Goroka Hotel

For a cool, exhilarating holiday visit the Eastern Highlands of New Guinea.

Goroka Hotel offers all those amenities that will make your stay a happy one.

The cuisine is excellent and the tariff moderate.

Goroka Hotel

TELEPHONE: GOROKA 18. CABLES: "MORTEL"

Bookings may also be made by writing P.O. Box 91, Port Moresby

— A Unit of Morobe Hotels —

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 dependent on stops.

LOWER HIGHLANDS (DH Otter)

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

LAE-BULOLO-WAU (DH Otter)

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.

Wed., Sat.: Dep. Lae 9 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-LAE (DC3)

Fri.: Dep. Madang 3.30 p.m., arr. Goroka 4.05 p.m., dep. Goroka 4.35 p.m., arr. Lae 5.30 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 required) 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 a.m., via Mt. Hagen, Banz and Goroka, arr. Port 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 Wapenamunda, returning to Madang same day.

NEW GUINEA-NEW BRITAIN (DC3)

Fridays: Depart Lae 1.30 p.m., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.

Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.

Sundays: Depart Lae 11 a.m., Finschhafen noon, Rabaul 2.10 p.m.

Mondays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Wed.: Dep. Lae 12 noon. Finschhafen, 1 p.m., Rabaul, arr 3.15 p.m.

Fri.: Dep. Rabaul 7 a.m., Madang, Lae, arr. 11.35 a.m.

SERVICES BY MANDATED AIRLINES

Scheduled flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Optional call at Goroka on this flight.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust-Dutch N. Guinea

By KLM Royal Dutch Airlines (Super Constellation Service)

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

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

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Finschhafen, 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, Djakarta, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland every Thursday on return.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., with Sandringham Flying-boats.

Return flight usually each Tuesday and Saturday.

8. Sydney-Norfolk Is.

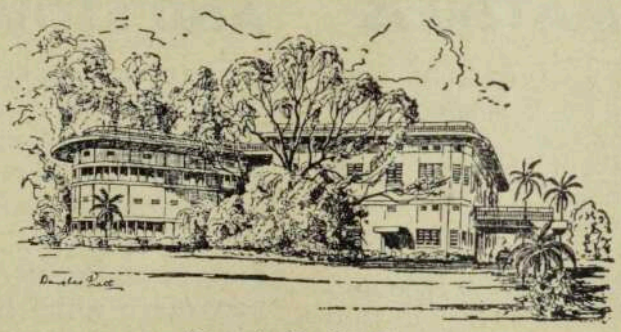
(By Qantas, with Skymaster)

Alt. Fri. (Sept. 26, Oct. 10, 24, etc.): Dep. Sydney midnight, arr. NI 6.45 a.m. Saturday; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. (Flight extends NI-Auckland-NI. See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters (Weekly)

Wed.: Sydney dep. 11.45 p.m., arriving



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.

The Dining Room caters for Dinner Parties and other special functions.

Make your reservations by letter, telephone or cable.

For Bookings Write or Phone

Hotel Cecil,

TELEPHONE: LAE 2321. CABLES: "MORTEL"

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LOTUSLAND INNERSPRING MATTRESS

The Lotusland "40" Winker Innerspring Mattress has soft, flexible prebuilt borders which cannot sag or break down with use; attractive, uniform button tufting. The spring unit is manufactured entirely in the Lotusland Factory. Look for the "40" Winker label.

COLEMAN LANTERNS AND STOVES

Coleman Appliances, Lamps, Lanterns, Irons and Stoves have for many years been bringing better ways of living to people everywhere. They bring greater comfort and happiness with better light, easier and faster ironing and better cooking.

MASSE DRY-FRESH BATTERIES

They're One-Pak. Everything including dry-charged battery, polythene bottles, each with its own pourer, containing acid of correct specific gravity ready to pour. Springs into life immediately acid is added. Has Permassep Separators and Massaloy Plate grids.

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ROBERT GILLESPIE (N.G.) LTD.

LAE . . . MADANG . . . RABAUL . . . PORT MORESBY

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Tontouta, 7 a.m. Thurs.
Thurs.: Tontouta dep. 8.30 a.m., arriving Sydney, 2 p.m. same day.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

Tues. and Fri.: Dep. Tontouta (N. Cal.) at 6 a.m., arrive Vila 8.20 a.m., dep. Vila 8.50 a.m., arr. Santo 10.05 a.m., dep 10.35 a.m., arr. Vila 11.55 a.m., dep. 1.55 p.m., arr. Tontouta 4.55 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

Service from Noumea to Nadi (Fiji) and Wallis Is. first Saturday in each month. Next flights: Sept. 6, Oct. 4. Dep. Wallis Sept. 8, Oct. 6.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sat. (Sept. 27, Oct. 11, 25, etc.): Return 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.

Tue., Thurs., Fri., Sat., Sun.: Dep. Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Mon.: Departs Auckland 11.30 a.m., arr. Sydney 3 p.m.
Tue., Thur., Fri. Sun.: Dep. Sydney 3.00 p.m., arr. Auckland 10 p.m.
Wed., Sat.: Dep. Sydney 10 a.m., arr. Auckland 5 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Tues., Fri.: Dep. Christchurch 5 p.m., arr. Sydney 8.50 p.m.
Tue.: Dep. Sydney 8 a.m., arr. Christchurch 3.10 p.m.
Sat.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

15A. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Sun.: Dep. Christchurch 11.30 a.m., arr. Melbourne 4.00 p.m.
Fri.: Dep. Melbourne 7.30 a.m., arr. Christchurch 3.00 p.m.

15B. Auckland-Melbourne

Tasman Empire Airways, with DC6 Aircraft.

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

16. New Zealand-Fiji

Tasman Empire Airways, with Super DC6 aircraft.

Tues., Fri., Sun.: Dep. Auckland 4 p.m., arr. Nadi 9 p.m.
Mon., Wed., Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.

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

17. Fiji-W. Samoa

Tasman Empire Airways, with Solent aircraft.
(Service Fortnightly)

Dep. Suva Thurs. 7 a.m., crosses Date-Line, arrives Satapuala (W. Samoa) Wed. noon.
Dep. Satapuala, Wed. 1 p.m., crosses Date-Line, arrives Suva, Thurs, 4 p.m. (ex-Suva Sept. 18, Oct. 2, 16, etc.).
(Additional services ex-Suva on Sept. 25, Dec. 18, Feb. 2, Mar. 12.)

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-Tahiti

Tasman Empire Airways, with Solent Flying Boat

Dep. Suva 9 a.m. alternate Thurs., crosses International Date-Line, arr. Satapuala (W. Samoa) 1.55 p.m. alternate Wed.; dep. Satapuala 2 a.m. alternate Thurs., arr. Aitutaki (Cook Is.) 7.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m.
Services dep. Suva Sept. 18, Oct. 2, 16, Nov. 13, 27, Dec. 11, 25, etc.
Dep. Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m. arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. alt. Mon., crosses International Date-Line, arr. Suva 10.55 a.m. alt. Tues. Services dep. Papeete Sept. 21, Oct. 5, 19, Nov. 16, 30, Dec. 14, 28, etc.

20. New Caledonia-Tahiti

TAI with DC6B Aircraft and Flying-boat

Every Thurs.: Dep. Tontouta (N. Cal.) via Nadi (Fiji) to Bora-Bora. Transfer to flying-boat for flight Bora-Bora to Papeete.
Every Fri.: Dep. Papeete, for return by same route. (Crosses International Date-Line).

21. 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.

22. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.

Noumea (Magenta), Lifou (Chepenehe), Noumea: Tues. a.m., Wed. and Thurs. p.m.
Noumea, Mare (Tadine), Noumea: Tues, p.m.
Noumea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively: Thurs. a.m.
Noumea, Koumac, Noumea (with conditional call at Plaine des Gaiacs): Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Ile des Pins, Noumea: Saturday and Monday afternoons.

23. French Polynesia Inter-Island Service

Regie Aerienne Interinsulaire (RAI) with flying-boats.

Twice weekly service to the Leeward Group.
Wednesday: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.
Friday: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.
Booking agents in Papeete: Messageries Maritimes.

24. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored amphibious flying boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airlines, Agana, Guam.

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FOR SALE

FAMED BEAUTY SPOT, Norfolk Island, comprising 25 acres freehold, beautiful new home, erected by owner builder, Lister Lighting Plant, diesel generator 25 kilowatts, house beautifully designed, with breathtaking panoramic views. Ideal for tourist trade. Address communications to: **Mrs. O. M. McGuinness,** Ardara, Norfolk Island.

FLEETS.—New 22 ft. Bluebird sloop, 10 h.p. Clae, £850 or offer. 32 ft. diesel sloop, coppered, ready for sea, £2,100. 42 ft. launch, £2,750. 59 ft. passenger boat, in survey, £10,500. **Fleets,** 525 Stanley St., South Brisbane, Australia

ISLAND VESSELS under construction. 40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: **Wynne S. Breden Pty. Ltd., "Phoenix Shipyards",** Newcastle, N.S.W.

FOR SALE BY TENDER:

60 FOOT WOODEN MOTOR VESSEL "MAUREEN". Tenders are invited and will be received at Tarawa up to noon on Tuesday, November 30, 1958, for the purchase of the 60 foot wooden Motor Vessel "Maureen" owned by the Gilbert and Ellice Islands Colony Government. The vessel was built in New Zealand about 1945 of N.Z. Kauri double diagonal planking. The following further particulars are believed to be correct but are not certified —Gross tonnage, 60 approx.; Net tonnage, 29 approx.; Hold capacity, 960 cu. ft.; Deadweight, 18 tons approx.; Length, 60 ft.; Beam, 16 ft.; Draft, 9 ft.; Fuel bunker capacity, 890 galls.; F.W. capacity, 1,100 galls. Engines: Gardner 6L3 Diesel main engine 102 h.p. giving a service speed of 7.0 knots at 100 gallons per day. Gardner 1LW Auxiliary driving 110V DC Generator which provides ample lighting, also general service and bilge pump. Lister winch engine lifts up to 15 cwt. and drives windlass messenger chain. Accommodation for Master and 1 passenger on upper deck: 2 x 2 berth cabins below decks aft; crews quarters below decks forward. Equipment includes all necessary ground and cargo tackle and fittings for deep sea voyages including Collier and Beale teleradio, launch, workboat. The vessel has just completed extensive overhaul of hull and engines and is believed in sound and seaworthy condition. She may be inspected at Tarawa by appointment. Tenders should be addressed by sealed letter or by telegraph in Bentley's Code, to the Secretary to Government, Tarawa. The highest or any tender will not necessarily be accepted. The successful tenderer will be required to make payment of the full price in accordance with directions given by the vendor within seven days of notice of acceptance of his tender and delivery of the vessel will be given at Tarawa, within seven days of settlement. Delivery at Suva, Honiara or Vila could be made on payment of delivery costs and repatriation expenses.

FOR SALE

DIESEL ENGINED AUXILIARY KETCH, ex fishing boat, outfitted for world voyage. 30 ft. overall by 9 ft. 6 in. beam, four berth, electric light, full headroom below. Price: £A1,500 f.o.b., and insured London, England. Freight to Sydney about £A800, less to Suva. Enquiries: **Busk,** 66 Warwick Square, London, S.W.1, England.

MODERN ALL-ELECTRIC two-bedroom home, basement suitable for conversion to flat. Situated slopes Crown Hill, North Shore, Auckland, within easy access to harbour bridge approaches, beautiful views Rangitoto Channel. Would consider exchange property Queensland or Norfolk Island, electricity essential. For further particulars apply: **A. B. Dale,** 32 Peter Terrace, Castor Bay, Auckland, N.Z.

ICE CREAM MAKING MACHINE (American), 2½ gallons capacity, in perfect order, complete with or without Kelvinator unit. Replies to: **Kasper Refrigeration,** 77 Railway Parade, Erskineville, Sydney, Australia.

PLANTATION in Bogia District, approximately 10 hours by sea from Madang. 366 hectares freehold, 32,500 palms, including 1,500 six years old, balance 38/40 years; 25,000 Cacao trees from six months to eight years. Present production, 24 tons copra, 2 tons cacao month. Modern home with electric light, all necessary outbuildings, plant and equipment. One of the show properties of New Guinea. Owner retiring. Also smaller plantation in same area. 100 hectares, half planted, half of this young palms flowering for first time. Modern home, electric light (new Lister Diesel), new Fordson. All necessary buildings and equipment. Ample local labour both properties. Both walk in walk out. **Hutton,** Auctioneer, Box 1, P.O., Madang, T.N.G.

TRADE ENQUIRIES

C. S. & JOHNSON YOUNG CO., P.O. Box 3038, Hong Kong. Cable address: "Cisij". Hong Kong Manufacturers' Representatives. Inquiries cordially solicited. Prices on application. Samples available.

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WATCH REPAIRS to all brands of watches. Send your repairs directly to the only Swiss watchmaker giving service to the Pacific Islands. Rapid service—all work guaranteed. **Swiss - Clox Watch Service,** 9 Garner Avenue, French's Forest, Sydney, Australia.

IN MEMORIAM

HAYDON—In loving memory of my only son Cliff, aero-engineer, who lost his life at Gibbes Sepik Airways, Wewak, New Guinea, through aircraft accident on September 19, 1949. **Inserted by his mother.**

ACCOMMODATION

HOLIDAY FLATS, at famous Manly Bea Sydney. Comfortable two bedroom un with all facilities and handy to Sydn **Regent Flats,** P.O. Box 92, Manly, N.S. Australia.

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RAFFLES PRIVATE HOTEL.—Fifty st from Bondi beach. Every room compl with bathroom, radio and telepho Family suites, bed and breakfast 3 per person daily. Telegrams: **"Hotelra** Telephone: FY 3331 (3 lines). 126 Ran gate Avenue, Bondi, N.S.W., Australia.

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POSITION VACANT

WANTED for British Solomon Islands, capable farmer, married preferred, m have sound knowledge of all farm machinery and bulldozer equipment a capable operator. Thorough knowledge all types of farming including cit orchard, poultry, livestock. Good opp tunity for capable hard worker. Sala including furnished house: £A80 month. Fares paid. Apply in writing airmail to: **Box 73,** Post Office, Honia British Solomon Islands.

POSITION WANTED

DUTCHMAN, single, 44 years of a qualified chef and pastrycook, until cently club and hotel manager, Indonesia, for many years, requires su able position. Available at short noti Letters: **H. Waslander,** c/o 157 Pacif Parade, Dee Why, Sydney, Australia.

PENFRIENDS

FIJI—"The Crossroads of the Pacifi Headquarters, World's leading Soci (Est. 1933) providing world-wi correspondents interested in Briti Colonies and Pacific Islands study a friendly exchange of ideas and hobb as Philately, Conchology, etc. Wri for specimen copy Club journal "Isla Life" and application form, to Secreta **South Sea Island Correspondence Cl** Natuvu, Fiji Is.

Pacific Commerce and Produce

Still No Encouraging Developments For APC

Since the announcement last month that the British and American partners of Australian Oil Search will not subscribe further capital for oil prospecting unless "material encouragement" is obtained, things have been quiet on the Papua-New Guinea oil front.

THE Australasian Petroleum Company is gradually curtailing its activities in Papua—circulars have gone out to engineering firms asking them if they can absorb any of the 75 native apprentices that APC had indentured; and some European staff have already been given notice. But on the whole, nothing decisive has yet been done and there are many, in the Territory and out of it, who believe that means will be found, before the deadline at end of 1958, for APC to carry on, perhaps not on the lavish scale of the last five years, but in a way that will not absolutely cut Australia off from her chances of finding oil in one of her own territories.

"Specuation"

During the month, APC sold off a couple of her small ships which started off more speculation. But it was subsequently stated that these were surplus to requirements, anyway, and that the company was sticking to the rest of its small-ships fleet.

Oil Search shares which remained at around 1/6—the point to which they had fallen at beginning of August when their British and American partners made their announcement that no further capital would be forthcoming unless there were encouraging developments—made a spectacular rise to 2/- on September 8.

With drilling finished at Barikewa and Puri, the only possibility of "encouraging developments" will be from Kuru No. 3, which is the last remaining APC drilling site. Gas was encountered in August—but this is no longer news, and called absolutely to throw investors into the speculation that resulted a couple of years ago when gas was encountered when drilling the first Kuru well.

Fiji Encourages The Gold Industry

THE importance of gold production in the economy of any country needs no emphasis.

Fiji, growingly short of overseas credits, and hopeful of uncovering more precious and marketable metals, has announced a new subsidy of £2 Fijian per ounce on all gold produced in the three years after June 19, 1958.

The Emperor Gold Mines group, naturally, has greeted the new grant with grateful thanks, but the Government is thinking of others besides Emperor shareholders. The plan is to assist the Emperor group to dig deeper and faster into those new strata recently described, and also to encourage other goldseekers to take another look around.

There is no geological reason why there should be payable gold only in that one small district in Tavua. The forces which created the gold under Vatakoula surely made other rich deposits in the long line of auriferous hills on the northern side of Viti Levu.

The subsidy is directed to the encouragement of developing Emperor's low levels; but anyone else who can produce gold between now and the middle of 1961 will enjoy a similar hand-out.

Of course, the gold producers will still be subject to (a) Fiji income tax and (b) Fiji gold royalties . . . It is as quaint a procedure as the gold industry generally—where the world eagerly pays £15 per ounce for all gold produced, and then buries it permanently out of sight in bank vaults or in a hole in the ground in Fort Knox, Kentucky.

Enterprise Withdraws

The reason for the refusal of the Papua-New Guinea Administration to extend the oil search permit of Enterprise of New Guinea Gold and Petroleum Development remains a mystery.

The refusal is even harder to understand in view of the probable withdrawal of APC. Any prospecting, one would imagine, is better than none.

In the meantime, the company has decided to withdraw its drilling party from the Upper Sepik River, near the Dutch border, "in the absence of any clarification of the refusal to extend the company's permit period".

Recently, the Commonwealth Government allocated £500,000 for the assistance of oil drilling companies—but all in Australia. Presumably the Commonwealth is advised by experts, but there are still a lot of people convinced that the greatest chance Australia has of finding oil of its own is in its P-NG territory. (Over)

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Continued from page 164

BOOKS, MAGAZINES

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FOR SALE BY TENDER
As she now lies at Thursday Island.
Motor Vessel "Kebisu"

Built in 1938 by Messrs. Kamakaze & Co., Tasmania, in Teak and Silver Spruce and powered by a heavy-duty slow speed 4-cylinder Vivian diesel engine 6¾ in. x 10 80 B.H.P. cruising at 650 r.p.m.; compressed air starting, built-in air compressor on engine with E.T.B. Southern Cross driving auxiliary compressor. Fitted with Joe's pattern reverse gear.

Hull description: Length, 58 ft. 6 in.; Beam, 15 ft. 9 in.; Draught, 6 ft. 4 in.; Cargo Hatch, 1,759 cu. ft.; Gross Tonnage, 54½. Vessel has two double berth cabins fitted with wash hand basins, etc.; 2 toilets; galley; crew accommodation forward below decks.

The "Kebisu" has been used for cargo carrying in Torres Strait and is now surplus to requirements.

Tenders, in writing and so endorsed, must reach the Secretary not later than noon on October 20, 1958. The highest or any tender not necessarily accepted.

P. P. Hanley, Secretary, Island Industries Board, P.O. Box 95, Thursday Island, Queensland, Australia.

Monier's Moresby Venture

The first products from the new factory of the Monier Pipe Co. Pty., Ltd., currently being erected in Port Moresby, should be available within a few months.

The factory will produce concrete building blocks and drainage pipes in the initial stages, and later develop other of the well-known Monier products.

These will be the first precast concrete building materials made in commercial quantities in Port Moresby. A small factory in Rabaul, set up some months ago, is also supplying pipes and building blocks, paving stones, etc.

The interest in building blocks and bricks is a new development for the Territory where the traditional building materials have been timber and asbestos cement.

Gold Production of Enterprise Falls

The August returns from Enterprise of New Guinea Gold and Petroleum Development's gold mining activities in the Morobe district of NG, fell in August in comparison with July results. From 30 tons crushed during August 31½ oz of retorted gold were obtained. A further 6½ oz were obtained from alluvial operations. (In July the yield was 57 oz from 35 tons).

The new battery, which has been purchased to increase output, arrived at the mine and erection was proceeding during August.

It was announced in Melbourne during the month that Mr. A. B. Kaines, who has been associated with Enterprise for some years, has joined the Directorate and that Mr. Frank Cooper has been appointed manager of the company.

NGG Production

New Guinea Goldfields, Ltd., operations for July resulted in 1,017 oz of fine gold and 984 oz of silver from 4,248 tons of ore treated at the Golden Ridges mill.

Golden Ridges Alluvials produced 80 oz of fine gold; another 117 oz came from tributes.

Output of timber was maintained at 151,841 super feet for the month.

In September it was announced that NNG has been investigating ground covered by an option in the Edie Creek area where high values have been encountered. The extent of the high yielding ground is not yet established.

Sandy Creek Production Falls

Advice from Sandy Creek Gold Sluicing, Ltd., regarding their New Guinea operations shows that 29 oz 10 dwt of gold were recovered from 1,240 cubic yards of material treated at the Morobe leases. (This was a substantial fall in yield, and poorer ground, than in July, when 38 oz 10 dwt were recovered from 820 cubic yards of material treated).

Oil Companies Pool Efforts

Papuan Apinaipi Petroleum, Ltd., has joined forces with two other Australian oil companies, Associated Australian Oilfields and Associated Freney Oil Fields, for a combined exploration of the three companies' oil prospecting areas. The licences of the three companies give the combination an interest in all the major sedimentary basins of Western Australia, Northern Territory, Queensland and Papua.

Each of the companies will transfer its rigs to the existing field administration company, Mines Administration Pty., Ltd., in exchange for shares in that company.

Should benefits accrue from any one area, the present holders of that area will participate on a higher scale than the other two partners. Presumably this means that should oil be discovered in Papuan Apinaipi's area in Papua, Apinaipi would benefit to a greater degree than Associated Australian Oilfields, or Associated Freney.

Rubber Cos. Profit is Less

Kerema Rubber, Ltd., made £5,381 less in the first half of 1958 than it did in the corresponding period last year. Profit for the six months to June 30, 1958, was £9,581 and an interim dividend of 10 per cent. has been declared. In spite of the fall in profit, this is bigger than the interim dividend in 1957, when it was only 7½ per cent. Final dividend for 1957 was 12½ per cent.

Directors blame the fall in profits on a general fall in rubber prices and, in part, to the abolition of primage on rubber entering Australia.

The Stock Market

In spite of the gloom cast at the ope ing of the new season's wool sales beginning of the month, the Sydney Sto Exchange index showed at the end of t first week in September that the mark was still near the all-time peak achiev in August.

On September 5, the index stood 263.83—one point below the August pea Reason probably was that, despite a ye of depressed prices for primary produc it was a good year for companies—as r flected in generally good balance shee The wool sales also showed improveme towards the end of the selling—althou quotations were an over-all 9 to 10 p cent. less than at the close of last seas

The strong Stock Exchange note, spite of the fact that Australia is goi to be down many millions of pounds this season's wool cheque, may indica that the country is not so firmly tied wool as it once was, although good seaso and good prices for primary products mu have a big effect on the Australi economy.

If seasonal conditions continue good Australia, it is expected that the Co monwealth this year will harvest its bi gest wheat crop since before the war. overseas market for 120,000 bushels is b lieved to be certain; as all other whe producing countries are also expected have bumper crops, there probably will no fortunes in it for wheat farmers, b wheat—and a very big sugar harvest will help to recoup the overseas fun lost by the drop in the wool cheq (Last year, when all the Australian Stat but Western Australia were hit by drough there was no export of wheat).

One of the most interesting financ developments of early September was t entry of a third bank into the Unit Tru field. This was the E.S. and A. Ba which announced that it has taken a per cent. interest in a new Melbourne tr company—Federal Trusts, Ltd. The Ba of NSW and the ANZ Bank are alrea linked with unit trust companies.

SYDNEY SALES PRICES

	Aug. 8	Sept. 5
B.H.P.	47/9	47/9
Burns Philp	56/6	56/3
Burns Philp (SS)	47/-	46/-
C.S.R.	£42/10/-	£42//1T
Dylup Plantations	14/6	13/6
Hackshalls	45/6	46/3
Kauri Timbers	19/4½	21/9
Kerema Rubber	10/9	10/-
Koitaki	12/9	12/6(s)
Lolorua	7/9	7/9
Mariboi	6/3	6/6
Norfolk Is. Whaling	4/11	4/-
Queensland Insurance	70/-	63/9
Rubberlands	5/6	6/3
Sthn. Pac. Insurance	56/-	NQ
Steamships Trading	44/9	47/9
W. R. Carpenter Hold.	15/-	15/-
Timor Oil	3/5	4/11

OIL AND MINING SHARES

FIJI

	July 9, '58	Aug. 8, '58	Sept. 5,
Emperor	b5/9	—	s6/-
Loloma		b29/6	b29/-

PAPUA-NEW GUINEA

Bulolo	b35/-	b35/-	s40/-
N.G.G. Ltd.	b1/9½	b2/0½	b2/-
Oil Search	b2/6	b1/7½	b1/7½
Ent. of N.G.	b7d	s8d	b6d
Papuan Apin	b9d	b9d	b11d
do. opt.	b6½d	b4d	b11½
Placer Dev.	b86/6	b91/6	b91/-
Sandy Creek	b4d	b3d	NQ

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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 is delivered to Copra Marketing Board, controlled by Government; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (under contract covering 1958), (b) Australia (for local consumption) and (c) crushing-mill in Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market. Unilever price: Manila FM grade rates, with premiums up to £3A per ton for hot-air dried.

"Tentative" Price For New Guinea

On August 5, 1958, P-NG Copra Board announced "Tentative Prices", for copra delivered at main ports: Hot-Air Dried, £A50 per ton; FM Standard, £A49; Smoke-Dried, £A48/7/6.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mill in Suva, whose price on wharf, Suva, is announced each week. As at September 1 HAD, £F58/2/6; FM1, £F56/17/6; FM2, £F55/10/-.

WESTERN SAMOA:—Official Copra Board receives all production, and sells same and makes payments to producers. Large proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £Stg.3 per ton for hot-air dried. Prices as from July 18, 1958—Hot-air dried: £Stg.51/7/-; sun dried No. 1: £Stg.48/17/-; No. 2: £Stg.45/7/-.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices based on Philippines market. Price declared September: 1st grade, £A54; 2nd grade, £A52; 3rd grade, £A48 per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges, etc.

E. SAMOA:—Producers receive 4 cents lb. ($US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—Early Sept. price: 8,000 Pac. francs (£A46/15/8) delivered Vila/Santo. (Current French price, 87,500 Metrop. francs per 1,000 kilos, c.i.f. Marseilles), market steady.

COOK ISLANDS:—Local price is based on £NZ50 per ton, f.o.b., Rarotonga, with premium of 50/- (NZ) for top grade kiln dried. Shipping, handling, shrinkage and storage charges reduce the outer islands price to about £NZ30 per ton, basic rate. (Negotiations for price second half of 1958 continuing—but expected to be higher).

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Sept. 8, was £Stg.347/10/- per ton, c.i.f., London. A large W. African crop is expected this season.

W. SAMOA:—Price quoted September 8, £S330, f.o.b., Apia.

P.-N.G.:—Sept. 8: £A360 per ton c.i.f, Sydney—a fall of from £A40 to £A50 per ton in last month.

COFFEE:—P.-N.G.: Sept. 8: 3/10 to 4/3 per lb c.i.f. Sydney. Market continues weak and supplies plentiful.

Last quotes for Kenya Arabica were in August when they were, A grade, f.a.q., £Stg.505; B grade, f.a.q., £Stg.495; C grade, f.a.q., £Stg.400; all per ton and c.i.f. Aust. ports. Since then little business has been done.

PEANUTS:—P.-N.G.: Sept. 8: Kernels 1/8 into store; Virginia bunch, in shell, large, well-cleaned up to 1/3 del. Sydney. Large crops still coming from Queensland and Northern NSW. NG. in types other than Virginia bunch, hard to sell.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Sept. 5, was: No. 1 RSS, spot, 81¾ Straits cents (28.38d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Sept. 9: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 72/-, Green 70/-.

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 pearlers unchanged. Sound, £A750; D, £A550; E, £A375; EE, £A205 (in store Sydney). **Manihiki,** £Stg.500 f.o.b. Rarotonga.

TROCHUS:—Market still weak. Some business at £A350 ex-wharf Sydney.

GREEN SNAIL:—A little business at £A350 ex-wharf Sydney.

London and US Quotations

Copra: London, Sept. 6, Philippines, bulk, Sept./Oct., c.i.f., $208, seller. Straits/Borneo, fair mer., del. weights, c.i.f., UK/Nth. European ports. Sept./Oct., £Stg.75.

(£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, Sept. 5, Ceylon in bulk, UK/Nth. European port, c.i.f., Sept. £Stg.114/10/- per ton, seller. Straits, crude, c.i.f., in bulk, £Stg.111 per ton.

Rubber: London, Sept. 5, per lb, RSS No. 1, spot, 23⅞d Stg. buyers; Jan.-Mar., 24⅜d Stg. August, 1959, 23¾d. Stg.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London,** basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji,** basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. **Samoa-London,** basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ,** basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji,** basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island:** 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris)** in Sydney 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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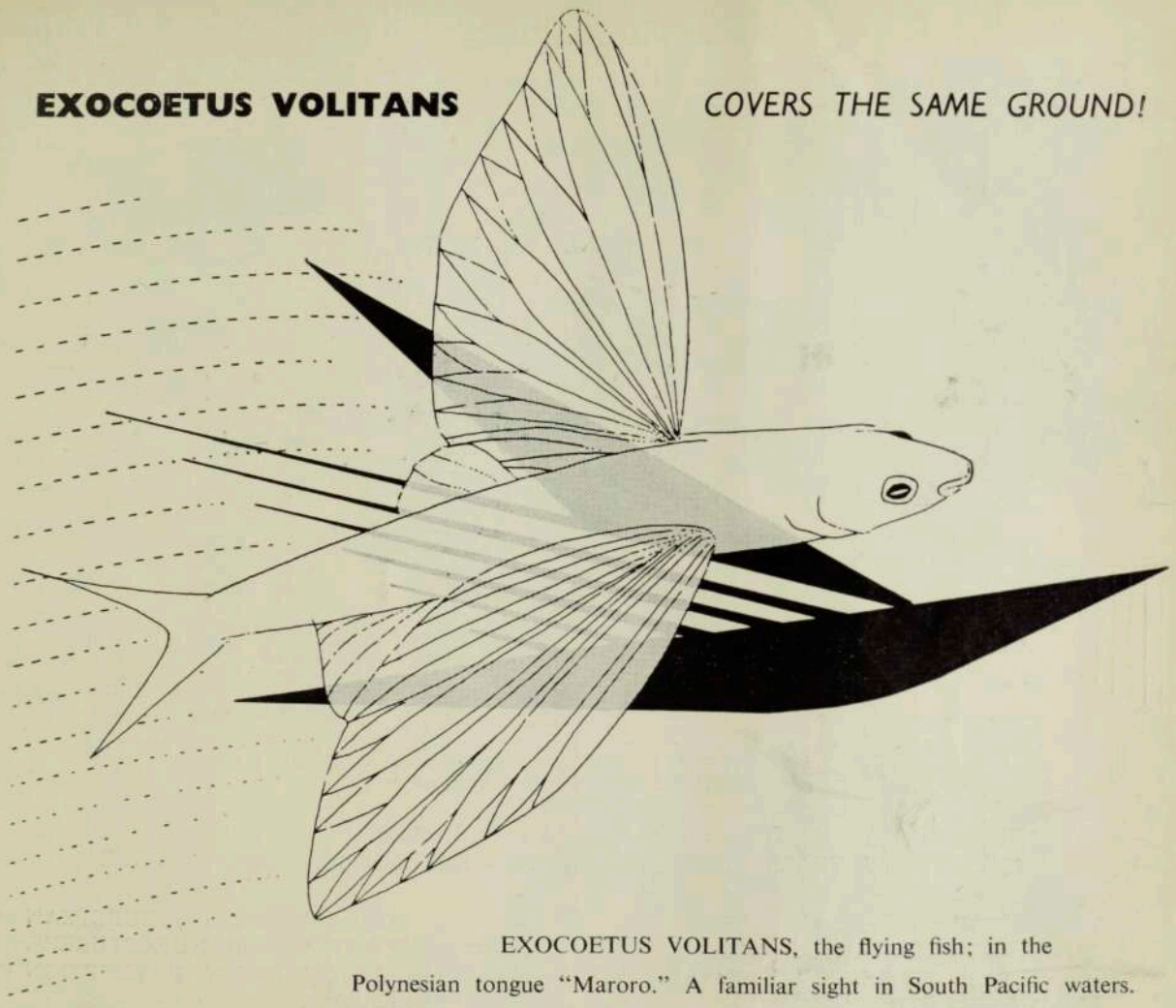

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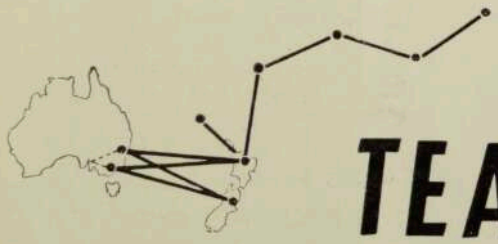

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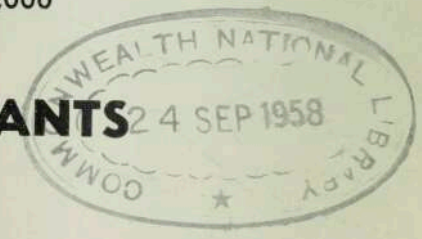

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