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OCTOBER, 1958 46
Vol. XXIX. No. 3

PACIFIC ISLANDS Monthly



EAST MEETS THE SOUTH: For the visitor to Fiji, there is perhaps not a stranger spectacle to be seen than the one which surrounds the Indian religious fire-walking ceremonies held about August each year. Fiji-born Indians, like this young man, walk the hot coals without apparent hurt, and allow metal skewers to be thrust through their bodies, without drawing blood. One of the skewers above goes through both cheeks. The photo was taken in Suva for "PIM" by G. Winkelkoetter.

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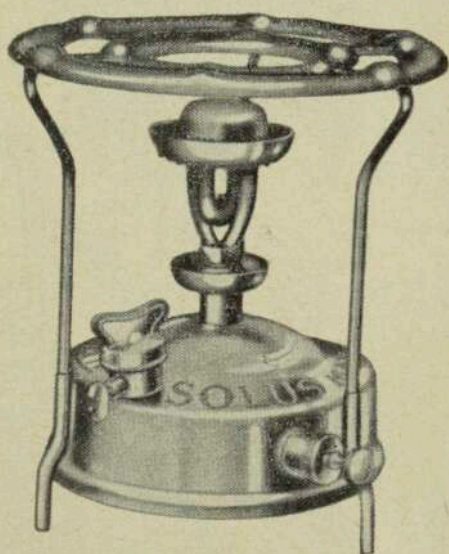
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PACIFIC ISLANDS MONTHLY—OCTOBER, 1958

Coleman *Solus* STOVES

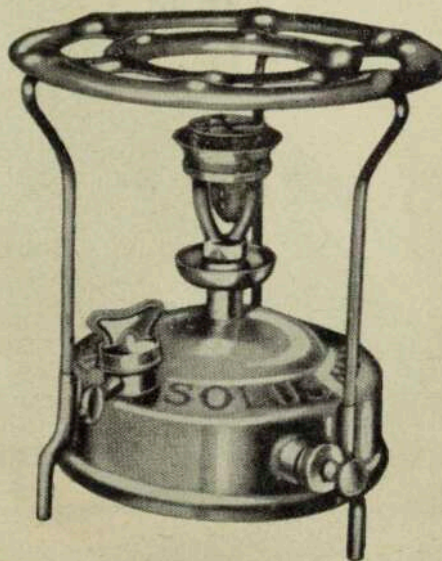
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3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.



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NEW INSTRUMENTS

Instruments have been grouped in a compact unit directly over the steering column to minimise off-road glances. New steering wheel is "dished" for safety.

NEW WIDER SEAT

New over five-foot wide seat gives ample room for three large adults. Plenty of elbow room for the driver and relaxed comfort for all three over a long trip.

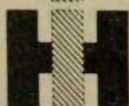
NEW SUSPENDED PEDALS

Suspended pedals reduce foot pressure and allow free movement of the driver's feet. They make service and adjustment easier, and ensure firm, positive control of the clutch and power-assisted brakes.

NEW WIDER, LONGER BONNET OPENING

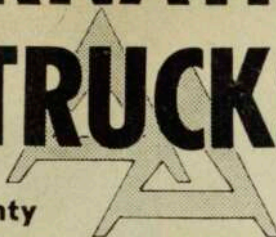
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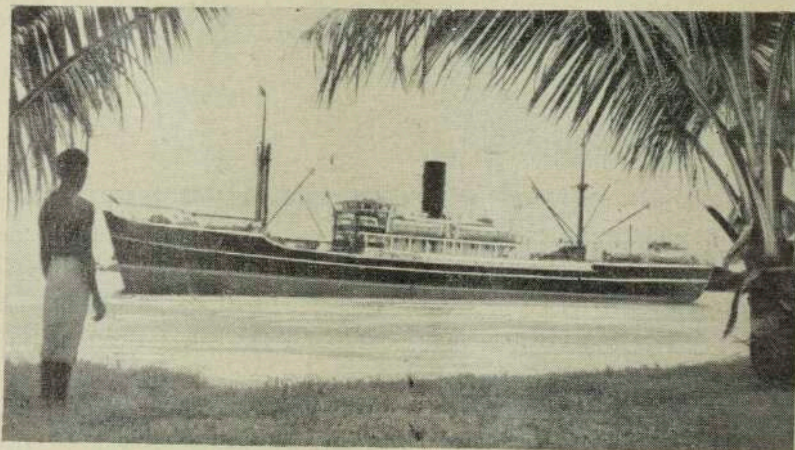
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OCTOBER, 1958 — PACIFIC ISLANDS MONTHLY

PEOPLE

Mr. Papali'i Poumau, a Samoan, has been attending the current session of the South Pacific Commission, as New Zealand's Alternate Commissioner. At home he is an administrative officer, Savai'i, and his appointment gave general satisfaction in Western Samoa as this is the first time anyone of his race has represented NZ at the SPC.



Prominent Port Moresby identity Mrs. M. Jewell says thank you after receiving life membership of the Papua Yacht Club—presented for assistance she has given the club.

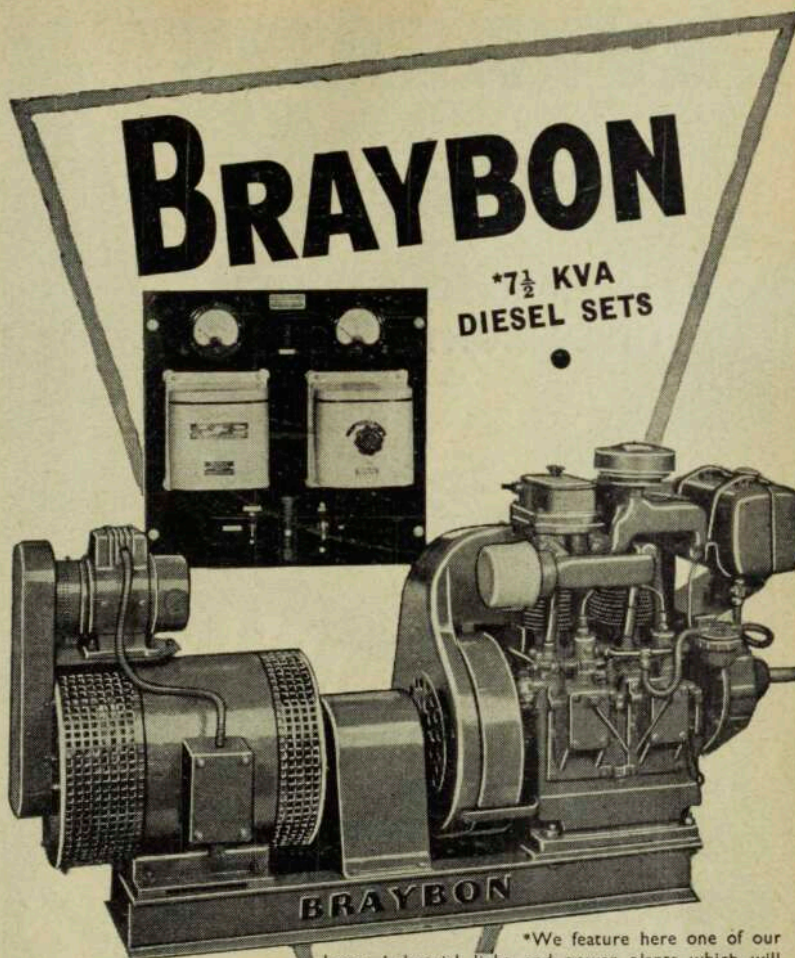
—Papuan Prints.

Gilbert and Ellice Islands Resident Commissioner M. L. Bernacchi and Mrs. Bernacchi made a tour of the Northern Gilberts in late August, and in early September Mr. Bernacchi, again accompanied by Mrs. Bernacchi, left Tarawa for a conference of administrative officers to be held at Funafuti, Ellice Islands. They travelled aboard the Government's new vessel *Moana Raoi*, which continued on to Suva.

Mr. R. M. Summers, accompanied by his wife and family, arrived at Ocean Island from Australia in September en route to Tarawa, where Mr. Summers was to take up appointment as mechanical engineer.

Dr. G. Y. McCririck, transferring from the Gilbert and Ellice Islands Colony to the Solomons, left Tarawa by RNZAF flying-boat on August 16.

Mr. and Mrs. C. J. S. Young and their two children were passengers on *Orontes* when she left Sydney bound for Southampton on October 1. Mr. Young is a surveyor with the Department of Lands, Port Moresby. They will spend three months in the UK.



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This month Queen Salote will celebrate the 40th anniversary of her accession to the Tongan throne and the kingdom will be *en fete*. The Queen was only 18 at the time she succeeded her father, George Tubou II, who died at the age of 44.



Mr. and Mrs. E. Spence returned to Bulolo, NG, in September, after leave. Mr. Spence, a labour overseer, has spent 26 years in the Islands.

Mr. G. A. V. Stanley, well known Port Moresby geologist, recently spent about five weeks in Netherlands New Guinea at the invitation of a NNG petroleum prospecting company. Results of oil exploration work in Papua were compared with that in NNG. Mr. Stanley returned to Port Moresby the first week in October.

Another world expert was spending some time in Papua-New Guinea in September. He was Professor R. Ruggles-Gate, who specialises in pygmies. His conclusion, after examining the local variety, was that they weren't anything like the African pygmies. He left for Cairns, Queensland, on September 27, where he planned to look for something most Australians have never heard of—a special negrito type aborigine which he thinks lives in the North Queensland rain forest.



Mr. and Mrs. N. Marnie after their marriage at Ela United Church, Port Moresby, in September. She was Miss Myrna Lake.

—Papuan Prints.

Lolohea Waqairawai, who represented Fiji at the Pan Pacific Women's Conference in Tokio re-

cently, by all accounts took the place by storm. She was much praised for her charm and dignity, appeared on television and was interviewed by newspaper reporters wherever she went. Two Western Samoan delegates, in whose charge Lolohea was placed—because they had more experience with such gatherings—said the tables were reversed and, in effect, they “became Lolohea’s daughters”. Lolohea got back to Suva after her triumph, in September, and was warmly welcomed home by women leaders of all Fiji communities.

Fiji, too, has visiting experts. In September, Mr. P. J. Derx, of the Fiji and Western Pacific Section of the Colonial Office was in Fiji acquainting himself with “the territories, their peoples and problems”—which covers a pretty big field. He was to be followed, early November, by Professor F. R. G. Heaf, TB consultant to the Colonial Office. Fiji began an anti-TB campaign last June. It is expected to last two years.



Fijian AMO Tomu Uluilakemba looks pretty efficient as he examines a patient's eyes in a Suva eye clinic.

—Fiji PRO.

Mr. and Mrs. C. W. Seton, formerly well known residents of the Solomon Islands, are now living at Upper Mount Gravatt, Queensland. When they left the Solomons a few years ago, they had a farm at Beenleigh but this they have sold. Mr. Seton is now partly disabled with an arthritic condition.

Mrs. F. S. Stewart, of Lae, New Guinea, was a passenger on the *Mariposa* when it left Sydney for the United States on October 3. With her went son-in-law, daughter



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and grand-daughter—Mr. and Mrs. Leo Bowman and young Debbie—of Port Moresby. They will be away for several months.

Mr. David Graham, Union Steam Ship Co. manager at Rarotonga in recent years, has been transferred to Apia and will become Branch Manager there following leave in New Zealand. His place at Rarotonga is being taken by Mr. E. B. Houston, former purser in the company's island vessels *Tofua*, *Waitomo*, and *Waihemu*. Mr. Houston was accompanied to Rarotonga by his wife when he left Auckland per *Maui Pomare* in September.



Mr. and Mrs. Norman W. Lee's *Republique* won the Orient Line Cup at the meeting of the Rabaul Turf Club on September 13. Here, club president, Mr. M. B. Foley, has just made the formal presentation of the Cup to Mr. Lee.

Among the passengers booked to leave Tonga on the October *Tofua* are the Rev. and Mrs. Ronald Woodgate with their daughter Leith, who are returning to Queensland for six months leave. Mr. Woodgate is president of the Free Wesleyan Church of Tonga, and personal chaplain of Queen Salote. During his 10 years in Tonga he was first principal of Tupou College and later principal of the Siatautai Bible Training College at Nufualu.

Mr. and Mrs. George Kemp and family are returning from Tonga to New Zealand for leave. Mr. Kemp is also well known in Fiji. He has been Director of Education with the Tongan Government.

Returning to Queensland from Tonga in November will be Mr. and Mrs. Claude Thomas, who have for six years been teaching in Tonga with the Free Wesleyan Church. Mr. Thomas has been principal of the big Nukualofa primary church.

school and has supervised the Church primary schools throughout the Kingdom. Both will be missed in Nukualofa where they have taken a keen interest in community affairs.



itor to Sydney, Mr. Clive Chapman, of Norfolk Island. —Tele-Photos.

Netherlands Ambassador to Australia, Mr. A. H. Lovink, paid his first visit to NNG in September, for discussions in preparation for the big Canberra conference in October (see elsewhere). While there, he took a look at the Baliem Valley, one of the heaviest populated areas in the Territory and made famous as the wartime "Shangri-la Valley". He astonished many Hollandia people with his ability to speak fluent Chinese. But he was once Ambassador to Chungking.



Mr. P. L. Burns, left, who visited Port Moresby on the "Bulolo" in September to see his son, Mr. F. M. Burns, a Works Department supervisor, was farewelled at Sydney by relatives and friends.

Mr. A. H. Etherden, senior trust officer of Burns Philp Trust Co. Ltd., which handles the estates of

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many deceased Territorians, made a quick but extensive visit to P-NG in September, calling in, among other places, at Tapini, famed for its wild and woolly airstrip, which runs up a steep hillside.

Mr. W. E. Tausent, head of the Government Information Office, in Hollandia, NNG, returned to Holland on six months' leave in October, but took the long way home—via Australia and New Zealand, where he has made many friends among newspapermen who have covered Dutch New Guinea stories in the last few years.

Mr. Sam G. Mackey, recently of TEAL's Suva staff, has taken over the management of TEAL and Shell Oil Co. interests at Aitutaki, replacing Mr. Doherty there.

Mr. Charles Hammond, lately of Mechanics Bay staff in Auckland, was recently appointed to Satapuala, Western Samoa, replacing Mr. Roy Kirkwood who returned to Auckland.



The marriage of Miss J. Scott to Mr. Jessep at Port Moresby in September was a happy occasion. The ceremony has been performed at Taurama Chapel, but rain made the road impassable—so the ceremony was at the home of friends at Borok. —Papuan Printer

M. Henry Sigerist has recently taken up the appointment of Sales Representative for TAI Airline in New Zealand, with headquarters at 76 Queen Street, Auckland.

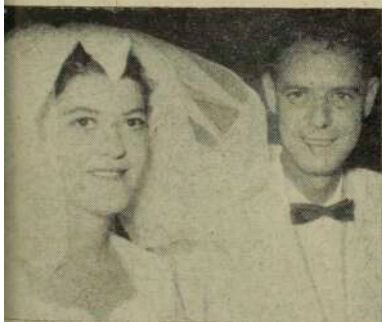
In August about 1,000 Church leaders from more than 60 countries attended the 14th World Convention on Christian Education held in Tokyo. Among those chosen as delegates was the Rev. John

Amanaki Havea, of the Free Wesleyan Church of Tonga. While he was in Japan, the St. Pauls University of Tokyo bestowed upon him the honorary degree of Doctor of Divinity. In 1954 he returned to Tonga from Drew University in America, after gaining his BD Degree with honours, and at present he is Assistant Principal at Tupou Boys' College, Nukualofa.



New Zealander Desmond Baker has travelled widely—but never to P-NG. So he travelled there in September, with the idea of settling there if he likes it.

Mr. Alan Timperley, District Commissioner, Milne Bay District, Papua, has been on holidays in Brisbane with his wife and family. A son was added to the family recently. Mr. Timperley is an old "Murray man" and was PO up at Gailala before World War II. Unfortunately he spent over a month of his time in Brisbane in hospital with pneumonia and a skin complaint but is now recovered.



Mr. and Mrs. R. E. Evans—she was Miss P. Mitchell—after their marriage at the Port Moresby Roman Catholic Church in September. —Papuan Prints.

Captain J. H. Evans, harbour-master at Madang, New Guinea (formerly at Rabaul), hitherto a staunch bachelor, goes on leave shortly. When he returns, he will be accompanied by a new Mrs. Evans.

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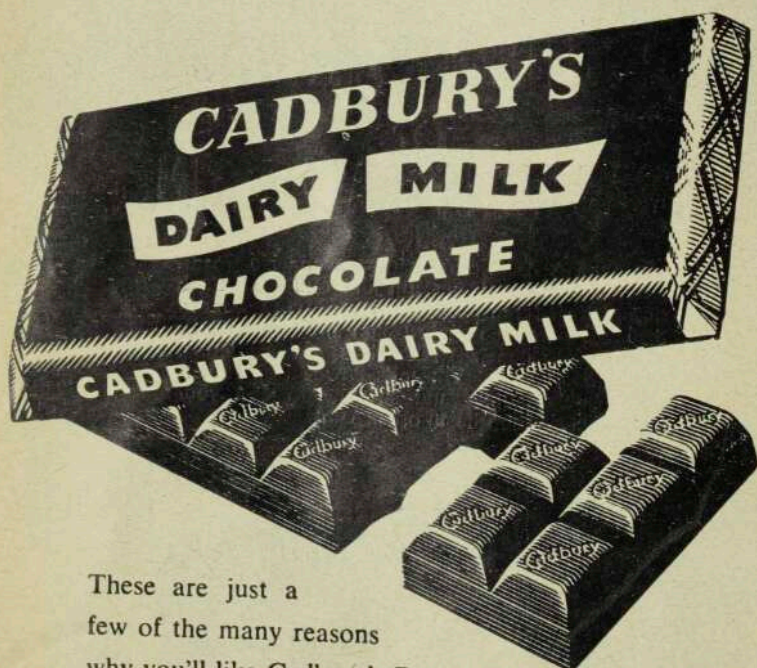
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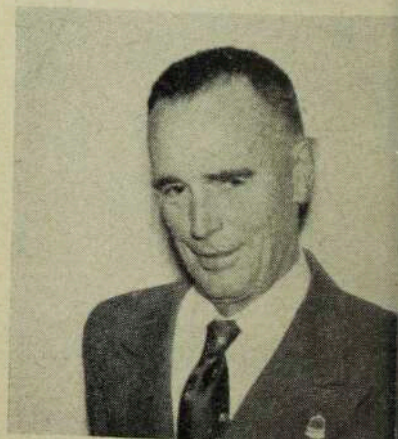
MD28/HP/8

An interesting and interesting visitor at Legco sittings in Port Moresby in September was Mr. T. Bensted, who joined the British New Guinea service in 1900 (it did not officially become Papua until some time afterwards) and retired 28 years ago. In 1900, Port Moresby was "something nothing"; and in 1930, when Mr. Bensted left, it still was only a harbourside village. Now, next to Suva, it probably ranks as the South Pacific's second city. For many years, Mr. Bensted was the Territory's Director of Public Works.



Mr. E. Docker and the former Miss June Waller of Lae, NG, after their marriage at Lae. Photo: O. Brabant

Mr. Dyson Hore-Lacy, well-known owner of Garua Plantation, New Britain, which he started in 1923, is retiring from the Territory and will live on his property in Victoria. Garua will be turned into a public company. (See Commerce section this issue).



New South Wales State Commissioner for Government Transport, Mr. A. Shoebridge, took a first-hand look at P-NG in September—but strictly for pleasure. He was aboard the "Bulolo".

Mr. Robert Crompton, Senior, head of the well-known old Fiji family of lawyers, attained his 89th birthday on October 2. He is at present residing in Christchurch, New Zealand, and continues in good health.

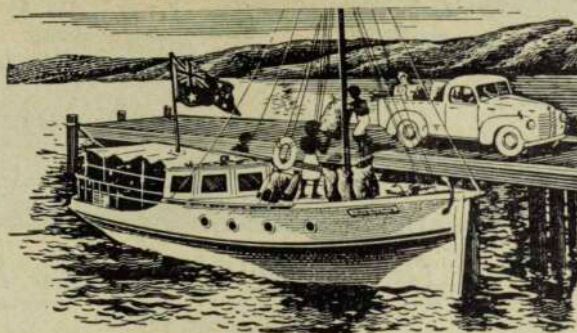


Mr. S. A. J. Walker has been appointed Islands manager of the Shell company. He made an inspection tour of the company's establishments in New Guinea and Fiji in October. Area under his control includes P-NG, BSIP, New Hebrides, New Caledonia, Fiji, Tonga and Samoa.

The Rev. Cecil Gribble, General Secretary of the Methodist Overseas Mission, received his Order of the British Empire at a Government House Investiture in Sydney on October 1. Mr. and Mrs. Gribble were in charge of the Methodist Church in Tonga for eight years, and he also was principal of the Tubou College for boys, in Nukunono.

There was a lively celebration in the bar of the Gilmore Hotel in Madang, New Guinea, on September 22, when Squadron Leader Alan Ferguson and Flight-Lieutenant Bill Matthews met up with Group-Captain Bill Duncan (son of the late Rabaul Harbour-Master, James Duncan). Ferguson and Matthews were on their way South, filled with new visions of the future because they had just sold Kinjibi coffee plantation, at Banz, for over 100,000; and Bill Duncan was their boss in the Middle East back in the World War II days that really mattered. Some lively adventures—military, social and otherwise—were lived over again, while a dozen of the inevitable beer-cans were punctured and laid low.

Dr. William Davenport, of Yale University, with his wife passed through Honiara, BSIP, in September en route for the Santa Cruz group to study communal life there.



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- 16-oz. Steak & Kidney Pudding.
- 16-oz. Steak & Tomato.
- 16-oz. Irish Stew.
- 16-oz. Beef Steak Pudding.
- 12-oz. Steak & Onions.
- 8-oz. Steak & Onions.
- 8-oz. Irish Stew.
- 8-oz. Steak & Kidney.
- 8-oz. Vegetables & Steak.
- 8-oz. Vegetables & Sausages.

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- 6-lb. Taper Corned Beef.
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- 16-oz. Loganberries.
- 16-oz. Cherries.
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- 30-oz. Crushed Apples.
- 16-oz. Sliced Apples.
- 16-oz. Gooseberries.
- 16-oz. Peaches.
- 16-oz. Pears.
- 16-oz. Grapes.
- 29-oz. Grapes.
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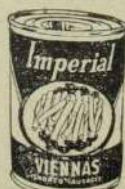
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OCTOBER, 1958

Contents:

PEOPLE: Personal Para- graphs of Islands' Interest	5	Stuart Inder Says: There's a Lot to See in the S. Pacific	53
New Britain Inquiry Opens —in a Kunal Hut	17	Getting at the Facts of Ron- cador Reef Isn't Easy	63
Gibbes Sepik Airways Re- ported Sold to MAL	18	Famous Names Fly the Tas- man Again	63
The French Pacific Votes for a New Constitution	19	A New Way to Attack Malaria	65
What is the Future of W. Samoa?	19	What is the Future of the SW Pacific?	67
NG Decides on 1959 Copra Scheme	20	Two Stories of the P-NG Budget	69
HOME BASE: Sydneysider Tells What Made News in the Hub of the Pacific	20	Revolutionary New Fungus Kills Mosquitoes	71
NNG Governor Tries Out P-NG Flying	21	J. P. Shortall Reports on an Eastern Tour	73
P-NG, NNG Officers Meet at Canberra Conference	21	The NG Mud Men Come to Town	73
Mr. D. R. E. Eden for New BSIP Job	22	Journal Crashes the Time Barrier	79
Australia's Education Record in P-NG is "Pitiful"	22	MAGAZINE SECTION: Tropicalities, 81; Cross- quiz, 82; Dr. William Lawes: Pioneer, 83; When Bully Hayes Ran a Mission Ship, 84; Rotarians Fly a Thousand Miles for a Wel- come, 85; Do You Re- member? 86; Papuan Lakatoi Has Virtually Dis- appeared, 87; Book Re- views, Brett Hilder Profile	88
Condition of Noumea's Air- port Starts a Debate	23	This Month's News of Pacific Shipping and Cruising Yachts,	101
Something is Happening to the NG Coffee Market	23	PACIFIC REPORT: Round- up of the Month's News and Pictures	117
COMMENTARY: The Pub- lisher and the Editors Look at Pacific and World Affairs	25	OBITUARIES: Mrs. Sarah Giblin; Mrs. Tilly Wil- liams; Mr. W. Maidment; Mr. D. Young-Whitford; Mr. J. P. K. van Eechoud; Mr. Jim Gallin	151
The Editors' Mailbag	26	Sports Review	153
Death of Papua Identity, Mr. Wally Maidment	27	Shipping and Airways Time- tables	155
TERRITORIES TALK- TALK, with Tolala	31	Commerce and Produce	165
FIJI TALANOA, with Vakatawa	37		
Building Niue Schools the Hard Way	43		
Canned Beer Raises P-NG Blood Pressure	43		
Money Plus Land Now for NG Soldier Settlers	45		
A Pocket Guide to NG Op- portunities	47		
Noted Dutch Explorer, Writer, Mr. J. P. K. van Eechoud Dies in NNG	49		

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A Magazine for Pacific Island Readers

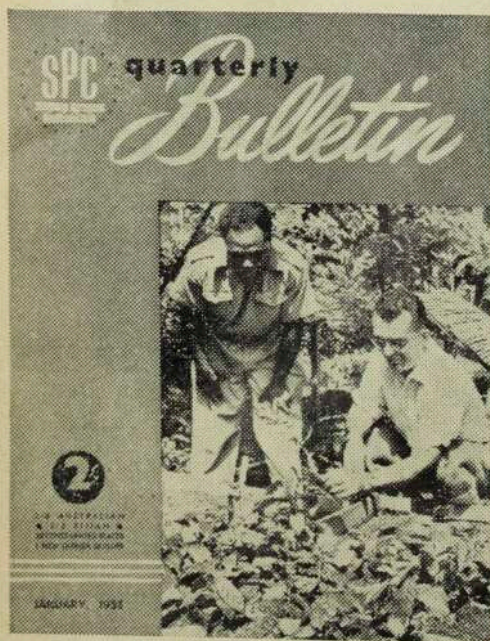
The **SPC Quarterly Bulletin**,

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

OCTOBER 1958 ISSUE: Rhinoceros Beetle Control In The South Pacific—SPC Plant Introduction Service Steadily Expands—SPC Meeting On Pacific Co-operatives—Trochus Research In New Caledonia—Fisheries Development In The South Pacific—Leprosy Control In Netherlands New Guinea—The Cocoa Industry In New Britain—Marine Engines For Pacific Fishermen (1)—Nutrition And The Papuan Child—Amateur Fishing In The Pacific Islands—Plant Introduction At Naduruloulou—Fresh Water Fish For The Pacific—



Atoll Study In The Gilberts—Bamboos For The Pacific Islands (3)—Commission Appoints Women's Interests Officer—Nautical School For Training Papuans—Hazards Of Occupation In The Pacific—Village Sanitation Campaigns On Guam.



APRIL 1958 ISSUE:

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The Court of Inquiry into the Navuneram shootings, in session in a kunai hut. At right, scene of the Administration-Tolai clash, which resulted in the fatalities. The action took place in the centre of the picture.

Seeking the Truth of the Tolai Shootings

The High Court Sits In A New Britain Kunai Shack

By R. W. Robson, in Rabaul

The Chief Justice, wearing robe and wig, stood outside the kunai shack in which he had constituted his Court of Inquiry (on September 1) and stared thoughtfully at the dark-brown men who squatted in a tight-packed half-circle before him.

HIS obvious, primary purpose was somehow to make these villagers of Navuneram understand that he—the leading judge of Papua and New Guinea—had been sent to them directly by the Governor-General of Australia, to ascertain the how and why of the fatal shooting that occurred there on August 4.

Slowly, most carefully, the judge explained his mission. He said that his Commission of Inquiry was not a court of law and was not connected in any way with the Administration. He wanted the whole truth of the shooting incident. He begged their co-operation and help in considering the laws which had led to the shooting.

His explanations and his plea were translated slowly into Tolai by a big, handsome, New Guinea school-teacher, Tibilee (or Jubilee).

The judge's plan was to try to capture the interest of a primitive people, presumably striving for European standards.

I watched that circle of dead-pan faces for 20 minutes, and I saw no reaction whatever. They never missed a syllable, but they were motionless and expressionless. A tough, grim people, the Tolai.

"Nothing Like It"

I had never seen anything like this, in any country. The anxiety of this highly-placed judge to somehow make contact with the minds of the

Tolai villagers—already known, over the years, for their readiness to defy the Administration authority—was impressive.

Especially emphatic was his assurance that he had not come among them as part of the Administration machinery, with which they had clashed. Mr. Foldi (District Commissioner), Mr. Flower (District Officer) and Mr. Emmanuel (ADO)—all probably well known to the villagers—were in the background group of officials, barristers and reporters, who listened to Mr. Justice Mann.

His Honour, still wearing wig and gown, entered the grass shack; and the formal inquiry commenced. It was a slow start.

Although, at His Honour's request, a large green tarpaulin was stretched on bamboos in front of the shack, so that the people might assemble there in the shade, to hear the proceedings, most of the men remained silently out of earshot, under the trees beside and behind the shack.

Maybe that was because they were warned, through an interpreter, that all persons to be called on to give evidence must remain out of hearing until their evidence was given.

A small party of six armed police lined up before the shack, and came smartly to the present as the Union Jack was raised on a bamboo pole. Then—no doubt in deference to the

Tolais, to whom armed police are supposed to be anathema—the party withdrew.

Card Game

(Some time later, I found them at ease in a coconut grove, their rifles stacked and their interest centred tensely on a card game, in which the two of spades seemed to have some devilish significance.)

The only uniforms in sight of the court were the caps worn by three tul-tuls and one luluai—serious, impassive village officials waiting to give evidence.

To maintain the solemnity of the occasion, His Honour and counsel wore their wigs and gowns, until

PACIFIC REPORT

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

Troubles of a Fiji Yoga Exponent; Nobody Looking After British in Tahiti—117; Nadi Project Really Starts—119; SPC Meets—120; Fiji Imports More Than It Exports—121; Fiji Mystery Carvings—123; Report on Levuka—125.

Ray Parer to Leave NG; Longer Range for New Electras; NNG is Tax Tormented—129; Papua's Show is Washed Out—133; "Aoni" Now on Regular Schedule; Cook Islands Woman Found Guilty; Native Observers in P-NG Legco—135.

Gilbert and Ellice Remembers Battle of Britain; New P-NG Rape Laws—137; Moves on Australian Waterfront; In Search of NNG Ape-Men—139; Fewer Visitors to Norfolk Is.; Transpac Extends Services; Salvation Army Steals a March—140; Navuneram Inquiry Evidence—141; Race-horses for Papeete—142.

Samoan Salary Cut is Off; "Melanesian's" Fate Remains a Mystery—143; R. L. Stevenson's Tomb Area is Memorial Reserve; New Norfolk Is. Council Plans; Japs Buy BSIP Copra—145.

proceedings had begun—then they discarded the heat-making things.

There was a barrister from Moresby to lead evidence for His Honour; Mr. Warner Shand, Rabaul barrister, specially briefed by the Commonwealth to represent the villagers; a Commission Secretary; and—brought specially from Moresby—two dainty stenographers who looked as strangely out of place in that kunai shack as did the wigs and gowns of the lawyers.

Also present, seated beside the barristers, was the Rev. W. Lutton, head of the Methodist Mission in that area. His Tolai is so good that he was kept handy, to assist interpreter Tibilee whenever the translations got a bit involved. And this was often, so careful was Chief Justice Mann in seeking the exact meaning of the villagers' evidence.

Battered Kitchen Tables

Finally, everyone and everything was in place, behind the row of battered kitchen tables. The first witness—a small villager—stood waiting.

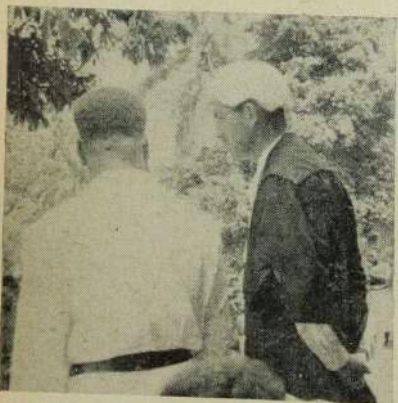
It seemed a very slow start. Then I noticed that the Judge's mouth was set in a hard line, and the officials seemed uneasy. Then the embarrassing truth was revealed.

Everything necessary to constitute a formal court in that remote place had been brought along, except a Bible! The witness could not be sworn.

A messenger was sent, haring across country to a house where the missionary said a Tolai Testament could be obtained.

The assembly waited patiently. The hundreds of silent native men, still dead-pan, eyed the strange Europeans, without expression.

The only animation anywhere was displayed by a little group of village women, sitting nursing their very lively babies. They chattered and giggled, and they seemed fascinated by the Port Moresby stenographers—especially when the latter's long shoe-heels sank deeply into the shack's mud floor.



Mr. Justice Mann prepares to address the Tolais before the inquiry begins. With him is the interpreter.



The Tolais, who waited to give evidence; the hen that laid the egg; the coconut that was planted.

Encouraged by the stillness, the village hens ventured near. Those tables were familiar ground—they often went there for unconsidered trifles of food. So a hen leaped confidently onto the stenographer's table. The startled girl made a swipe at her, and the old lady tumbled off, cackling indignantly.

Same Hen, Your Honour

(The Court officials, always careful about evidence, believe it was that same hen which that afternoon disturbed the Commission's gravity by laying an egg under Mr. Warner Shand's table. I was not there—all I know is that the egg was laid.)

Evidence was taken from a long chain of very slow-thinking, slow-speaking native witnesses. The patience and thoroughness of the judge were remarkable. Translations went back and forth, back and forth, until His Honour was sure that he knew what they wished to say.

It would be easy—and interesting—to comment upon the nature of the evidence, and the demeanour of the witnesses. But all that, of course, is *sub judice*, until His Honour has made his report.

The Inquiry probably will take a long time—the indications are that the Chief Justice will want to know not only *how* the shooting occurred, but also, *why* it occurred—and that could lead a long way back into the history of European-Tolai relations.

Little Village Interest

Although Chief Justice Mann provided all possible facilities to enable the Navuneram villagers to listen to the proceedings, and perhaps assist the Commission of Inquiry in ascertaining the sequence of events, the villagers displayed little interest.

When the Inquiry was resumed there the next morning (Friday, September 12) there were practically no village men in sight, except the summoned witnesses. A few village

(Continued on page 150)

GIBBES AIRWAYS SOLD TO MAL

After negotiations extending over some weeks, Gibbes Sepik Airways Ltd., of Goroka, New Guinea, appears to have been purchased outright by Mandated Airlines Ltd., of New Guinea (a subsidiary of the W. R. Carpenter group).*

MR. GIBBES retains ownership of house and land properties in the Highlands, and expects to make his future home there, as a planter.

The well known "Bobby" Gibbes began operating in New Guinea in 1948 with one Auster aircraft, and within two years he had a fleet of five Austers and two Norsemen.

Being himself an exceedingly skilful and daring airman, he carried on freighting and some passenger services in the Territory's most difficult areas, mostly from Madang, Goroka and Lae. He and his organisation survived many accidents—he lost three Austers in 1950.

He finally established Gibbes Sepik Airways Ltd. at Goroka, and in recent years he has gathered together there three large Junkers planes (purchased in Sweden) and six Norseman aircraft; and his aircraft workshops in Goroka are probably the largest and best-equipped in the Territory.

"Considerable Advantage"

It is believed that the absorption of the Gibbes organisation—especially the Goroka workshops and its staff of 11 European technicians—will be of considerable advantage to Mandated Airlines.

The genesis of Mandated Airlines was the purchase in 1933 by W. R. Carpenter & Co. Ltd. of two small Moth planes, whereby the big firm challenged the virtual monopoly of Morobe Goldfields air transportation then enjoyed by Guinea Airways Ltd., based on Lae.

The only other air operators at that time were Pacific Aerial Transport Co. (Ray Farer) and Holdens Air Transport Service, both based on Salamaua.

Carpenters at first serviced only their own stores; but in 1934 they got a two-engined DH Dragon Moth and became competitive; and, later, the enterprise was registered as Mandated Airlines Ltd.

Later, Carpenters successfully challenged Guinea Airways for the operation of the Australia-New Guinea airmail service; but this organisation eventually was sold to Qantas.

* But, up to October 10, no official announcement had been made.

75 PER CENT. FOR DE GAULLE

NEW CONSTITUTION IN FRENCH SOUTH PACIFIC

Although prominent members of the Leftist parties in New Caledonia and French Polynesia—led respectively by M. Maurice Lenormand and M. Gerusalemey—insisted that General de Gaulle represents a "virtually Fascist" regime, both of the two large French Pacific Territories voted overwhelmingly for the new De Gaulle Constitution in the referendum which ended the Fourth Republic, on September 27 and 28.

OF the 27,025 New Caledonians who voted (out of 35,197 enrolled), 26,089 (or 96.5 per cent. of the voters) declared for "Oui", and a new Constitution.

In French Oceania, the proportion of voters was 60 per cent. for "Oui" and 40 per cent. for "Non".

Surprisingly, in view of recent bitter political clashes in New Caledonia and Tahiti, the Leftist leaders (Messrs. Lenormand and Gerusalemey) advocated a "Yes" vote. The Rightist parties, with which they have been at war in recent years, were wholly for "Yes".

"With the Rich"

In Paris in late August, General de Gaulle met the New Caledonian representatives—M. Lenormand and Senator Ohlen (Leftist) and Messrs. Lafleur and Chatenay (Rightist). M. Lenormand, claiming to represent 70 per cent. of NC voters, then assured De Gaulle he would advocate "Yes"; and he did, in radio broadcasts late in September.

But sectional leaders—especially

organised trade unionists—did not seem to agree with Lenormand. They quoted the personnel of De Gaulle's present Cabinet to show that De Gaulle is tied up strongly with the big banks and the rich and privileged families, and argued that he would be anti-labour.

The NC news-sheet *Caledonien*,

conducted by M. Jeanson, in Noumea, late in September, savagely attacked Governor Grimaud because, it said, the Governor was advocating "Yes".

The Governor had said that any French country which voted against the new Constitution would automatically place itself outside the French Union. M. Jeanson challenged this very strongly, insisting that by such an interpretation the Governor was trying to drive the voters towards "Yes".

But the Governor was correct. The French Territory of Guinea returned a "No" vote—the only one to do so—and within 24 hours it was officially announced that all French institutions and officials were to be withdrawn from Guinea; and that henceforth this West African country of 2,000,000 people would be "on its own".

(See *Editorial Commentary: "Oui Wins. What Comes Next in French Oceania?"*)

WHAT FUTURE FOR WEST SAMOA?

From a Special Correspondent

NEW YORK, Sept. 20

Some of us here were deeply interested in the discussions between the Trusteeship Council and the delegation from Western Samoa, consisting of the High Commissioner and the High Chiefs of Western Samoa.

THERE was a welter of words—but the issue was quite clear.

Will the United Nations agree to the abrogation of the Trusteeship Agreement at an early date, so that Samoa can take another step forward towards national in-

dependence? I think considerable progress was made.

Many of the delegates at the Council knew a good deal more about Samoa than we had expected; and thus the Samoans secured the appointment of that Special Mission, which will go out to Samoa in 1959 and report upon matters connected with the termination of the Agreement.

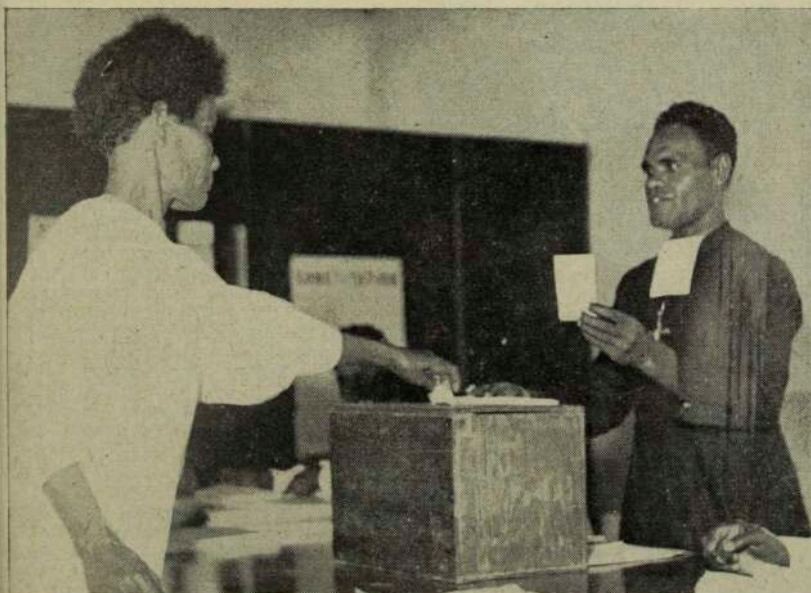
It already is clear that the Council will encourage Samoa's ambition to achieve complete self-government. But which system will the Special Mission favour:—

- Release from the Trusteeship, so that Samoa may have full self-government under New Zealand protection, based initially on the Matai (family group) system, and not on universal suffrage; or

- Insistence by United Nations on complete independence and universal suffrage before freeing Samoa from the Trusteeship.

Informed observers here are in favour of the former; and political developments in other South Pacific Territories, especially Fiji, Tahiti, New Caledonia and perhaps Papua and New Guinea—suggest that they should be most interested in this Matai system of electing an Assembly.

It is clear that universal suffrage—especially the system of lumping different racial groups together in one common roll—is unworkable in the majority of South Pacific Islands at this stage of their development.



Another vote goes into the ballot box in the French referendum—this one on the Isle of Pines, New Caledonia. A native priest, right, was in charge of this voting bureau.

Photo: F. Dunn.

P-NG Copra Plan

It's The Mixture As Before For 1959

It was announced in Port Moresby in early October by the Papua-New Guinea Copra Marketing Board that negotiations for the disposal of copra production in 1959, have resulted in contracts similar to those operating for 1958.

UNDER these contracts, the Territory's production will be disposed of approximately as follows:

30,000 tons to Australian crushers;
45,000 tons to Coconut Products Ltd. crushing mill, Rabaul, NG;
20,000-22,000 tons to Unilever, in the United Kingdom.

When the UK Ministry of Food contract expired at the end of 1957, individual Pacific territories made their own copra marketing arrangements. Most of them undertook to sell a certain amount to Unilever, at ruling Philippines rates, with a premium for hot-air dried grade.

These contracts were for 1958 only. Papua-New Guinea is the first South Pacific Territory to announce a marketing programme for 1959.

Price Rise

The price for Philippines FM copra in London rose steadily all through September and produced an average c.i.f. price of £Stg.75/10/- per ton—up £Stg.3 on the average for the previous month.

Trouble in the Far East may have had some influence in the continued rise of copra prices, although the fact that copra production in the Philippines is still well below average probably is the greatest factor.

Buyers tried to offset the supply position by holding off buying as long as possible but the belief that major consumers would have to buy in October, led some of the independents to make some big purchases.

Alternative oils are in good supply and indications are that in 1959 will be even more plentiful. Bumper crops of soyabeans and groundnuts are expected in the United States, and to a lesser extent, in Africa and India. Whale oil production in 1958 is also expected to be slightly more than last year, and this also will affect the oil and fat market in 1959.

It is too early yet to judge what effect all these alternatives will have on copra price, although the natural conclusion is that they will depress prices.

(Based on material supplied by the P-NG Copra Marketing Board).

HOME BASE

By
Sydney'sider

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

Sydneysiders who were boasting last June that they hadn't had a fire yet, and who in August were having spasms of real heat, got their delayed winter in September, first month of official spring, which so far as weather was concerned, was generally abominable.

By Six Hours Day holiday weekend (it used to be Eight Hours Day, but things have changed since then), October 3-6, the city got its first burst of heat, 83 degrees, and its first dry north-west winds.

This weekend was the beginning of the Waratah Festival, a half-hearted attempt to make whoopee on a civic scale. Most Sydneysiders prefer to make their own fun, and most of them did, by heading for near tourist resorts and beaches, in crawling lines of three-abreast traffic, that inched a way out of the city for the not-so-wide-open-spaces beyond.

Sum total of motorists' Six Hours Day holiday exuberance, 15 dead on the roads and heaven knows how many injured.

The howl for an inquiry into the police force, which continued all through September, was suddenly, if temporarily, dropped early October for a newer, if not so exciting, sensation. Mr. A. Landa was relieved of his Housing portfolio pending an inquiry into his conduct in connection with the State Housing Commission. The rumpus blew up after the Auditor-General had criticised Landa—mostly on the ground that the latter was legal adviser to a firm of merchants supplying the Commission with timber.

While he was on the job of publicly keel-hauling the State's finances, the Auditor-General also had a go at the Rural Bank, and its dealings with a couple of its clients, Metropolitan Portland Cement Ltd., which is using bank credit to the tune of £4,243,080; and the Co-operative Dairy Association of NSW, whose red ink entry in the Bank's ledgers is just under £1 million.

The A-G had been pecking away at the Bank's beneficence to the cement company for some years, and this time contented himself with saying its outlook

towards its security and prospects with this client was "un-reasoned and unrealistic". Of the dairy company he said "it is in a desperate position".

Worthy citizens who have been forced to go cap in hand to their banks for a few hundreds for good causes, during these years of credit restriction, naturally are interested in this most-favoured-client treatment of these two companies by the Rural Bank.

COMING AND GOING: Group Captain Peter Townsend, who will film scenes for the *Peter Townsend Journey* (for the French Pathe Company) will arrive from Japan about November 8, depart for the US about 18th. Time in between will be spent retracing the Townsend footsteps (or tyre tracks) of his two months here last year when on his Forget-Princess-Margaret journey.

Sir Bernard Heinze, Director of the NSW Conservatorium of Music, has left for a three and a half months tour of Iron Curtain countries, including Russia.

TRANSPORT: The decline in the number of local tram and bus patrons (by 13 million in the last year) is laid at the door of increased TV in homes. People who are paying off television sets are alleged to stay home weekends instead of travelling to sports meetings and picture theatres.

More cheerful news on the transport front (although not for the Transport Dept.), was the sudden announcement of £31/7/6 sliced off cost of the Holden special and standard sedans. This followed a drop of £15 to £51 on prices of its vehicles announced recently by the British Motor Corporation. No reasons for any of these cuts were given—and how much TV in the home has to do with it is sheer guess-work.

THE ARTS: Shooting of *The Summer of the Seventeenth Doll* by Hecht-Hill-Lancaster, with an American cast, will begin in Sydney in November. The outfit will then move north to the Queensland canefields.

Dutch Governor Tries

NG Flying

But He Learned The Hard Way

From a Special Writer

• *Netherlands New Guinea Governor, Dr. P. J. Plateel, got a first-hand experience of the democracy and discomforts of Papua-New Guinea air travel when he flew from Port Moresby to Wau and Goroka during his recent brief Territory tour.*

HIS trip could not have been more typical if it had been planned for him.

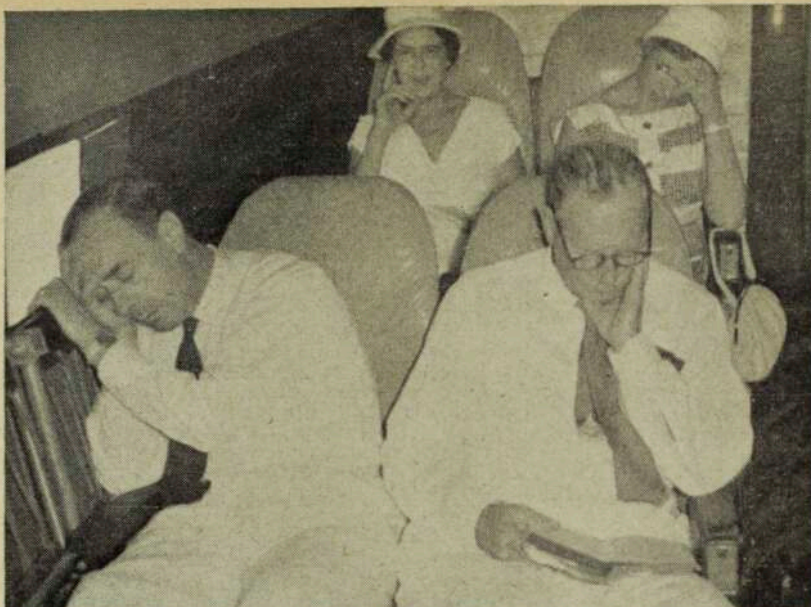
The DC3 normally leaves Moresby about mid-day to beat the mounting afternoon weather; but because of the official party, its take-off was set for 12.40, which is, anyway, the time shown on the time-table.

However, the plane was late and the official party and other passengers waited for an hour in the heat of Jackson's airport while vegetables and Highland labourers were unloaded.

Honeymoon Couple

Finally, the passengers climbed aboard. There were Dr. and Mrs. Plateel; Mrs. D. M. Cleland, wife of the P-NG Administrator; Mr. Keith McCarthy, acting as official guide for the tour; Dutch Aide, Lieutenant van Dop, an odd native passenger, a honeymoon couple, another couple complete with four-months-old baby in bassinette; Magistrate Andy O'Driscoll on transfer to Goroka, and Mr. O'Driscoll's house-boy.

The whole forward part of the



OH, OH, OH, MY HEAD! That's Dr. Plateel, Governor of Netherlands New Guinea, looking so unhappy. Mrs. D. M. Cleland, wife of the P-NG Administrator, is at rear left, next to Mrs. Plateel, with Mr. J. K. McCarthy attempting to get some reading done in the front.

cabin was taken up with Mr. O'Driscoll's furniture, and in a huge crate behind the only four airline-type seats (put in specially for the official party) reposed his dog and cat, also on transfer.

This crate, it was later proved, effectively blocked the door to the plane's toilet.

As soon as the first cylinder fired, up started the dog. And, at the dog's howling, the baby began to cry.

The baby was soon quietened, but the dog kept it up in painful spasms all the way to Goroka, in spite of attempts by all, including Mrs. Cleland and Mrs. Plateel and

the harassed owner, to quieten him. And, as his crate was right behind the ladies' seats, there was a strong incentive for the two ladies to try peace-making efforts.

Governor Plateel soon gave up trying to look politely amused, and lapsed into a harried-looking sleep; Mrs. Plateel wished she had brought a powder for her headache, and winced at every bark behind her; and Mr. McCarthy pulled out a book for distraction, but dozed too.

Mrs. Cleland alone remained in command of her humour; was the only one of the dejected group who saw the photo taken.

Searched for a Hole

To round out the experience, the pilot found the Wau gap closed in; spent a quarter of an hour stringing everyone's nerves up by flying around in the clouds searching for a hole; finally had to fly the "back" way in, over Kukukuku land, and up the Bulolo valley.

Time from Moresby to Wau—exactly two hours, instead of the normal 60 minutes.

Dr. Plateel was too much a diplomat and a gentleman to comment on his trip, when he did get to Goroka. However, no doubt he was glad of the free night on his itinerary to get over his travel experiences.

There is nothing like showing our visitors what we have to offer in problems and privations. But, perhaps, in future, Papua-New Guinea could do a little better than lumber its vice-Regal guests off in the freight cars of its transport system.

Discussions On Dutch-Australian Co-operation

The aim of the Dutch and the Australians in their respective parts of New Guinea is that they should be developed along parallel lines so that there are no unnecessary barriers between the natives on the two sides of the border.

THIS aspect of co-operation will be one of the matters discussed. When Australian and Netherlands New Guinea delegates meet for talks in Canberra from October 20-24.

The delegates from P.N.G. will be the Assistant Administrator, Dr. John Gunther; the District Commissioner for the Sepik district, Mr. R. R. Cole; the executive officer for International Relations, Mr. K. S. Sheekey, and the Australian liaison officer to Netherlands New Guinea, Mr. H. W. West.

The Netherlands New Guinea delegation will include the Director of Native Affairs, Mr. J. C. Baarspul; the Director of Communications and Power, Dr. M. W. F. Schregardus; the District Commissioner of Southern New Guinea, Mr. A. Boendermaker; the Government Secretary, Dr. A. Loosjes; the Netherlands New Guinea liaison officer in Port Moresby, Mr. R. Den Haan; Mr. J. A. van Beuge, attache for NG affairs in Canberra; and Dr. Rookmaker, of the Department of Foreign Affairs, The Hague.

Been at it for 30 Years, Yet—

Australia's Education Record In New Guinea Is Pitiful

The biggest single problem in Pacific Islands Administration, and a damning reproach upon Australia's Islands record, is the continuing mass illiteracy among the natives of Papua and New Guinea.

AUSTRALIA has been there, in full panoply, since 1921. Since 1945, she has spent nearly £100,000,000 on the country—£70,000,000 of it being Australian grants.

As a result, we have a very large—and very efficient—public service; innumerable public works; a creditable medical service; a very

prosperous trading community—and, among 1,700,000 natives, the merest sprinkling who can understand—much less speak—simple English.

Australia is not in P-NG because she loves Papuans and/or New Guineans, or has any hunger for colonialism.

She is there because, with 1,200 millions of Asians looming on her northwest horizon, her future as a South Pacific nation is insecure, and it is considered better that she should occupy this barrier of islands, and try to make a united nation out of the mass of disunited primitives (who speak 510 separate languages) rather than that the generally empty islands should be taken and held by the thrusting, land-hungry Asians.

So she has given certain guarantees to the United Nations, and has been for 30 years busy upon the task—upon which she has spent £96,675,088—and today you may go from end to end of the vast Territory, and you will not meet more than five native men capable of discussing the future of their people, in simple English. In the hotels, you must order your meals by numbers. If you wish to instruct your wash-boy or taxi-driver in something off-routine, and can't speak Pidgin, you can only babble and gesticulate.

Too Few Teachers

In Lae, this writer went through a magnificently-equipped technical school. Three hard-working teachers—each with a class of four or five, where there should have been at least a score—were trying painfully to instruct the eager students, in simple English. It was an uphill battle. Finally, I heard one teacher "give it away"—he swung into Pidgin, and immediately the light of understanding spread across the faces of two puzzled students.

These were apprentice types who had been through some sort of primary school, and could read and write, up to a point. But, for everyday purposes, they had been allowed to use Pidgin, with its usual fatal effect upon the development of any qualities of scholarship or citizenship.

Official reports quote figures glibly, to show increasing numbers in the schools. The numbers



MISS HIBISCUS JUNIOR. Perhaps one day she may be Miss Hibiscus Senior, and wear a crown for a week. But she looked pretty enough as she held this poster advertising the Fiji Hibiscus Festival in September. Photo: G. Winkelkoetter.

probably are correct. But there can be no real progress until all these independent communities can be brought together per medium of a common tongue—and that tongue must be simple English.

Ever since Australia went into these Islands, it has been apparent that the provision of a common medium of communication and instruction should have first priority. Instead there has been fumbling and uncertainty in education, and an increasing dependence on the unworthy and inadequate Pidgin.

Yet this paramount, crying need for a common tongue has been recognised by everyone. Here, for example, are extracts from statements by Minister Paul Hasluck, who has made himself the dictator of Papua and New Guinea in recent years, and therefore must take full responsibility for the Administration's failures:

I would want to see develop . . . a society with a common language.

I believe that the Christian religion and the English language can become two great unifying forces.

We move to the acceptance of the following administrative purposes—(a) To achieve mass literacy—that is to say, to attempt to teach all native children to read and write in a common language . . .

Here also is a formal declaration (an address at the Summer School, Australian Institute of Political Science, Jan., 1958) by Dr. John Gunther, Assistant Administrator, and now probably the wisest and

(Continued on page 147)

D. R. A. EDEN FOR BSIP JOB

The man who did more to put New Zealand Reparation Estates, Western Samoa, on a sound basis, Mr. D. R. A. Eden, OBE, has been appointed manager of the British Solomon Islands Trading Corporation.

HE will arrive in Honiara to commence his new job about the middle of October. Mr. Eden retired from Reparation Estates in 1956—the year before they were handed over to Samoan control and became Western Samoa Trust Estates Corporation.

The Reparation Estates were former German plantation properties which had been expropriated after World War I. Their profits—which have been substantial since the Second World War—were used for the benefit of the Samoans. Now, of course, the Samoans are running the show themselves.

If anyone can make a success of the BSIP Trading Corporation—which has had an up and down sort of existence—it is Mr. Eden. The Corporation began life as the Trade Scheme, after the Pacific war, and took the place of the big commercial firms who had done business in the Solomons before the war, but decided not to go back. The Corporation runs retail stores, is responsible for lightering in the port of Honiara and has other assorted functions.

Mr. Eden is not new to the Solomons. He actually began his tropical career there in 1923, when he was with Burns Philp in Faisi. He left in 1928.

The NG Money Tree

But Something's Affecting The Coffee Market

The money-tree of Kinjibi, Its treasures bring to you and me.

The worthy planters of the New Guinea Highlands, although somewhat troubled by recent uncertainties in the hitherto profitable price of Arabica coffee, have taken time off to be intrigued by developments in the sale of Kinjibi plantation, near Banz.

IT had generally been reported that the sale had "fallen through". But on Monday morning, September 22, a Mr. Frank Powell arrived on Goroka airfield with a small party of friends from Australia, and it became known that the deal had become finalised.

Mr. Powell, who describes himself as the "field superintendent" of Goroka Coffee Ltd., is a Sydney man who, from Sydney in recent months, has been directing massive publicity seeking buyers for "units" in Kinjibi plantation—a deal in which buyers have been promised 20 per cent. on their investment.

He has used TV, Press and Radio, and the refrain of "the money tree of Kinjibi" has become a pretty familiar one to Sydney radio listeners.

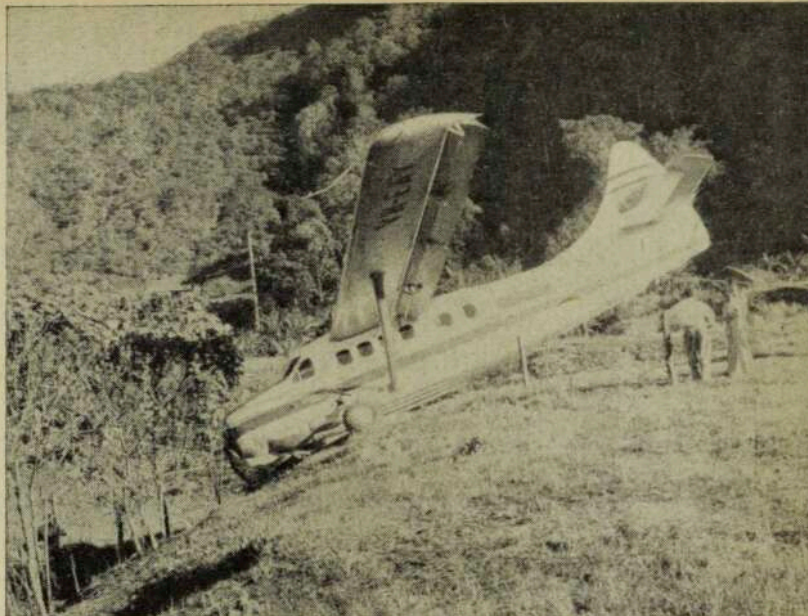
At almost the same moment as the Powell party arrived at Goroka, only two plane-hops away at Banz the whole European community and a section of the natives were assembling to say goodbye to Messrs. Alan Ferguson and Bill Matthews, ex-RAAF officers who spent the last six or seven years planting up this fine coffee plantation—and who had sold it to the Powell-promoted company, or companies, for a price of around £100,000.

Jubilant

The jubilant Ferguson and Matthews and their wives and children were held in high regard in the Highlands; and all Banz turned out to give them a farewell whose sincerity, intensity and wetness they will never forget.

They were moving out to Madang and Sydney as the new owners were moving in. Both families intend to take long holidays across the world; but both say, nostalgically, that they may return some day to coffee-planting in these pleasant valleys.

(Continued on page 148)



NEW ANGLE ON QANTAS. This Qantas Otter aircraft overshot the runway at Tapini, Papua, in August. The plane was actually stopped at the end of the runway by a fence, and a fence post, but in spite of being lashed up by a rope around its tail wheel, by the next morning it had slipped down into this position. Tapini is one of the most difficult airstrips in the Territory. One end reaches to the foot of this mountain; the other ends in a sheer drop into a gorge. The whole thing runs uphill.

Two Points of View on Noumea's Airport

It's 'Unservicable' — or Perhaps it's 'Just Perfect'

Those immediately affected by the surprise Qantas announcement that its Sydney-Noumea service would be suspended from end of September, were the delegates to the South Pacific Commission's 18th session which commenced on September 26, and was expected to last for several weeks.

DELEGATES who normally go home via Sydney will have to go by ship, or through Brisbane by the French airline, Transports Aeriens Intercontinentaux.

Reason for the suspension of the Qantas service—which is expected to apply for at least two months—is stated to be due to the stage reached in reconstruction of Tontouta, Noumea's international airport, about 30 miles out of the town.

The Australian Department of Civil Aviation has pronounced the

runway unserviceable, which, as far as Qantas is concerned, is the last word. Although the Australian DCA has no jurisdiction over foreign airfields, it can prevent Australian airlines from using them, and in the case of Tontouta, it has exercised its prerogative.

It will be remembered that, some years ago, when Qantas changed over from flying-boats to land-planes on its Islands services, the airstrips in the New Hebrides were pronounced unsafe by Australian DCA. Qantas stopped flying to the New Hebrides, and has never gone back.

After a break of a year or so, TAI commenced a service between Tontouta and Vila and Santo, with DC3 planes.

Tontouta is "Perfect"

A spokesman for TAI, in Sydney, on October 2, said that the whole thing was incomprehensible. So far as TAI was concerned, Tontouta was "just perfect".

TAI was using DC3's and DC6B's—which are much bigger than Qantas' Skymasters—without any trouble at all, and would continue to use them. The only construction work that was going on was the lengthening of a runway, which "didn't interfere with operations in the least".

Airline patrons who are inconvenienced by this sudden suspension of the Qantas service, will have to

(Continued on page 149)

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COMMENTARY

'Oui' Wins! What's Next In French Oceania?

WHAT is going to happen now in New Caledonia and French Oceania (or Polynesia), where political events have moved to a series of crises in the last year or two?

The unwieldy Fourth Republic was swept away in the referendum of September 27-28; and the Fifth Republic of France will be built upon the De Gaulle Constitution, accepted by an overwhelming popular vote.

De Gaulle remains in charge while the changes are made. By the year's end, the effect of the new Constitution should be discernible in the South Pacific.

Will it bring unity and peace, or new tensions and clashes?

The weakness and incompetency of the Government of France since 1945 opened the door to political developments in France's South Pacific Territories which never should have been permitted.

There were grave social injustices in those Territories, which called urgently for reform; but France's blundering Socialist politicians, seeking those reforms, introduced the common roll to classes in both Territories which were incapable of exercising the powers and privileges thus given to them. Paris, trying to wipe out one kind of social injustice, created another. The new Leftist Administrations, brought into being by the common roll, imposed intolerable conditions upon the Rightist classes, and directly caused the recent revolts in New Caledonia and Tahiti.

What now? If the common roll system (*Loi Cadre*, in other words) is withdrawn, the disfranchised elements will be actively resentful, and their natural, active resentment probably will have to be controlled or suppressed by police.

If the common roll remains, permitting rule by the Leftists, it is most unlikely that Leftist leaders Lenormand and Gerusalemy—no matter how honestly they try—will be able indefinitely to keep their followers off the necks of what they regard as the rich and privileged.

It may be taken as certain that the new Government of France is not going to permit Red or extreme Socialist rule in its South Pacific Territories, whether the common roll remains or not.

The original, stupid and almost irretrievable error actually was made in Paris, when political power was given to classes who are not yet capable of exercising power.

Many months will pass before we

shall see the new pattern of political life in the French S. Pacific countries. It will be a time of uneasy waiting.

The Isolation of Fertile Bougainville

ALTHOUGH the very large island of Bougainville is coming into prominence as the P-NG Territory's most promising field of investment — its cocoa-growing potential has been described as "fabulous"—it now is the Territory's most isolated section.

The withdrawal of the useful coastal Catalina service has left most of the large District dependant on irregular coastal services by small ships—the DC3s cannot go beyond Sohano, in the northwest.

It was officially stated in July that a new airstrip at Reboine (near Kieta) would be completed within eight months, to allow land-planes to give central and southern Bougainville a regular air service.

"At the present rate of progress", wrote Mr. Jim Joyes, from Iwi, Bougainville, in September, "the darned strip at Reboine will never be completed."

If development of Bougainville's cocoa-lands is accelerated — as expected — the Australian powers—that-be may be induced to move more rapidly in the provision of an air service.

Growing Need for a S. Pacific Union

PROGRESS is slow—but there is mounting evidence that more and more of the South Pacific's more thoughtful men are in favour of the creation of some sort of Federation or Union among the Territories of the South Pacific, so that they may jointly consider where they are going, politically, and how they are going to travel. "Some form of closer association will have to come," writes a leading Pacific Islands Administrator. "There must be much more thought and discussion in the Whitehalls of the Pacific."

There has been some discussion in English journals lately about the fate of the "smaller Territories" in tomorrow's world—a good article in the *Economist*, and a series in the *New Commonwealth*. Many problems seen by the writers are also problems in the Pacific.

In the London *Times* of August 5 there is a long article by Mr. Harry E. Maude—one of the South Pacific's best-qualified commentators—on social and political progress in this area, and the urgent need

for an authoritative survey.

"One problem alone may compel action," writes a valued *PIM* correspondent. "That is the necessity of obtaining adequate developmental capital. It may not exist in well-endowed Papua and New Guinea, but it is a growing trouble in most other Territories."

"International sources and Funds cannot be bothered with the petty size of the individual projects required in the numerous and diverse Islands Groups; and some form of Pacific Development Board is needed to channel and administer funds—not unlike Eisenhower's lately-proposed Middle East Board."

"The South Pacific Commission could perhaps be used for this—although I personally doubt it."

West N. Guinea Issue Is Becoming Urgent

FORMAL announcements from The Hague about Dutch New Guinea place, squarely, in Australia's lap, responsibility for the future administration of the South-west Pacific Territories, which comprise Melanesia.

The Netherlands Government wants to get rid of Dutch New Guinea, which it regards as a financial drain, and an embarrassment in relations with Indonesia.

The Dutch Socialists, who help to keep the Government in office, favour a UNO Trusteeship—presumably, to be worked in conjunction with Australia's NG Trusteeship.

The Netherlands Premier—whose good judgment we commend strongly—is against the creation of another Trusteeship; but he is in favour of some plan under which West New Guinea can be handed over to Australia, to be administered in conjunction with Papua and Trustee New Guinea.

Mr. Hasluck—and a score of other impractical idealists—says Australia is in New Guinea to help Brown Brother to a higher standard of life. That is palpably untrue.

Australia is in New Guinea because these Southwest Pacific Islands must be held as a sort of screen against Asia's 1,500 million people. Why else is Australia spending £14 millions per annum there? If Europeans do not hold these Islands, they surely will be occupied by Asians, in great numbers, to our early undoing.

If Australia wants to spend money and energy on colonial development and social uplift, she has within her own borders sufficient tasks and obligations to keep her and all her money fully employed for a long time.

She would not be in New Guinea if her own security — and the security of all the European countries in the South Pacific—were not involved. And the considerations which send Australian men and money to Papua and New

Guinea apply equally to Dutch New Guinea, Solomons and N. Hebrides.

If it were not for Asia's hungry, looming millions, Australia need not concern herself with Holland's wish to get out of West New Guinea, nor with Indonesia's rather silly eagerness to get in.

Indonesians, occupying West New Guinea as Indonesians, would not be any real menace to Australia. But Indonesians, politically inept and economically distraught, could be a real danger in New Guinea, because they would be simply the stooges of Communist Asia, providing Asians with a quick and handy corridor through into the South Pacific.

Already, talks are going on between the Netherlands and Australian Governments. The residents of Papua and New Guinea, and the private commercial interests already established there in strength, may awaken one morning to a *fait accompli*—to a new set-up established over them by the top politicians and Canberra bureaucrats, without consulting anyone outside governmental circles.

If there are to be far-reaching changes, it is essential that the opinions and the wishes of the non-official classes of Papua and New Guinea—as well as the Australian people—be ascertained. Under existing conditions—as shown at the last sitting of the P-NG Legco—they are simply forced to accept whatever Canberra's little czars think is good for them.

Tiny Isle Has Two Governors in Two Weeks

PITCAIRN Island, loneliest outpost of the Pacific Islands, and under Fiji rule, has been getting more gubernatorial visits in one month than it had enjoyed in the previous hundred years.

The retiring Governor of Fiji, Sir Ronald Garvey, on his way from New Zealand to London via Panama, made a three-hours call there in September—and was taken back aboard, in stormy weather, in a canvas sling.

Fiji's new Governor, Sir Kenneth Maddocks, en route to Auckland on the same route, also called there a couple of weeks later.

The liner *Athenic*, on which Sir Kenneth is travelling, has had mechanical troubles, and he may not reach Fiji on October 28, as had been planned.

These rare, odd visits to isolated little places, by travelling Governors, give point to a recent commentary on South Pacific Islands administration—namely, it is absurd that a series of archipelagoes whose land area (apart from New Guinea island) could be fitted into the United Kingdom, should be split up among no less than 16 separate governments.

The Editors' Mailbag

No News from the Home Front

A visitor to Hollandia from the Australian side of New Guinea sums up the newspaper situation there, thus:

Netherlands New Guinea has no printed newspapers, such as the three that flourish on the Australian side of the New Guinea border. And not even in the reading room of the *Trif*, the luxury KLM Hotel at Biak, where one may read all the leading European newspapers and periodicals, only a few days old, can there be found one Australian, or Australian New Guinea, paper or magazine.

The place of newspapers in NNG is taken by several small cyclostyled broad-sheets, of which the chief is "En Hier is Het Nieuws" ("And here is the News") which is issued by the Office of Information and Radio Broadcasting at Hollandia.

It is issued daily, and consists of 3-sheets, stencilled back and front, so as to make 6-pages.

There are no Editorials or Leading Article; and according to some residents, the news is censored, or at least "slanted" in the direction of the Government. Apparently Letters to the Editor are not accepted.

To all of which, no doubt, the Dutch could reply: How many Dutch language newspapers are read on the Australian side? "PIM" has a lot of customers in NNG, but put thus on our metal by our correspondent, we will try to do even better in future.

The Wrights of Quirindi and Nasese

The Nondugl flock in the New Guinea Highlands provides the most publicised sheep in the Pacific—but there have been plenty of other sheep experiments in the Islands, most of which, like that at Nondugl, can claim only indifferent success.

One of the early sheep breeders in Fiji was Mr. K. P. Wright, now of Quirindi, NSW, who between 1908 and 1917 sheared up to 1,900 sheep a year around Sigatoka. The sheep ran on land that has now gone over entirely to guava scrub, and pastorally is ruined.

But when Mr. Wright wrote recently, it was not in reference to sheep, but to "that grand and gracious old lady, Mrs. George Wright, of Nasese, Suva", whose death occurred last April. Mr. Wright, of Quirindi, is not related to the Nasese Wrights but says that

he and his wife have the fondest memories of them. It was Mrs. Wright, who 60 years ago taught him the words of a chant used by Fijians of a certain family to bring a huge eel out of the mouth of a cave near Sigatoka.

He says: "The eel lived in the stream of water which flowed directly out of the huge limestone cliff there, and was considered sacred by the natives."

"When chanted to by certain Fijians, it would come forth and be fed. After 40 years absence, I returned to Fiji for a short visit last year and was told that the eel is now no more."

With his letter, Mr. Wright encloses another, written to his father then 83, by Mr. George (or Georgius) Wright, of Nasese, in 1930, who was then 78. The letter is full of Fiji news of the day including an account of the many concrete buildings going up in Suva, the roads that were being built, and also of the new local flying-boat service.

This air service enjoyed a brief life—it was an offshoot of the successful Guinea Airways, of Lae, New Guinea. Unfortunately all services did not take in Fiji, as they did in the Territory, the first venture soon folded up and Fiji had to wait for 20 years, and Harold Gatty, to provide the Colony with its first permanent service.

Memory Revived, Friendship Rekindled

Another reference to the Wright family comes from Mr. C. J. E. Brennan, of International Harvester Company, Melbourne. He too was caught up by the reference in May, *PIM*, to Mrs. E. Wright and her sons.

The name Maitey Wright rang a bell and, he says, "I thought I would check up on him when next I went to Suva."

"I was there last month and inquired whether Maitey Wright had been with the Australian forces in World War I because, if so, I might have known him, as a troop-mate of mine in the old 6th Light Horse Regiment was a young fellow of that name, although I had no memory as to where he had come from."

"To cut the story short, I found Maitey in one of the Customs sheds on Suva wharf and, sure enough, he was my old friend. We hadn't seen each other since the day we had disembarked from the troopship *Madras* at Sydney on August 15, 1919. I met up with Maitey in Suva on August 14, 1958, one day short of 39 years later."

(Over)

Got an Unoccupied Coral Reef Around?

A group of young New Zealanders is planning an underwater expedition "somewhere in the Pacific islands" for mid 1959, and is asking for information.

They would like to hear from anyone in the South Pacific about local underwater conditions in the months, May to September—such as clarity of water and abundance of marine life, etc. They would also like to know the cheapest means of transport thither, for four men and their equipment, compressor, aqualungs, underwater cameras and so forth.

They aim to make photographs and movies of marine life on coral reefs, collect specimens, and maybe write a book.

These four aspiring amateur frogmen say their funds are limited—and they have already been warned that expeditions to the South Pacific Islands since the war have seen so numerous that no one is likely to work up much enthusiasm about them, no matter how worthy the cause. However, if anyone would like to help with advice, the expedition leader is K. E. Tarlton, 14 Hansons Lane, Upper Riccarton, Christchurch, NZ.

Bena Bena Incident—Another Correction

I was one of the "eight who helped", writes Mr. F. Rod Fowler, of the Public Health Department, Goroka, New Guinea Highlands—but asks if he can make a correction to something that appeared in August, *PIM*, p. 63, about the famous Bena Bena Incident.

Mr. Fowler is referring to the fact that in that August article, when listing the eight people who helped his party escape, Lt.-Colonel B. G. Dawson included Fowler—but referred to him as "the Rev. Rod Fowler, SDA Missionary at Kainantu".

Mr. Fowler protests that he has never been a mission pastor, nor pretended to be one. He explains how the mistake occurred:

"At the time mentioned, I was a medical assistant, having been evacuated from Lae after the Japanese bombing. Eventually I found my way to Kainantu, on orders from Ted Taylor, who was OIC, Nadzab.

"I occupied the SDA mission house after the departure of my friend, Pastor A. J. Campbell. A trip was made to Madang for medical supplies and the Kainantu mission house was turned into an emergency hospital for Europeans. No doubt the fact that I was running the mission house as a hospital, gave the impression that I was the missionary who normally belonged there."

The unauthorised ordination of Mr. Fowler is as much *PIM*'s fault as that of Lt.-Colonel Dawson. He has been in New Guinea, ANG AU and then Papua-New Guinea health services since 1941, and his name is well known to us.

Fiji Planters are Not All Happy

Someone who is obviously a Very Unhappy Fiji Planter writes to take us to task for an item in Vakatawa's column, page 55, August, *PIM*. (Vakatawa said that Fiji planters were lucky in having the local crushing mill, where they were paid promptly at prices higher than planters elsewhere in the Pacific were getting).

Our Very Unhappy Planter disagrees entirely; it is "far from the truth", he says. "Fiji copra planters have got to sell to Islands Industries who weigh, grade and crush and can deduct anything from 6/- to 26/- per ton as fines for moisture content, etc. These happy planters you talk about have no redress".

He goes on: "The town of Levuka is just about to close up and residents are petitioning the Government. What planters want in Fiji is buyers of copra, not one firm. If only the old days would come back, with German firms in Levuka to buy copra. Then you could write about 'Happy, Happy Fiji Planters'."

Alas, the good old days Unhappy Planter regrets are like all other good old days—they won't ever be back.

Good Wishes for New Planter at Maron

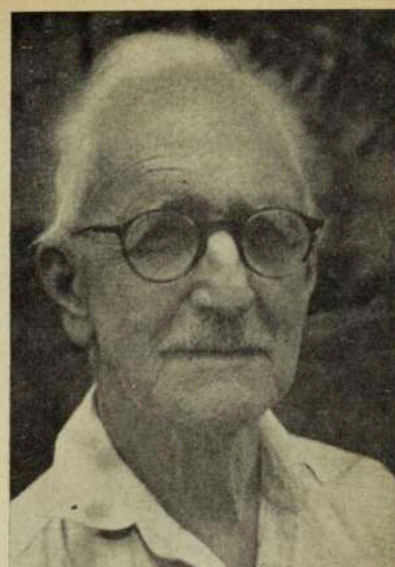
"I have received a long letter from a Mrs. Batt, who now resides at my old home, Wahlenburg, on Maron, in the Western Islands of New Guinea," writes Mr. H. R. Wahlen, of Hamburg.

"She was a German girl—Gisela Hanson, of Flensburg. She married a returned soldier, who was a planter in New Guinea. He now has bought some of my former plantations in that area and, from what she writes, I think they are brave, hardworking people, and I think that those plantations will make them rich.

"She likes Maron—she says she feels as if she is living in Paradise."

That represents a further chapter in the post-war story of the Batt couple—he, Bertram C. Batt, a former RAF officer, and she a girl straight out from Germany. They had few resources but he took over a couple of plantations near Kavieng and with industry and determination, rehabilitated them.

Mr. Batt proved himself a successful planter and Mrs. Batt was noted for her charm.



DEATH OF A PIONEER

Old-Timer W. Maidment Farewelled In Papua

• In the garden of Wally Maidment, who had lived on Daru Island, Western Papua, for 55 years, there is a flagpole where, on suitable occasions, the Blue Ensign flew.

WHEN he died on September 15—and it seemed fitting that the Grand Old Man of the West should leave us on Commemoration Day—we went into his garden and lowered the flag to half-mast. It was a genuine farewell to a dear old friend, a Papuan True.

Wally married his first wife in Daru—the first formal ceremony in Tamate Chalmers' Church (named after the Rev. James Chalmers, the pioneer missionary who was murdered by the Goaribaris). She died, apparently of blackwater fever. He married his second wife, Lucy, who survives him, in the same church in 1931.

All interested people who came along this way called on Wally, to listen to his fascinating reminiscences—he had a most retentive memory right to the end, despite his 85 years.

Among his welcome guests were a personage from Government House, in South Australia; the famous writer, Beatrice Grimshaw; the ill-fated explorers, Jack Hides and David Lyall, who were helped and nursed by Wally and Lucy Maidment at the conclusion of their disastrous journey up the Strickland.

Another friend was the late well-beloved Dr. Vernon, after whom a ward in the Taurama Hospital is named.

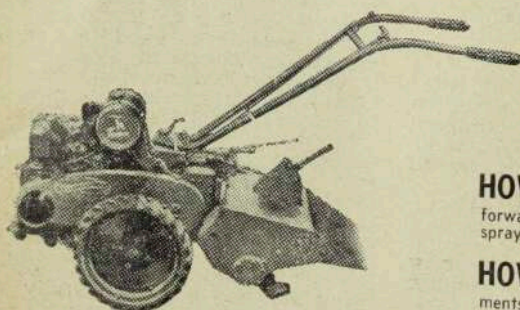
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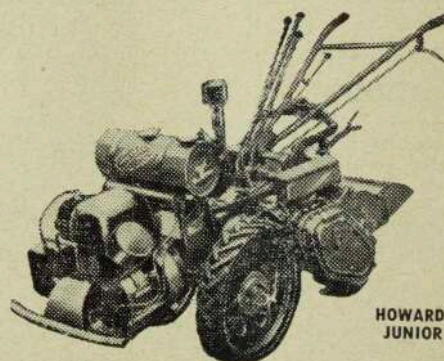


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Walter A. Maidment left Sydney at the behest of his old school friend, Walter Carpenter (later, Sir Walter Carpenter), on the SS *Yawata Maru*, for Thursday Island.

In Sydney, he had excelled not only as a surgeon dentist of note, but also (in 1899) as a cyclist, when he was chosen to represent Australia in Canada. These were the days of depression, and the bank smash was taking its toll of most men of brilliance in Sydney town. Dentists, like bank clerks, took any jobs.

Knowing Wally's skill with boats, Walter Carpenter gave him a job at Thursday Island. A man of many parts, Wally built his first dinghy at the age of 11, built the first launch at Daru, and the first Churches at Ture-Ture, Katatai, and Parama in the Western District—later building the first stone church at Mabuaduan.

Supervised Pearlring

In TI, he was supervisor of Carpenter's pearling fleet for two years. At £100 per annum, he was the first European from South employed there by Carpenters.

In Thursday Island, Wally met Bill Luff, who was the father of Wally's dearest friend, Lennie Luff. Bill Luff, a grand old man, invited Wally to Daru. That was the beginning of a tried and true friendship between the families that lasted up to Wally's death.

When Wally came to Daru there were no roads—and only two stores—one owned by a Frenchman, Julian Pothier, and the other by William Luff. The stores opened only when pay-offs for the natives were due. Most of the natives recruited from Daru were used for work in Thursday Island.

Perhaps the more recent newcomers to Daru Island did not understand Wally Maidment, or fully appreciate his store of anecdotes. I remember that the first time I met him, after many years, he said: "Child, I remember your mother well. I used to whisper sweet nothings in her ear when she was a young girl—and she would have nought of me". Wally had met my mother (later, Mrs. Hides) in Thursday Island before her departure for Merauke (Dutch New Guinea) in 1901.

"Let Me Die Here"

Often I spoke to him, during his last days, of the possibility of his going South. Wally would say: "Go South! Why? I love Daru—let me die here"—and here he died. Who could forget Wally Maidment? Certainly not the natives of Papua, nor the old-timers.

Mourners at his graveside included Mr. David Marsh (Acting DC) and Mrs. Marsh; Mr. F. P. Robb (ADO) and Mrs. Robb; Mr. John Walsh (PO) and Mrs. Walsh; Mr. and Mrs. George Craig; Mr. Miller

(A/DEO); Mrs. J. Croft (A/EO); (sister of late Jack Hides) and Miss Wendy Croft; Mr. and Mrs. K. Richardson; Mr. and Mrs. Owen; Mr. Stocks; Mr. and Mrs. Kleckham; and Mr. Tom Holland and his wife, Eileen, who marched with Lennie Luff beside the cortege. Mr. Peter Day represented Burns Philp and Co.

The police Constabulary, Girl Guides, Brownies and Scouts formed a guard of honour at the Church, and after the ceremony, followed the cortege to the cemetery, where the burial service was read by Oporto Waia, on old Papuan LMS missionary.

The pall-bearers were all old inhabitants of Daru—Badia, Walter

and Emanuel Trabertz, and George, Rupert and Robert Tabua.—*JAN CROFT.*

NEW HEALTH DIRECTOR

The Australian Minister for Territories, Mr. Hasluck, in September announced the appointment of Dr. R. F. Scragg as Director of Public Health in P-NG.

Dr. Scragg has been Acting Director since Dr. John Gunther was appointed Assistant Administrator of P-NG last year. He has been with the Health Department since 1947.

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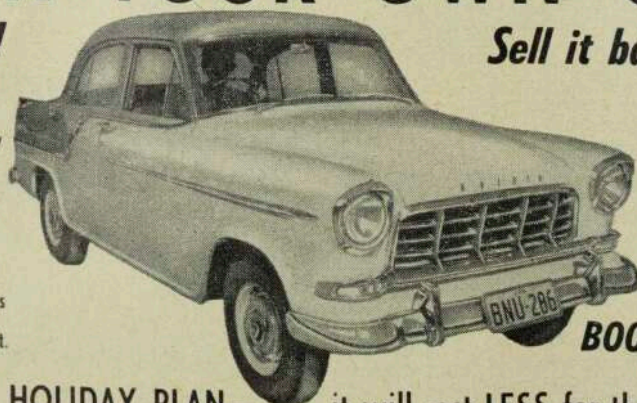
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TERRITORIES TALK-TALK

By Tolala

Amongst my mail the other day came a fat envelope with a brief note and from an unknown, for the signature was as undecipherable as a bank manager's. Nevertheless, I was grateful. "These enclosed 'oldish papers' came to light," said the note, "when I started to tidy, prior to going on leave this week."

THE "oldish papers" brought back many memories. One was a programme for a benefit performance for Miss von Ziegler, held in Rabaul's Regent Theatre on November 8, 1938 and staged under the auspices of the Rabaul Dramatic and Musical Society.

Fraulein von Ziegler had been hard hit by the 1937 eruption and the benefit coincided with her 76th birthday.

She was a popular identity; in 1903 she was a stewardess on the NDL boat "Prinz Waldemar", calling at Rabaul and plying between Sydney and Japan; in 1913 she was appointed housekeeper of the European school at Namanula and after War I she took up a block of land at Valaur (along the Kokopo Road) and devoted her time to raising poultry and vegetables.

Vulcan totally destroyed her property and so in 1938 we have the local population of Rabaul staging a benefit for one of its old-timers.

She died at Vunapope a couple of weeks before the Jap landing in 1942.

Old Identities

The "benefit" was under the patronage of the Acting Administrator Harold Page and his good lady; every section of the community came to light with full support.

"Pat" Savage was stage producer; Tony Anthony stage manager and Les Clout his assistant (even as he is today in Lands at Moresby!) A list of all performers is too lengthy.

But in one sketch, "Call It A Day", there was Eva Banks, the cook (on her own as an actress, and now somewhere in England), Vera, the Maid, was Bette Reeves (a striking brunette edition of Marilyn Monroe) and "Roger Hilton" enacted by Sidney Tee—a born actor.

The "Charlady" was Helen Wayne a natural comedienne on the stage, although in real life I believe she later became a teacher at a young ladies' college out of Sydney.

The programme makes a good

souvenir of those happy Rabaul days even if copra was only £11 a ton.

An Eruption Issue

The other 'oldish paper' was an eruption edition of *The Rabaul Times*, dated July 16, 1937, and was the sixth in a series of roneoed "newspapers" turned out as emergency issues while the normal printing machinery was being de-pumiced and set in working order.

These news sheets—at times illustrated with topical sketches by artist Keith McCarthy—[See *Pacific Report for a recent example—Ed.*] became quite a popular souvenir of the town's disastrous incident.

Its policy was one of optimistic encouragement, a view not always shared by everyone as some verses, published in this issue and sent in by an Unknown, proves. They started:

*I'm a fellow
Who by yellow
Press is thrilled or rendered
mellow
And an Editor's Opinions I will
swallow ready made
But I'm thinking
It takes drinking
To absorb (without some blink-
ing)
All the super-optimistic stuff with
which we now are sprayed . . .*

The scribe was so anonymous that even the editor did not know his identity; but it was so topical that even the Golden Rule of knowing a contributor's identity was waived and in it went.

Years later I discovered the Bard was none other than the man who so ably organised the evacuation of Rabaul on the morning following Vulcan's vomiting—none other than "Monty" Phillips, who became P-NG's well-loved Chief Justice, and now the sadly-missed late Sir Beaumont Phillips.

I still maintain the optimistic policy adopted in re-habilitating the town was justified, though there were moments during my "boob" days with the Japs, when US bombers were busy, I had my doubts.

(Over)

The Pacific Islands Society

(Founded 1937)

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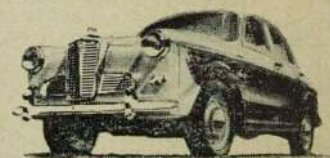


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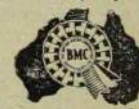
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Glancing through the news items in the Eruption issue I see mention that aeroplane equipment found on the Burma coast "is undoubtedly from Kingsford Smith's plane." . . . A wide search was being made for Mrs. Putnam's plane in the Pacific (she had left from Lae) "and all hope is fading" . . . General Franco was appealing for more assistance from Germany and Italy . . . Separate Jewish and Arab states were being recommended for Palestine . . . And copra was £15/5/- a ton, with Rabaul hot air £1 higher.

It is a fascinating hobby turning back the clock and knowing the exact dates when such and such an event happened.

Anyway, it was good to receive the "oldish papers" and I thank my unknown but thoughtful donor. I'll put them away amongst my varied and valued souvenirs.

Historically Casual

As a nation Australia is noted for its casual—almost negligible—regard for past history. That same attitude extends to an even greater extent in P-NG.

Administrator Cleland in opening the Sogeri Show last month referred to the public's ignorance as to the reasons for celebrating Commemoration Day in the Territory. He explained that there were three principal occasions to commemorate:

- When British New Guinea was formerly annexed by Britain in September, 1888.
- When German New Guinea was occupied by Australian Forces in September, 1914.
- When Allied Forces re-occupied Rabaul in September, 1945.

"It is," he said (as reported in the *South Pacific Post*) "from these three events that there has flowed the tradition, the energy and the faith which has made the Territory what it is today."

Continuing he referred to "men of the calibre of William McGregor, Hubert Murray, Griffiths, Wisdow and McNicholl who have laid the foundations of sound administration and a wise humane policy".

The Brigadier could have included a fourth reason: When P-NG came under Federal control by the Papuan Act, which came into force September 1, 1906.

The eye-brows of a pedant would undoubtedly rise at the name-spelling of McGregor, Wisdow and McNicholl as appearing in the newspaper report (possibly an official hand-out) and would have preferred Macgregor, (or MacGregor) Wisdom and McNicoll.

But then that is but a detail in this slap-happy age. Still . . . Historical data (especially names) should be correct. How many "I's" will Posterity put in the Cleland name?

(Over)



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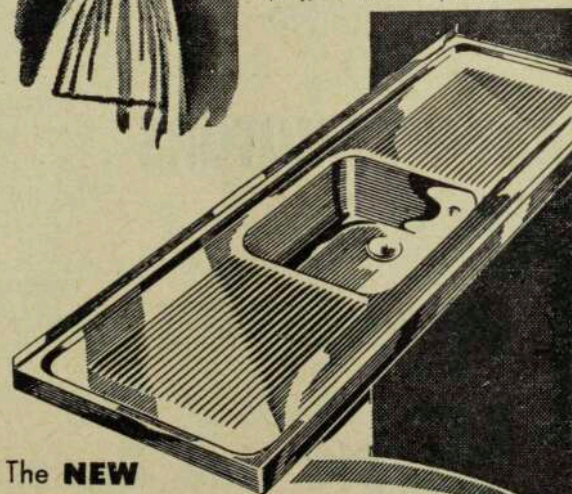
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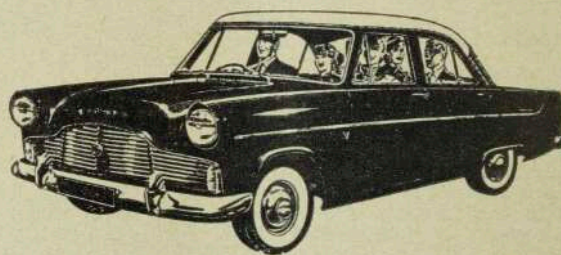
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Founders or Guides?

The euphemistic eulogies applied by Brig. Cleland to Wisdom, Griffiths and McNicoll as laying the foundations of sound administration and policy are surely somewhat of an overstatement.

In Papua after Murray's time and in TNG since the beginning of Civil Administration in 1921, the foundations of policy have been laid by remote control in Australia.

The Territorial Administrators have had the task of guiding such policy and implementing—far too often—measures with which, with their local knowledge, they could not possibly agree.

It is this same system of politico-bureaucratic handling of Territorial matters which has caused so much frustration amongst practical Territorians.

Hungry Moresby

The request made recently by the Planters Association of NG to the Administration for the removal of the headquarters of the Copra Marketing Board to Rabaul from Moresby is not in the least surprising.

The CMB is a practical, down-to-earth organisation which should be capable of rising above bureaucratic centralisation. Unfortunately there seems to be a tendency for all government and quasi-government concerns to herd together. One wonders why, in these modern times of speedy communication.

The only reason for the Moresby location appears to be the fact that its geographical position is centred as far as possible from those people who have made its creation possible; in other words: The Planters.

There is no need to quote figures as to NG's supremacy over Papua in the matter of copra output, they are too well-known; therefore one would have thought that Bureaucracy could have been magnanimous in at least this one instance and allowed Rabaul (the old-time capital) the satisfaction of having one headquarters.

More de-centralising would work marvels for the Territory at large and foster a better feeling amongst the people of all races. Moresby needn't hog all the lime-light.

Here's H.R.W. Again

A Sydney Sunday paper gives publicity to the fact that Sir Garfield Barwick, QC, MHR, has been asked for an opinion "on a multi-million pound NG goldmine claim".

It involves the Waria Syndicate's claim which was rejected a few years ago by the NG Commissioner for Titles.

Old-time German identity, Hein-

rich Rudolph Wahlen, one-time Swedish Consul in German New Guinea, is the prime mover and, despite his 84 years, is reported to be as active as when some fifty years ago he managed to get control of the Western Islands, and that was no mean feat even in those days.

Apparently the appeal centres around the claim that the Waria Syndicate was a non-German set-up, notwithstanding its expropriation.

It is interesting to note that J. C. Badham, QC (who has been nominated to "enquire into NSW police actions" as a Commissioner) was in attendance as counsel during many of the appeals held in Rabaul in the 'twenties when the Germans were appealing against expropriation and the palm valuations made by the Expropriation Board.

Another well-known legal eagle at those inquiries was E. T. Brown (locally known as "Bruno") who later became an author of no mean talent.

There is the possibility of this case coming before the International Court of Justice at The Hague.

Old-time Territories Minister Sir Percy Spender, now a Judge in that Court would have a special interest in the case if it reaches The Hague.

In fact there will be many following the appeal for there have been a few million quids of gold won in them thar hills.

Bits and Pieces

Gone to his rest after 14 years of mission work in the British Solomons and NG Rev. Harold Rawson Rycroft at the age of 77. He died at Michelton, Queensland, on September 29. He was the *Talatala* at Kabakada, North Coast, for a number of years. . . . There must be some sort of a colony of gremlins around Long Island waters. A schooner master was bamboozled at turbulent seas and a spinning compass while travelling through the waters on September 6 and experts say this is by no means unusual in this area. One recalls the loss of the government schooner *Hermes* back in the 'thirties when it disappeared without leaving a trace. Scientists, forward, please! . . . Local District Commissioner's reported comment when 20 native prisoners walked out of prison camp: "They may have to do a day or two extra time," but would not be severely punished. They were serving a month's time for non-payment of taxes. . . . Non-Official native Member of the Legislative Council claimed that more natives should do European's jobs in the Administration and save money; also Administration was wasting money building houses too big for childless families. How true! A budding economist, apparently.



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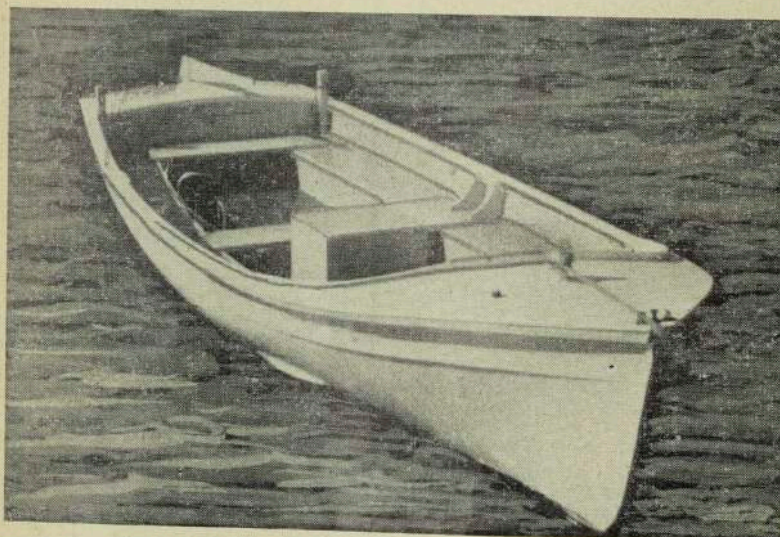
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FIJI TALANOA

VAKATAWA TALKS
OF THIS AND THAT

The Third Fiji Hibiscus Festival in September was damped by the polio outbreak that has extended over two months now, and the marked shortage of money for entertainment. But although the festival did not produce a riotous spirit of carnival, it was a successful affair nevertheless.

BIG crowds turned out for nearly every event and one or two new features—a searchlight tattoo by the combined forces, for instance—were particularly popular.

Fiji had its first experience of the marching girls cult that has gained such a hold in New Zealand. The disciplined, intricate manoeuvres of the Sargettes, a team from Wellington, were certainly impressive.

The festival suffered somewhat from following so closely after a similar affair, Hospital Week, staged for the first time this year in aid of the Colonial War Memorial Hospital in Suva.

In these things the burden of work falls often on the same people and it is doubtful whether a town of the size of Suva can sustain two major carnivals a year.

It is even more doubtful whether it should.

The Hibiscus Festival might, with benefit, be held in alternative years at Lautoka, and the spectacle—and the effort—spread.

The Bula Shirt Goes Respectable

The Hibiscus Festivals have done one thing, if nothing else: They have conferred a status of respectability in Fiji on the bula shirt, which anywhere else would probably be called a beach shirt.

The request during the first festival, two years ago, that bula shirts should be worn to work, was greeted in elevated circles with the sort of shocked disapproval that would be given the idea of a black tie with tails—and a ready-made tie at that.

But the appearance of the Governor and Lady Garvey in brightly coloured "bula" garb during that festival, and the somewhat self-conscious wearing of gay shirts

(usually borrowed from the office boy) by senior government officers, began to break down resistance.

Last year, the custom had become more established and even very senior gentlemen—though not the princes of commerce or banking or law—appeared in their offices in

their own bright bula shirts, with determined nonchalance.

This year, all the marks of time-hallowed custom were present.

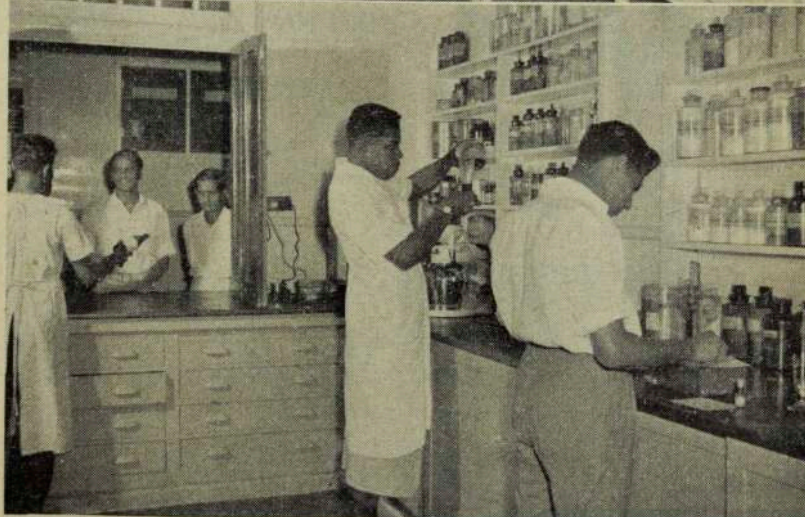
In some offices, a standard uniform was adopted, bula shirts being specially ordered to a common pattern. There was even talk of, "Why don't we do this more often?"

There is no doubt that the rise of the bula shirt in popularity (and respectability) is due largely to the great improvement in the shirts themselves.

There was a time when those on sale in Suva shops were cheap rayon articles imported from Hongkong or Japan, with crude designs and odd spelling.

Now, good fabrics of attractive design are being used, and to an increasing extent the shirts are being made in Fiji.

(Over)



FIJIANS AND INDIANS take an important part in the activities of the Colonial War Memorial Hospital, Suva. The hospital is also vital to the training of native medical students from other Pacific Territories, who attend the big Central Medical School in Fiji. These PRO photographs show Medical School students watching a resident doctor as he makes his rounds; and below, Fijian and Indian AMO's working in the hospital dispensary.

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Need for Mokogai May Soon be Over

The prediction by Dr. P. W. Dill-Russell, Inspector-General of the South Pacific Health Service, that the Fiji Leprosy Hospital at Makogai will not be needed in another 15 years, shows how rapidly leprosy is declining as a public health problem in the South Pacific.

The horror of the disease which has come down from Biblical and medieval days still remains in many minds, although, in the past ten years, much of the justification for that fear has faded.

There was a time when the only possible response to leprosy was isolation. This was the time of the bell and the cry "Unclean". It was the time, too, of Father Damien and stories of martyrs who risked certain infection and eventual death by working among lepers.

When Makogai was established as a clearing house for lepers of the South Pacific there was still a good deal of hit and miss about methods of treatment. Many cases were discovered late and there was no possible hope of recovery. One of the wards at Makogai was appropriately named the "moribund ward".

Then the chaulmoogra oil treatment was discovered but frequently big injections of the oil were painful, and they brought improvement in only a proportion of cases.

In the chaulmoogra oil days, medical men would not use the word "cure".

"Arrested" was as far as they would go, although many discharged patients showed no signs of recurrence of the disease, and lived happy, useful lives in the outside world.

The situation was dramatically changed ten years or so ago when the sulphone drugs were discovered.

Almost immediately, treated patients began to improve. External ulcers disappeared and no others developed. It was evident that the healing process was going on throughout the body.

General health improved and, tentatively at first and then with more confidence, the doctors began to speak of "cures". It is one of the lesser publicised dramas of modern medicine.

These changes in treatment, the greater certainty of cure, early detection of cases because of improved medical services, population increases and political development are all working together to reduce the importance of Makogai as the central leprosy hospital for the South Pacific.

The Solomons have their own hospital system and the Gilbert and Ellice Islands colony is to follow suit.

So, as Dr. Dill-Russell says, an institution of world-wide reputation is likely to become unnecessary and to close not so long hence.

Lolohea's Success in Japan

The unshakable dignity with which older Fijians comport themselves, even in unusual circumstances, is familiar to all who have had experience among them.

So it was no surprise to find that Lolohea Waqawairi was a great success at the Pan Pacific and Asian Women's conference in Atekie, Japan, recently. She is a woman of much character and has long been a leader among her own people.

For many years her husband, Timoci, was headmaster of the Fijian District School at Vunidawa, and Lolohea was infant mistress. Between them they ran a modern school, with a first-class spirit among the pupils.

Freedom of Speech in Black Man's Hell

Fiji readers of *Time* magazine read with astonishment in the Sep-

tember 22 issue, a letter describing Fiji as a "white man's paradise and a black man's hell".

The writer of it has been obtaining some determined self publicity by similar effusions in Fiji.

He is a Fijian who first drew attention to himself by turning Muslim.

Then he began to write inflammatory documents in which he declared that the Fijians' only hope for the future lay in Communism, and that he himself would like to go to Russia or China or Egypt to live.

He was at this time a civil servant. His fate if he had written the same sort of stuff in reverse, while a Russian civil servant, is obvious. But one of his bitterest complaints about his Motherland is that there is no freedom of speech!

Recession Hits Copra Areas

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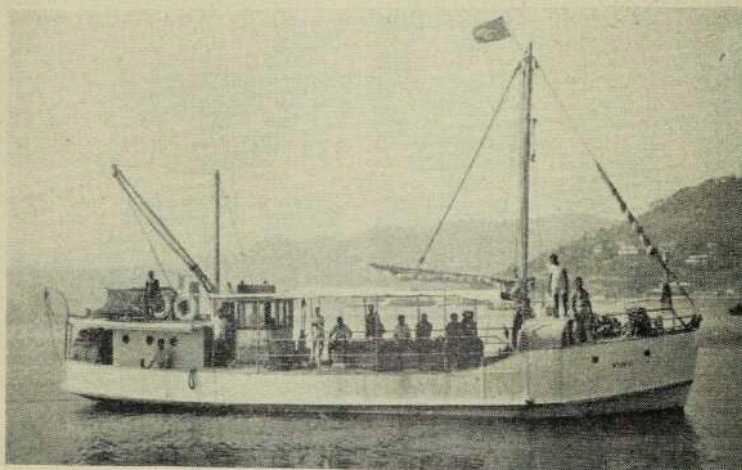


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Sokula and the *Komaiwai* have been laid up in Suva for lack of cargoes.

The Fiji copra industry is feeling the effects of a long drought and of the hurricane which swept through Lau earlier this year.

As a result of the prolonged dry weather the nuts are not falling and in some cases they are said to be sprouting on the tree.

Unfortunately, the effect is likely to last into next season as well, and copra planters' fingers are crossed particularly hard in the hopes that this year will bring no hurricane.

It is bad luck that production is so low at present, because prices are high. In September, the weekly price offered by Island Industries Ltd., the principal Suva millers, for hot air-dried copra climbed to over £60 a ton.

And Disquieting Signs on Economic Front

There are other disquieting signs on Fiji's economic horizon. Drought in some of the main sugar areas, particularly in Ba and Rakiraki, will reduce this year's crop and probably next year's as well.

The banana industry is still wobbling after the blows delivered by New Zealand early this year.

New gold bearing areas have been found at Vatukoula, but they are deeper, and so more costly to mine than before.

Manganese prospects are opening up and production ought to increase steadily, but the American recession and the halt in stock-piling of minerals has pushed the manganese price down.

There is much talk of unemployment in the Colony generally, but there is no machinery for calculating the number of unemployed with any degree of certainty.

Meanwhile, the population—especially of the Indian community—continues to grow, and the heralded Commission on Population and Resources is apparently still coming into leisurely being in the deepest recesses of an indifferent Colonial Office.

CRASHED PLANES WILL FLY AGAIN

The biggest airplane repair job known in the P-N-G Territory has just been successfully completed at Goroka. The Gibbs Airways Junker which was smashed up at Wau in January, 1957, is again in the air, earning its living, with a new wing and a new rear fuselage.

MR. GIBBES bought three Junkers in Sweden in 1955 and they were successfully flown out. But one of them, within its

first week of operation, took a wrong turning at Wau, and was wrecked.

The big plane was taken to pieces, and placed on lorries and Mr. Jack Thick, by a series of transportation miracles, took it from Wau to the Markham Bridge, and thence by the Markham-Ramu Road (which still lacks some important bridges) to Goroka.

There, in recent years, Gibbs Airways has established a large, well-equipped workshop, which is licensed also to service propellers and other essential activities which keep aircraft flying.

With the three Junkers, Mr. Gibbs brought out two German technicians and their families, and he got another two skilled Germans

from Australia—and these men and their families constitute an important little section of the Goroka community.

There are 11 European technicians in the workshops. Half the wrecked Junkers was completely rebuilt.

A Gibbs Norseman, whose engine failed near Lake Copiago (Southern Highlands) some time ago, force-landed and turned over on its back in the jungle, and looked a write-off. But they cut it up, carried it laboriously 40 miles over jungle tracks to Tari, flew it out to Goroka—and it will fly again.

Bobby Gibbs, always the optimist, says they probably will end by building their own planes at Goroka.

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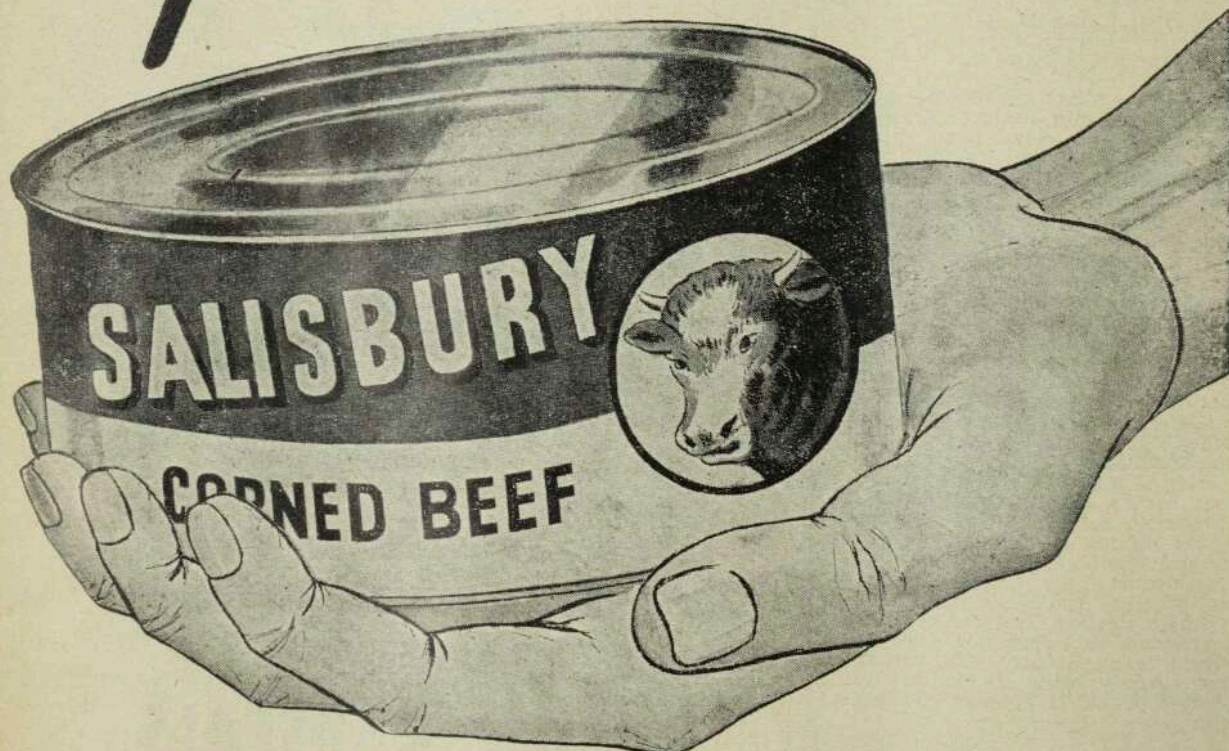
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The Good Earth—But a Little Rugged

Because of the nature of the land, Niue Island, east of Tonga, has special building problems—but it manages to overcome them. Niue is sometimes referred to as "The Rock", for virtually that is all it is—coral rock with vegetation growing in pockets of soil. Niue was at one time a reef which has since raised. There is no surface water, so tanks are vital to the population of 4,700, who live in 12 villages around the coast-line.

When Niue recently decided to build a new school, Halamahaga, it wasn't just a matter of finding a large enough space and starting. A rugged coral hill had to be levelled. And when the building had been erected (above) a thin covering of soil had to be put on the coral to make a grass playground.

Now, another rugged hill overlooking this is being laborously levelled to make room for the secondary school—and the coral that is being removed is being crushed for use as a building material. Lower photo (with the above building seen in the distance) clearly shows the nature of much of Niue's "land".



Canned Beer Raises Blood Pressures in P-NG

IT'S THE BATTLE OF THE BOTTLES

To all new brewers in Suva, and places east and west thereof: Take warning from recent events in Papua and New Guinea. There is enough menace in the tin can to upset the best-laid balance-sheets.

EVERYONE knows that Joe Bourke, and Yeomans, and friends, established the South Pacific brewery in Port Moresby several years ago. Most know that some solid merchants of Lae, with the help of that practical scientist Meier, launched the Guinea Brewery in Lae early this year.

In both instances, the P-NG beer-drinkers voted in favour of the new local brews; and the change in gallonage consumed, from imported to local, caused some unhappiness among the Export Sales managers of certain Australian breweries.

But hold back your sympathies. The Sales Managers are getting their revenge.

Within the last few months, canned beer from Melbourne has hit the P-NG Territory like an avalanche. Everywhere I go, in clubs and pubs and all the other places where they argue that beer is a necessary foodstuff in the tropical islands, the cans now are conspicuous on the bars and the tables, sharing favouritism with the draught beers of Lae and Moresby.

It's War!

The canned beer price is directly competitive with the bottled beer, local or imported. But I rarely see a bottle. The war is between the local draught, and the imported canned.

Gentlemen with trained palates argue heatedly about the respective qualities. Drinkers of draught seem steady in their loyalties. But others show a fanatical love for "canned".

So there has been a marked change in the consumption figures. But that isn't half the story. There is tragedy in the empty bottles—or lack of them.

Over the years, millions of bottles of beer have been shipped to Papua and New Guinea, emptied in due course, and then dumped. In the Australia-New Guinea trade, of course, the return of "empties" is not economic.

Old travellers have seen mountains of empties behind the Territory hotels and clubs. Before the war, I walked on neat footpaths in Wau made of bottles with their necks stuck straight down in the mud.

Then came the "lolly-water" factories, which simply gathered up

ownerless bottles and used them in a legitimate trade.

Next came the new breweries; and the new breweries bottled their own beer.

It costs at least 13d to land here an empty bottle from Australia. The local brewers were happy—they simply used the thousands of empties. The writ of the Branded Bottles Association does not run here.

Australian brewers naturally did not like to lose trade to P-NG brewers who used the Australian brewers' own bottles; but there was nothing they could do.

The Mighty Can

Or—was there something they could do? By either luck or design, they have done it. In one mighty blow, they have introduced the can,

recovered a proportion of their lost beer trade, and have created something near panic among a section of P-NG bottlers.

Even before the Guinea Brewery started, the empty-bottle situation was getting tight. Soft drink bottlers as well as brewers, were anxious; with the result that they began to pay intelligent natives to gather bottles for them.

The simultaneous arrival of Guinea beer, from Lae, and canned beer from Australia, started a struggle for bottles, which now is going on.

Empty bottles, which once made glittering, useless, little mountains in the edges of the jungle, near the pubs, now can be sold for 4d each—maybe more.

Cans, of course, are more easily packed and carried than bottles, and are much lighter. One notices them in patrol officers' packs, in lorry-drivers' baskets, or rolling about in small boats. Every can bought reduces the available empty bottles.

They're Desperate

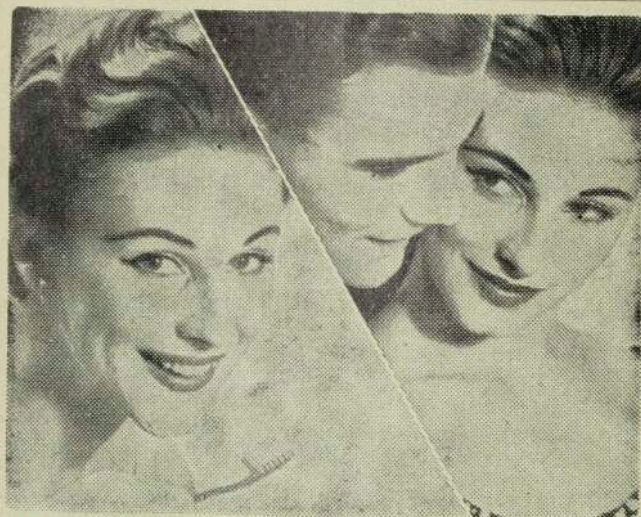
But anti-litter officials also are becoming desperate! What to do with the empty cans? They are piling up everywhere. As I strolled across the crowded lawn at the Rabaul race meeting (perched coyly on the flank of Mount Vulcan!) I twice nearly turned a seven over those little round tins, rolling about everywhere.

One ingenious Agriculture official is using them as a germinating ground for precious seeds. Some natives find them suitable as cooking and drinking utensils. It is reported that, with the bottoms cut out, they are regarded by the Chimbus as fine arm-bands. Put end to end, they are being used as drainage pipes. Someone in Rabaul suggested they be gathered together and put under a press and sold to the Japs as scrap metal.

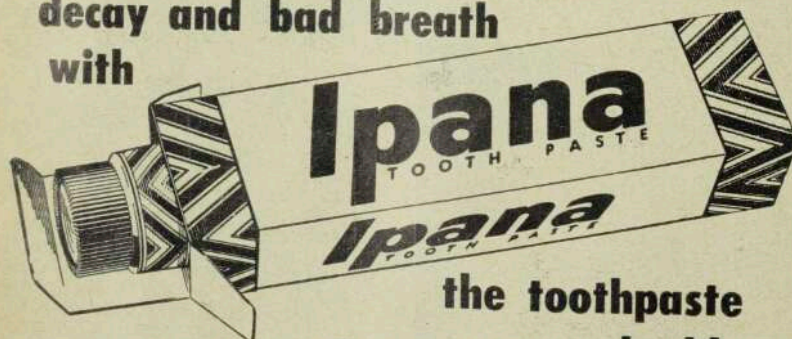
The ever-resourceful Joe Bourkes who owns a soft-drink factory at Sunshine, has been taking samples of sands from around the Huon Gulf, for analysis, in the hope he can find silica deposits, and begin bottle-making. No one gives him a chance. But they treated him that way when he first suggested the South Pacific brewery.

Meanwhile, the canned beer habit grows; and the battle for bottles is rising to new levels of bitterness and tragedy!—R.W.R.

A three-man New Zealand National Film Unit team returned to Auckland from the Cook Islands in September after completing a film in the Southern Group. Their director, Mr. R. Bowie, said that the film, intended for New Zealand and overseas circulation, would be of general interest.



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Soldier Settlement in New Guinea

Money *and* Land Now Expected For Ex-Soldiers

From a Special Correspondent in
Port Moresby

The Bill under which former servicemen in Papua and New Guinea, possessing the necessary qualifications, are to be provided with Government finance up to £25,000 each, so that they may become established as primary producers, passed the Legislative Council on September 16.

NATURALLY, there was no opposition.

The Bill was long overdue. In fact, most commentators here say that it is at least ten years too late to be of real service to the servicemen—but better late than never.

There are some men in sight whose condition will be vitally changed—mostly youngish men with young families. They have had plenty of agricultural experience; they know where they can get land; but they could get nowhere without finance. With finance, they probably will become well-to-do planters. But their number is limited.

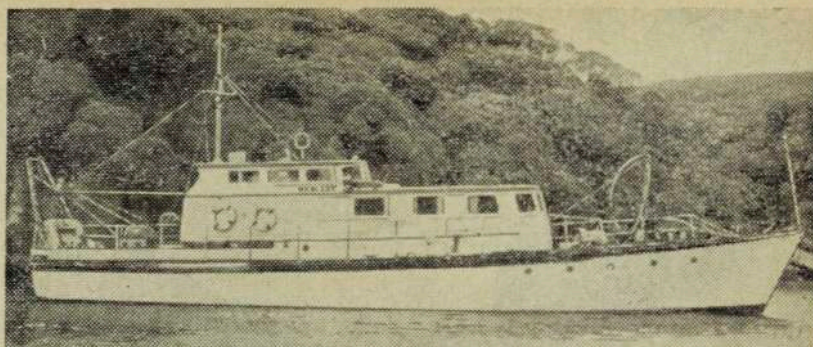
If this Australian grant (now £250,000) had come along in the 'Forties, it could have established hundreds of young and deserving men as P-NG planters, to the permanent good of the Territory. Most of the men now have gone elsewhere.

The Council approached the Bill with one big question mark. Here is the finance, they agreed; but what about the land? How are the men to get land? (Everyone knows that the Hasluck policy has been to discourage individual European settlement in this Territory, so that communal native settlement may be encouraged).

Ceaseless Pressure

Naturally, Mr. R. F. Bunting was the first non-official speaker. It was the ceaseless pressure of Mr. Bunting and his RSL organisation, over the years, which finally induced the reluctant czars of Canberra to make this finance available.

Mr. Bunting expressed his pleasure at the Bill; but he went directly to the point: Did the Administration agree that, having made finance available, it had an



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THE BY-PASSING OF MR HASLUCK

Up to the end of September, the RSL of Papua and New Guinea had received 300 applications from men eager to be accepted as soldier-settlers in the Territory. Many more are expected.

The decision to provide £250,000 to finance suitable ex-servicemen into plantations and the announcement (formal, by the Administrator) that the Administration would make land available to men approved under this scheme, could mark a new era in P-NG.

Both decisions—to make finance AND land available—appear to have been taken by the Prime Minister (Mr. Menzies) personally. They appear to indicate an important modification—if not a complete reversal—of the Hasluck anti-European settlement policy which has dominated New Guinea affairs since 1954-55. For this marked change, P-NG must thank the tenacious president of their RSL organisation (Mr. Bunting) and his fellow officials.

How did Mr. Bunting finally by-pass the stubborn and unsympathetic Mr. Hasluck, and gain the goodwill and co-operation of Mr. Menzies? PIM hopes to tell the interesting story after the November general election in Australia.

Maybe, by then, there will be a new Territories Minister; and maybe Mr. Hasluck will have been transported to a sphere where his great—but misapplied—talents will be better appreciated.

obligation to help suitable applicants to get land?

The president of the Council (Administrator D. M. Cleland) interjected: "It has been made perfectly clear that it is an obligation upon the Administration to make land available".

Tension immediately eased among non-official members—they had been waiting to make this (finance, but no land) their chief criticism of the Bill.

Mr. Ian Downs then pointed out that the Administration now had the problem of deciding where it would find available land. Considerable areas were held by individuals, missions and other institutions which were not being used in any way.

Maybe, the Administration could adopt a system under which land should not be unreasonably withheld from use, and under which qualified servicemen could get some preference in its allocation.

System Suggested

Mr. Fairfax Ross said this thing had been so long in coming that most qualified men now were "getting long in the tooth". A system should be followed under which men should be assisted to acquire partly-developed properties, thus saving years of time. It would cost a man, starting *de novo* with new land, at least £6,000 per annum—£25,000 would not be enough.

All the non-official members—especially Messrs. Downs, Fairfax Ross, Dudley Jones and Father Dwyer—emphasised that the Board to be set up to supervise the whole scheme, was the keystone of the plan.

The Board could make or break it. That Board had to judge the progress being made by the settler, and whether he was "making a reasonable living from a home maintenance area".

There is provision for non-official and RSL representation on the Committee which will screen and

finally select the ex-servicemen for financial aid; but there is no such provision in the membership of the permanent Board. According to the various speakers, there should be.

Minister's Discretion

Much, apparently, is left to the discretion of the Minister.

The Bill could mean much for the Territory—or it could represent very little. It is over to the Minister.

If the measure is to be implemented in the manner that non-officialdom now expects, we should see the first indications in a change in the Land Department and Land Board policies.

A Pocket Guide To New Opportunities In New Guinea

By a Staff Writer

If only they can get the land and the finance (see articles above) there seems no lack of opportunities for ex-servicemen planters in Papua and New Guinea.

THE success of the Highlands Arabica coffee has stirred the imagination of many. The subject is dealt with in another article.

There still is plenty of room in the Highlands country for coffee plantations, the establishment of which needs about five years. But the official attitude is that there are few places left for Europeans, because the already large native population is increasing, and the natives are learning to grow coffee.

Cocoa-growing may be a better proposition for Europeans—its future seems as secure as that of coffee, and there is much more room.

Also, peanut production is developing quickly in the Markham

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Valley, in from Lae. Some Lae business men estimate that peanuts worth £400,000 per annum could be produced from the Markham Valley within a year or two.

The Gazelle Peninsula has been regarded as one of the best cocoa areas, but there also the needs of the natives give the Government a lot of thought, and there is not much land available. The Warangoi Valley is now—after much pressure—being opened up, but only six blocks so far have been disposed of.

It appears that the would-be cocoa-grower's best bet is the very large volcanic island of Bougainville.

Its soil now is recognised as first-class for cocoa; apart from the solid line of coconut plantations already held along the northeast coast

there seems to be much land available; and there is definitely a smaller native population here than in other cocoa-growing islands.

Coconut planters who have been inter-planting with cocoa express surprise and pleasure at the high quality of the beans.

Compared with other New Guinea areas, Bougainville is a little isolated and, except for Torakina, there is nothing even resembling a good shipping port along the hundreds of miles of southwest coast. But there is plenty of apparently first-class land along this coast.

On the northeast side, in the interior, behind the coastal coconuts, there should also be a lot of valuable cocoa land. It is suggested that it could be reached by a main road

from Kieta, which is capable of development as a safe port.

A leading Rabaul merchant estimated that, even on present plantings, Bougainville within three or four years will be producing 1,000 tons of cocoa per annum—including 500 from the Burns Philp plantations, and at least 120 from those of Buka Plantation and Trading Co. (Mr. Drummond Thomson).

Said another merchant: Bougainville cocoa is fabulous—it has volcanic soil and good rainfall and is early producing, disease free and heavy producing. There is a great future for Bougainville, if only they'll open it up for development.

Strange Delay In Memorial To Sir H. Murray

The failure to erect in Port Moresby a memorial to the late Sir Hubert Murray—for which there are both ample funds and adequate plans—is a measure of the kind of "Tropicitis" that cripples initiative and enterprise in such places.

SIR HUBERT — Papua's most famous administrator—died in 1940 (18 years ago), on the job. After the war, his old friends and admirers formed two committees (one in Sydney and one in Moresby) and they subscribed £3,133/17/1— which, with a promised Government subsidy, made between £5,000 and £6,000 available.

The Sydney committee favoured a plain stone monument, in the centre of Port Moresby, plus some annual scholarship for natives.

The Moresby committee considered various plans, but finally in 1953 settled for "a memorial to be established in a large area at Konedobu, which is in process of being made into playing fields and gardens, the whole to be called 'The Sir Hubert Murray Memorial Gardens'."

Mr. J. T. Bensted, chairman of the Sydney Committee, visiting Port Moresby last month, was assured by the Administrator that the memorial would be established before the end of 1958. He thereupon had a look at "the large area in Konedobu", the proposed site; and he clearly does not think much of it.

"I would estimate a period of one or two years before the whole area could be in a fit state for dedication, and the Memorial suitably established," he writes.

In any event, why has the matter been neglected for so many years? And why has Konedobu been selected?

The late Lieut.-Governor's Australian friends say they consider that a most suitable site would be in the centre of the headquarters town of the Territory which his administration made famous.

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**DEATH OF J. P. K. VAN EECCHOUD
IN NETHERLANDS NG.**

**Administrator and
Explorer
Who Turned Writer**

• A few months ago, when the Dutch were celebrating the 20th anniversary of the establishment of the first police post on the Wissel Lakes, Netherlands New Guinea, "PIM's" Hollandia correspondent wrote that the man who opened the post, and who had subsequently become a novelist in Holland, was revisiting the Territory for the occasion.

He was Mr. J. P. K. van Eechoud. While still on his visit to the Territory, Mr. van Eechoud died—on September 7, in the hospital at Idr, a mountain resort in the Cyclops Mountains, over-looking Lake Sentani and the country which he helped open up 20 years before.

He had an interesting career, and something about him is given here by Mr. G. A. V. Stanley, of Port Moresby, who was visiting Hollandia at the time, and who translated the information from a local news-sheet.

JAN PIETER KAREL VAN EECCHOUD, who was born on August 10, 1904, at Horst, in Limburg, Holland, was a man of many parts. In 1927 he was an officer of the reserve, and trained as an aviator at Soesterberg. In an autobiographical note, in one of his several books written about New Guinea, he describes himself as an indifferent pilot who one day made good landings and the next day "pranged".

Early in life he was drawn towards the tropics, and in 1931 he became Commissioner of Police at Soekaboemi, in Java.

He first went to New Guinea in 1936, as Commissioner of Police at Manokwari (then the capital), and forever after the western half of the great island held him in its grip. During the next 15 years, Van Eechoud established himself firmly as an explorer and traveller in New Guinea, becoming one of the most noted in that field.

New Type Exploration

He established a new system of exploration, by sending out small expeditions and special police-expeditions—what, in Australian New Guinea are called patrols—which he led himself, and which accomplished as much as (if not more than) some of the more elaborate, great expeditions which visited the island.

His versatility showed up strongly on such patrols. He was greatly interested in ethnography, and he

made a detailed study of the natives of the lower-Mamberamo River, in the neighbourhood of the Pionier-bivak (situated on the great river about 100 miles, airline, from the coast) where the river emerges from its gorge, cuts through the Van Rees Mountains, and flows across the coastal plain to emerge, via a series of distributaries, near Cape D'Urville.

Expert in Many Fields

He was also a good topographer, and produced many excellent sketch-maps covering his patrols. Earlier expeditions took along with them someone capable of making astronomical observations, often an officer of the Royal Netherlands

Navy, but with Van Eechoud this was unnecessary.

In the field of radio he was capable of servicing his own equipment, and always he was his own operator . . . All these accomplishments, which on other expeditions required the services of individual experts, Van Eechoud combined in his own person.

In 1938 he established a Government Post on the Wissel Lakes, the first to be placed in the Central Ranges of Netherlands New Guinea. For this he was honoured by HM the Queen of the Netherlands, who created him a Knight of the Order of Oranje Nassau.

At the outbreak of the War with Japan at the end of 1941, Van

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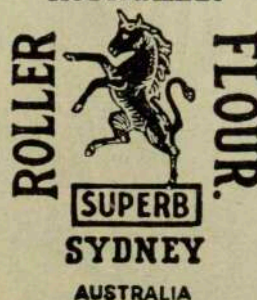
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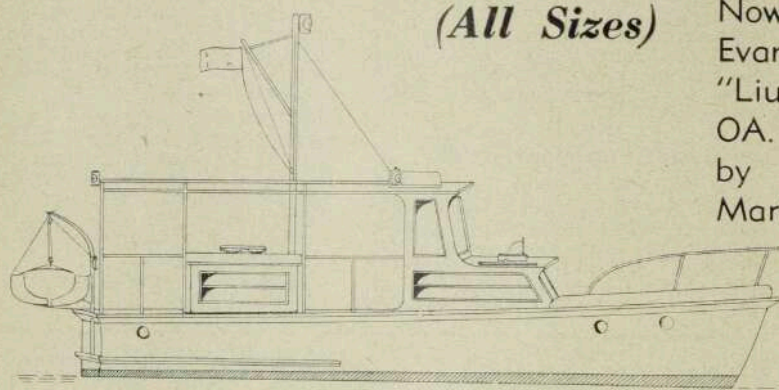
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OCTOBER, 1958 — PACIFIC ISLANDS MONTHLY

Eechoud was recalled as a Reserve Officer. Like Dr. J. V. de Bruyn (about whom the book "Jungle Pimpernel", was written) who was in charge of the inland post at Enarotali, Van Eechoud determined to remain in New Guinea as long as possible.

He was at that time stationed at Bernhard-kamp (on the Idenburgh River, about 100 miles, airline, south-west of Hollandia). Some of his police deserting him, he informed Dr. de Bruyn, by radio, that his situation was untenable, and that he would move overland to the Wissel Lakes post, an overland journey of about 210 miles, airline, much of it at over 12,000 feet above sea-level.

In the Rouffaer River his party was attacked by natives, and Van Eechoud was wounded in the shoulder by an arrow, which he extracted himself. In mid-September he was evacuated to Australia by aircraft, as his wound urgently needed medical attention, but first he returned to his post at Bernhard-kamp.

Back to the Territory

In Australia Van Eechoud could not sit still. After being Commandant of a camp for evacuees from the Indies, he joined NEFIS (the Netherlands Forces Information Service). But his heart was still in New Guinea, and during this period he made many reconnaissance flights over the Netherlands part of the island in company with a celebrated pilot (Hagers), who was later killed.

After a time as an Intelligence Officer attached to the American 6th Army at Finschhafen, in February, 1944, Van Eechoud led an Intelligence Party into Netherlands New Guinea landing by Catalina at Bernhard-kamp, and thence moving northeastwards towards Hollandia in time for the simultaneous attacks by the Americans at Hollandia and Aitape on April 22, 1944.

Shortly after this episode Van Eechoud raised a battalion of Papuans (as our Dutch friends call the natives), the first native military organisation in the history of NG (but nevertheless junior to the Papuans (as our Dutch friends call Port Moresby early 1941).

In mid-July, 1946, Van Eechoud became SONICA (Senior Officer in the Netherlands Indies Civil Administration). Later he was named Resident of New Guinea, the second to hold that appointment, the first being Mr. Lulofs, pre-War.

After the transfer of sovereignty from the Republiek Indonesia Serikat to the United States of Indonesia, Van Eechoud became Director of Inland Affairs and Justice at Hollandia.

In December, 1950, Van Eechoud

returned to the Netherlands, but he could not forget New Guinea. He turned himself into an author, and three books have been published from his pen.

Explorer Turned Author

These are: "Vergeten Aarde" ("The Forgotten Land"); "Met Kapmes en Kompas" ("With Bush-knife and Compass"), which is an autobiographical account of his life in New Guinea; and "Woudloper Gods" ("God's Bushman") in which he narrates the story of Rev. Father Kammerer, MSC, in the Central Ranges of Netherlands New Guinea.

Eight years later, Van Eechoud finally sleeps in the land which he had loved so well.

Fiji Polio Spreads to Tonga

There were signs in mid-September that the polio epidemic which has reached disturbing proportions in Fiji, might be spreading to Tonga.

From Nukualofa a correspondent reported that there were four cases in the local hospital on September 17. The disease is very rare in Tonga.

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THE FIREWALKERS: They follow every occupation—farming, clerical work, plumbing—but they volunteer to walk the fires to prove faith in the goddess. In the group picture I took a few minutes after the ceremony had concluded, the priest is squatting second from the right. Picture at left wasn't posed—but it indicates pretty clearly that the coals are hot. The firewalkers are drying their clothes after the ceremony.

THERE'S AN AWFUL LOT TO SEE IN THE SOUTH PACIFIC!

The Indian firewalkers of Fiji are a point of tourist interest that one day could be worth a lot of money to the Colony. Where else but in Fiji can you see the real Pacific—palms, coral reefs, balmy breezes, *plus* the Mysteries of the East—the fascinating, fantastic, fabulous Hindu firewalkers?

HONOLULU or even Florida would really turn on a promotion scheme if they had them, and the fact that the firewalking is a religious ceremony would add to the promoters' enthusiasm, not detract from it.

For my money though, the point of fascination—or horror—in the ceremony I saw a few miles out of Suva was not the sight of the gentlemen (and in one case a lady) stepping in rather a lively fashion across the hot coals, but of the metal skewers that had been forced through the cheeks and lips of the devotees.

As the picture on this month's *PIM* cover illustrates, some of these skewers will go through one cheek and out the other. But there was no bleeding, no cries of pain, and some of them even managed to carry on conversations among themselves, which is, no doubt, a little difficult when your face is skewered like a roast of beef.

I inspected the wounds when the ceremony was over—about 10 minutes after the skewers had been removed. The devotees were quite affable about it, said they felt no discom-

fort when I gave their cheeks a bit of a slap.

Some of the devotees were almost as new to the experience as I was—they had never walked the fire or had their bodies pierced before. In daily life they did all kinds of

Some notes and comments made by STUART INDER in the course of a recent trek around the Islands.

jobs—plumbing, farming, labouring, office work—although one was a boiler attendant at the hospital, an occupation the Firewalkers' Guild would surely approve.

It's quite some spectacle to see them jogging into the area of the fire pit after their long walk from the river ceremony, the skewers through their flesh, their helpers protecting them against contact with the "unclean" by swishing copious quantities of cows' urine about on the watching crowd (if I had known what it was I would

have covered my eyes and mouth as well as my camera lens).

And the high priest made a spectacular job of gulping down that flaming block of camphor—and swooning. All in all, I staggered off home a little nauseated, which is not meant to be condemnation of the ceremony but an admission that it was pretty convincing.

Yes, the tourists should see that.

SPRINGS ARE HOT STUFF

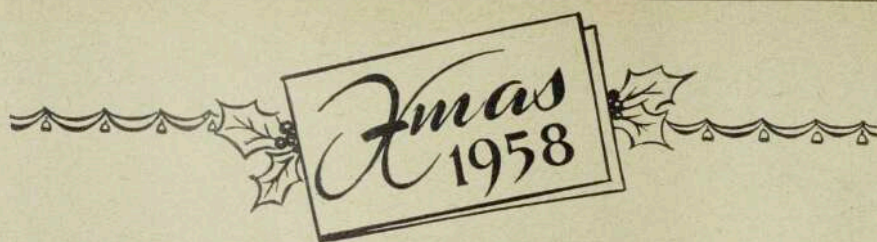
The hot springs at Savusavu, on Fiji's Vanua Levu, would be another pretty good tourist attraction one of these days. Hot springs aren't unique, but among the palms at Savusavu, looking out on an almost Hollywoodian islands setting, these somehow give the appearance of being unique.

But perhaps this may be due to the fact that the visitor feels he can see in the springs possibilities that others don't.

For the springs themselves are neglected, despite their locale. There are bits of old iron, an old sand-shoe or two and a few tobacco tins and stray rubble bubbling away in the steam. And native chooks scratch and squawk about on the cutskirts.

But people have seen their potential in the past, all right. The further you read back into the literature of the Colony the more references to them you find. There was once a mineral baths erected over them, and I met a chap in Suva who swore the Savusavu baths had cured his gammy leg.

Maybe if a miracle or two could be authenticated somebody could get hold of the bottling rights. (Over)



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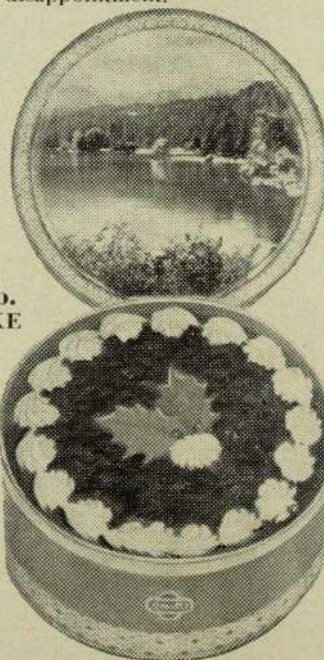
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NEGLECTED ISLANDS

But while on this subject of Fiji tourism, the whole problem of tourist traffic for Vanua Levu and Lomai-viti would be the better for a little thought soon. This is the Fiji the tourists should see, but few of them do, because the well known tourist trails don't go in that direction.

People have long been saying they should—Sir Ronald Garvey was the latest during his farewell visit—but nobody ever does anything about it.

In the outer (and prettier) islands people will tell you that the big tourist interests on Viti Levu have the game sewn up so the money is kept on that island. I made some inquiries about that interesting opinion in Suva, but I don't think it's quite correct . . . which is too bad, because I get as much thrill as the next chap in thinking the worst of people with more money than I've got.

The fact is that the big tourist connections would be willing enough to find some way of getting more tourists to the outer islands if they thought there was a real interest in them. Naturally, they want to keep every tourist in the country as long as possible.

However, I'm convinced that at least some of the tourist people have failed to appreciate just how much interest there is in islands of the Group not included in the present stock runs. I met many tourists who were decidedly annoyed at learning, as they went the rounds, of many attractive spots on Vanua Levu they had not seen, and would not now see, because of the itinerary mapped out for them.

It's time for the tourist net to be cast wider.

A PUB FOR TONGA

Tungi, Crown Prince and Prime Minister of Tonga, pointed out a piece of land looking out across Nukualofa's not-so-terribly-interesting waterfront and said, "We think that's where the new tourist hotel should go".

Tonga's tourist hotel is in the planning stage yet, and may not get any further unless the Kingdom finds somebody to help put it on a practical basis. It wrote away to Mr. Rehnborg, the American hotel man who is interested in several Pacific spots, and suggested a 50-50 proposition to him, but there had been no answer when I was speaking to Tungi.

The present plan is for a 48-room hotel, which sounds a bit big for Tonga, and in fact, the critics are apt to laugh at the suggestion of any hotel at all being able to work in Tonga. But they could well be confounded.

Tonga is still pretty well cut off from the vulgar tourists, but the tiny Kingdom, the only one in the

Pacific, is first-class tourist bait, and transport problems have a habit of getting solved in special circumstances.

If it comes to it, there is probably no reason why Tonga couldn't make a go of a small Government-owned hotel, like the one I stayed at once in Hollandia, Dutch NG.

It depends on how badly Tonga itself really thinks it needs a pub, and how much it is prepared to spend on one (it seems to be spending money on lots of things lately).

I have always believed that Tonga didn't want tourists, and I said as much to Tungi. "No, that's not right," he said firmly. "We would welcome them. There's no suggestion we don't want them."

Somebody told me later that the Prime Minister's view on this matter was not necessarily the view of the Queen, and that in fact my informant would wager the new *Aoni* that it wasn't.

But the new *Aoni* wasn't his to bet with, so I didn't take it up.

BEAUTIFUL AONI

The new copra ship *Aoni* is Tungi's new love, and probably will be until the new seagoing tug, *Hijofua*, arrives later this year. *Aoni* had been flying the Tongan flag only two days when I was in Nukualofa, and he insisted I go down and have a look at her.

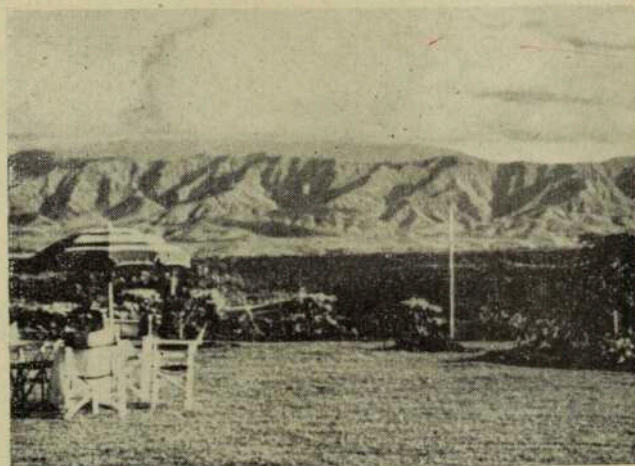
We drove to the wharf, but the ship was in the stream. Secretary to the Government, Mr. R. Sanders, and I got into a skiff with an outboard attached, and waited—and waited—while the fellow in charge of the outboard tried to make it do its stuff.

Finally, Sanders picked up a couple of oars and announced, "As soon as we get these into the water that motor will burst into life."

He was wrong, as a matter of fact.

We shortly took our coats off to the job, while Tungi, who had been watching from ashore, drove off, presumably grinning.

When we finally boarded the *Aoni*, I decided the Prime Minister



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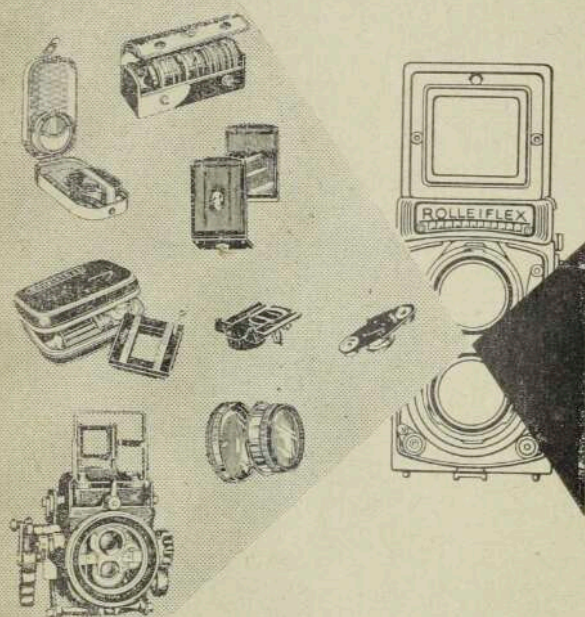
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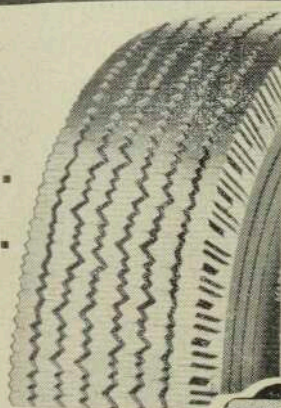
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That's Nukualofa in the background, and the Secretary to the Government of Tonga, Mr. R. Sanders, after some hard rowing, in the foreground!

has reason to be proud of his new ship. As her new skipper, Kiwi Tom Neill, said, "She will still be worth good money when they're finished with her because she's built properly, with the best of everything."

That includes a solid marble front to the washstand in the Queen's stateroom.

PAGO'S TROUBLES

I wonder how many South Pacific towns ever trouble to stand off and see themselves as others see them? I think if Pago Pago, in American Samoa, took the trouble it would get a shock.

Far from being the Islands paradise that ballyhoo has made it Pago is a most dejected looking town to the casual visitor. You can see all there is to see of the town proper in a few minutes—the usual stores, and native market, the wharves and a few dilapidated shanty "bars" that would be condemned under building regulations anywhere else. It has lost the character it must once have had, and which Apia has still got. The Samoans in Pago have a dejected air about them—like their housing.

This is not to criticise all of Eastern Samoa—for Pago is not all of it—or even to criticise the present Administration.

Pago has had its troubles, as most local people are aware. Its main one seems to have been that it was ruled too long by the American Navy, and no navy, American or otherwise, is designed to operate as a civil administration, whatever airs and graces it might claim for itself.

Another trouble is that East Samoa is a long way from the American mainland and from the Department of Interior, which controls it now, and it doesn't always get the help, or the money, it needs. It has nothing in the way of natural resources, or even defence potential now, to ensure that its problems are kept before the eyes of Congress.

But perhaps the most important burden East Samoa carries is that the East Samoan has one ambition

—to get home to the States to work. East Samoa has produced as many intelligent and advanced people in proportion as any other territory, but it can't get them to stay in Samoa.

There are other territories with this problem, of course. Niue, not many miles to the south, is one of them, with its people going off to New Zealand.

But those left on happy, hard-working Niue don't appear to mind nearly so much. There seems to be more to stay home for—more that is distinctively *home*.

But I got the impression that East Samoa has been attached to the US for rations and quarters for so long that it has now lost interest in trying to be itself. It has no identity of its own any more.

NIUE OLDTIMERS

Hurling down one of the Niue roads one day in Resident Commissioner O. Dare's distinctive limousine, I noticed an elderly native step quickly off the road and into the scrub, apparently bent on not being seen. But looking out the rear window a few moments later I saw him step back on the road

and raise his hat in the direction of the passing car.

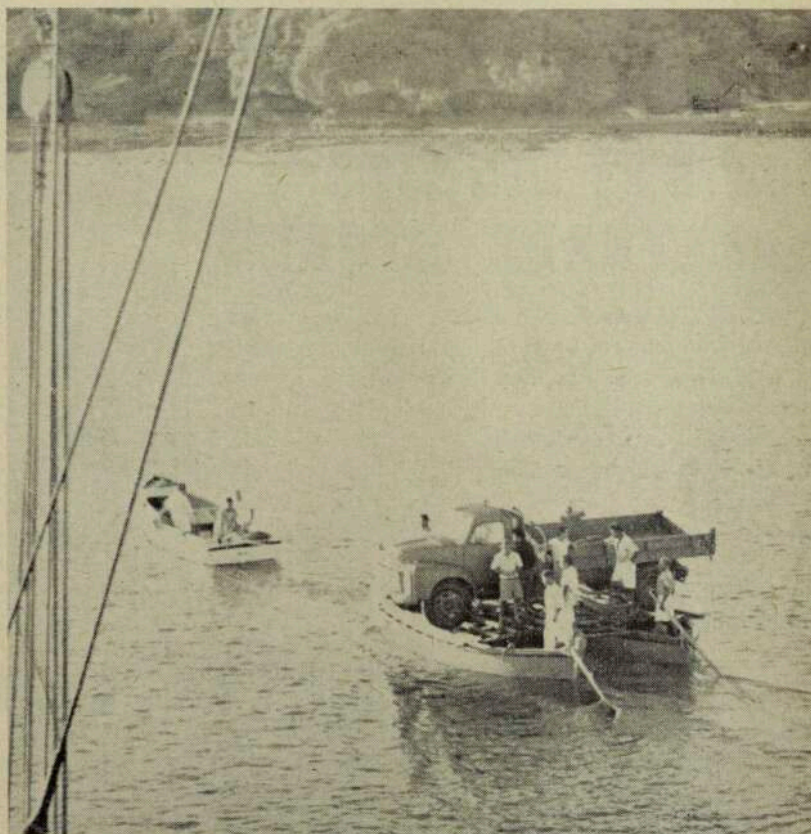
A very odd thing, I said to Mr. Dare.

"Not here it isn't," he said. "He's one of the old school—a real gentleman. He and his contemporaries wouldn't consider it good manners to be seen in these circumstances in their working clothes. So they step into the scrub and there is no embarrassment."

FIGURES VERSUS FACTS

Niue's hospital, like just about everything else on Niue as far as I could see, is getting better all the time. Built on a picturesque spot on a cliff overlooking the sea, it is constantly being extended. And there are more plans yet, so eventually it may be as impressive as the one in another unlikely spot, at Vavau, Tonga.

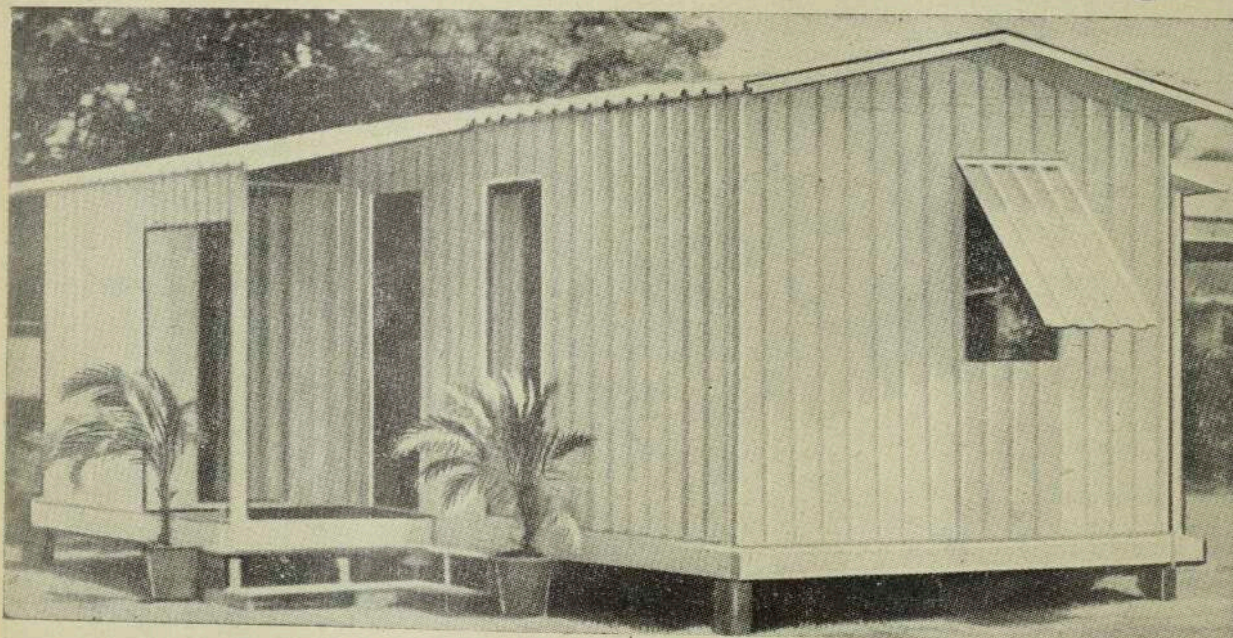
Niue's latest hospital ward hadn't long been there when I arrived. Apparently the MO, Dr. Simpson, had got seven new TB patients and wanted another ward to put them in. The Works Department picked up a small unwanted, unlined, building from another part of the island, moved it lock, stock and



Niue Island—it was once called Savage Island—has no harbour, and cargo must be landed by lighter. Here, a big new truck makes an odd picture as it sails for the shore. When I followed it a half-hour later, I found it loaded with cargo, straining up the hill from the landing stage. And it worked very hard for the rest of "boat day!"

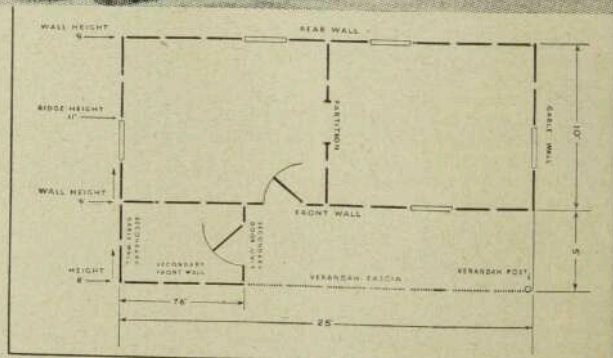
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barrel to the site, put down a concrete floor, lined the building, gave it a new lick of paint—and Bob's your uncle.

From go to woe (to coin a phrase) was only a few days which is a real lesson in how to cut red tape.

And talking of TB, Dr. Simpson took the opportunity to straighten out the record on Niue's TB incidence. The last NZ annual report on Niue gave the number of TB patients on the register at Niue as 148—and this was interpreted by some commentators, including one in *PIM*, as a poor show.

But the register is not a record of active TB cases, says the doctor. The latest figure on the Niue register is 131, but there are only 50 cases on the island that need regular attention, and only 26 of these need to be in hospital—and all are.

So the situation isn't serious, not by a long shot.

What's more, it's rare for children to have TB—and almost half of Niue's population is comprised of children.

VAILIMA AGAIN

In the latter part of his life at Vailima, Robert Louis Stevenson got plenty of visitors—friends, admirers, and tourists interested in seeing the famous writer at work in his not-so-remote Islands home.

It's a bit that way again in Apia these days, but it's not a Scot but an Australian with an Irish name who holds court. John O'Grady, author of the best seller *They're a Weird Mob*, has, on ship and plane days, a stream of visitors in and out of his house opposite the hospital, in the general direction of Vailima.

I haven't any doubt that they all get the same warm welcome from the O'Grady's as I got. Without intending it, I even found myself sitting down to lunch off a huge steak—presented Australian fashion, with plenty of bread and reach for the butter yourself. But that's the kind of home the O'Grady's run—wide open and natural, like themselves — and like the happy characters in his book, which is autobiographical in parts.

The real sequel to *They're a Weird Mob* won't be written until next year, when O'Grady takes Nino Culotta and his Australian bride home to Italy, travelling aboard a freighter. O'Grady will leave Samoa to make that trip first, and collect the colour on the way ("You know, odd characters, queers and all that mob", grins O'Grady).

Meanwhile, he's enjoyed Samoa and the Samoans. He has a lot of good words to say for them, and one of his ambitions is to go to work again in Samoa after the NZ Trust Territory has been granted in-

dependence, so he can compare the changes.

Footnote: With all those visitors, you'd think the author would be having a gleeful time signing autograph copies. But you couldn't buy a copy for love or money when I was in Apia. One shop had long since sold out—the other had banned it. Too many "bloodys", apparently.

FRIENDLY MATHESONS

American Patricia Ledyard is another author under another name, in another place. That is the name she used in writing *Friendly Island*, a book on Tonga that has not had the publicity of *They're a Weird Mob*, yet a book which everybody seems to have read at

sometime, which says much for its readability.

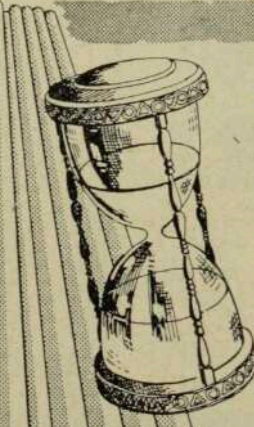
She went to Vavau, 10 years ago, where she still is, and married Dr. F. Matheson, now medical adviser to the Tongan Government. The friendly Mathesons are happy with their lot, and it's a special pleasure to hear the doctor's balanced—and droll—commentary on matters of Tongan interest.

Mrs. Matheson has two more books on the slips, but they'll take biographical *Friendly Island*.

What a spectacular harbour approach has Vavau. Unspoiled with buildings, it is probably in the same state that young Mariner saw it when he described his famous Mariner's Cave. The town itself, though, must have the only picture theatre in the Pacific that



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Dr. and Mrs. Mathison, on a hill overlooking an arm of the picturesque Vavau Harbour, Tonga. There was an idea afoot once for erecting a hotel on the top of the flat hill in the background, but it didn't come to anything.

requires patrons to clamber down an iron ladder to the cheap seats. You'd need to be fit.

SHADES OF BULLY

Apia planter Rudolph Berking, is one of those solid German characters of the "Karkar" Schmidt school.

Mr. Berking, now 86, has been in Samoa for the last 58 years, but no world wars—in which he lost everything—merely because he happened to be a German—have not extinguished his love of the islands, or of hard work. He was once the Collector of Customs.

He is only now beginning to get properly on his feet since the last war. Besides copra, coffee is helping him—good Liberian coffee which sells in West Samoa for 6/- a pound. Mr. Berking has 60 acres bearing, and 20 more coming on.

He harvested five tons in 1956, 10 tons last year and hopes to get about 12 tons next year. It grows at 1,000 to 1,500 ft, and he has sold some of it in NZ this year at £500 a ton.

Mr. Berking is a man who ought to put some of his experiences down on paper. Some more details, for instance, surrounding that metal-bound chest he has in his house.

It belonged to "Bully" Hayes and was on the *Lotus* when "Bully" was killed, and it came off with Charles Netzler, the chief mate. Netzler was once Mr. Berking's father-in-

law. He was the father of his first wife.

UNEXPECTED PLACES

I haven't stayed at the Goroka Hotel, in the NG Highlands, since the widely esteemed Mrs. Ellen Pitt ran it with the stout support of her first lieutenant, Miss Doreen McGhie. Then you drank your beer from Stuart crystal goblets, which nobody ever broke, no doubt for fear of what Doreen would say.

When Mrs. Pitt died, Doreen carried on gamely for awhile, but then it got too much and she disappeared from New Guinea, and out of the ken of the many people who would like to have known what happened to her. It turns out that, deeply upset over the death of the woman she was so fond of, Doreen went around the world, and saw many things.

Now she is ready to settle down. I found her by accident in the office of Fiji's fine Korolevu Beach Hotel. She is quieter than I remembered her, but she still thinks a lot of New Guinea as she works in surroundings that have nothing in common with Goroka.

UNEXPECTED PEOPLE

At Labasa, Fiji, an elderly, pioneer lady challenged me: "You're not from Labasa, are you?" "No—from Suva," I said. "I knew it," she said. "You can tell a Labasa man. They look better!"

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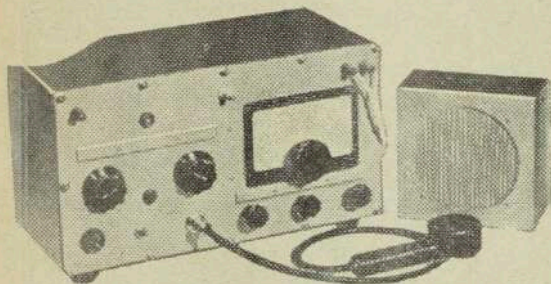
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GETTING AT THE FACTS OF RONCADOR ISN'T EASY

There Are Wrecks Enough In The Solomons To Give Plenty Of Room For Argument

By Bill Baverstock

At the risk of being taken for a garrulous old gasbag, I'd like to horn in on *PIM's* discussion of islands wrecks and the Roncador reef. And what writer could resist buying himself into an argument about a place so magnificently named? El Roncador, the snorer!

WHAT particularly brings me in on it is Mr. P. L. James' mention (*PIM*, August) of La Perouse's ships, *Astrolabe* and *Boussole*. Some of the things he says will hit a few of us old-timers right where we live!

The remains of small islands ships were a common sight in the Solomons, and it's a safe bet some of these "mosquito fleet" bit the dust on Roncador. It's an evil place at night.

The story goes that the Spaniard Mendana, discoverer of the Solomons, passing Roncador in the dusk heard the sea breaking on it and gave the reef its name. (By the way has it anything to do with the Spanish word *ronca*, which means a boasting challenge? That's what the reef's raucous voice infers quite plainly to mariners who pass it at night).

A Wide Berth

Solomon Islands skippers gave it a wide berth, but occasionally shell boats would call there for trochus.

Some of the crew of Carpenter's old schooner *Mascot* are still on deck, and *Mascot* piled up on Utupua, the next island in Santa Cruz to Vanikoro, where it is pretty certain La Perouse lost at least one, if not both, his ships.

At the village opposite the passage of Pau, on Vanikoro, many traces of a wreck or wrecks have been found.

They include a cannon, found early in the century (by, I think, Jack Svenson) which was taken to the mission station at Bungana, near Tulagi.

Sid Cross, storeman of the Vanikoro Timber Co.'s camp when it was established near Pau, in 1923, found pieces of thick ship's crockery and some corroded coins; and Walter Buckley, the *Mascot's* skipper, can tell a weird yarn of a piece of bronze to which the Vanikoro natives attributed supernatural powers.

It was hidden in the bush there, Buckley said.

"Tabu House"

(In *PIM* of June, 1955, Mr. Frederick Ashby, one of the pioneers of the Vanikoro timber enterprise,

describes a clear space of about ten acres in the forest, which he was led to believe was cleared by the Frenchmen, when they built a vessel to escape from Vanikoro. But this was probably the site of the tabu house which held the mysterious bronze plate Buckley tells about.)

Utupua had been the graveyard of several vessels before the *Mascot* scattered her bones on the reef near Basilisk Harbour.

Shipwrecked

Buckley, Bill Russell (the *Mascot's* supercargo) and myself spent six weeks on Utupua waiting to be picked up, so we had ample opportunity to explore it.

"*PIM's*" reports in April and May about the recent French expedition to Vanikoro, in the Solomons, which discovered relics that are possibly from La Perouse's vessel "*Astrolabe*", started off quite a spate of correspondence. In the August issue, one writer, Mr. P. L. James, of Rabaul, reported on details of a mystery wreck he discovered on Roncador reef, about 500 miles north-west of Vanikoro, and asked if this could have any connection with the other La Perouse vessel, "*Boussole*". Now, in the accompanying article, Bill Baverstock, an old Islands hand from the BSIP, suggests that the Roncador wreck could just about have been anything, for that area has a long history of wrecks. He gives facts to show that evidence about wrecks can often be quite inconclusive.

In the mangroves at the head of Basilisk Harbour we came across the remains of a very big softwood ship, obviously an American schooner. You could have walked within 20 yards of her timbers and not seen them, so thick was the stand of mangroves. (Over)



Famous Names on the Tasman Again

The clock turned back to 1928 at Sydney airport in September when four great names in aviation were linked again for the first time in 30 years. Occasion was the 30th anniversary of the first air crossing of the Tasman Sea by the "*Southern Cross*". Two of the surviving members of the first crew, H. A. Litchfield, the navigator, and T. H. McWilliams, the radio operator, joined the nephew of the late Sir Charles Kingsford Smith, Rolo Kingsford Smith, and the son of the late Charles Ulm, John Ulm, on the flight. There were many of the same faces from 1928 among the crowd to farewell the commemorative aircraft. The TEAL Super DC6 airliner flew to Christchurch along practically the same course taken by the "*Cross*" including the circuit of Wellington. Even the kiwi mascot which "*Smithy*" carried in his cockpit was aboard the aircraft. The commemorative flight was sponsored by the Air Leagues of Australia and New Zealand. In the photo above, Mr. McWilliams is on the left and Mr. Litchfield on the right. Mr. Kingsford Smith and Mr. Ulm are in the centre, and at rear are Mr. Laurie Archibald, president of the Australian Air League, and Mr. Geoff Wells, engineer for many of "*Smithy's*" early flights.

Previous to finding the wreck we had seen Utupuan with large iron rods laboriously sharpened to a point at one end—obviously the fastenings of the American ship.

Graciosa Bay, at "Big" Santa Cruz, had some traces of old wrecks, according to Jack Mathews, who ran Lever's trading post there for about 14 years. He spent this time alone, except for his Malaita boys and had several lively brushes with the natives.

I saw his abandoned house in 1923 when we called there for firewood and water in the *Mascot* just before she sailed for Utupua, where she was wrecked. There were some ugly Snider bullet holes in its roof,

but these could have been made after Jack left.

Goodenough Monument

Graciosa Bay is the site of the Admiralty monument to Commodore Goodenough, who was killed there by natives in 1875. It's a lonely stone obelisk, the same as the one erected at Kurnell, Sydney, to mark Captain Cook's landing in Australia.

Fishing on the reef near the camp of the *Mascot's* castaways, I found two very corroded cartridge cases embedded in the coral. I brought them back to Sydney and in the PIM office years later, met Nicholas Hagen, who told a lurid story about

an attack the natives had made on a boat he'd sent ashore there in the very early years of this century.

I asked Hagen to describe the spot and he gave a perfect word picture of the site of our camp. You've guessed it—those were his empty cartridge cases!

Many Wrecks

Among other Solomon Island wrecks worth recalling is that of the *Houtou*, the New Zealand scow which the Vanikoro Timber men used to take their building material, saw mill gear and stores to their camp. On return to Tulagi to load another cargo *Houtou* mysteriously caught fire, and burned to the water's edge in front of Tom Elkington's Tulagi hotel. The *Mascot* had the cargo that *Houtou* intended to take to Vanikoro when she, too, piled up at Utupua.

The wreck of another ship that burned out was in Faisi—a weird spectacle as her pumps on their long iron pipes stuck out of the water like macabre beacons in the anchorage.

The big US barque *Montauk* was wrecked in Manning Strait in 1920 and strewn the ocean with her deckboard of fine Pacific cedar boards. Lots of natives and some white inhabitants used this free building material, and I remember a house built of it, occupied by a man named, I think, Kant, in the Marovo Lagoon.

Fascinating History

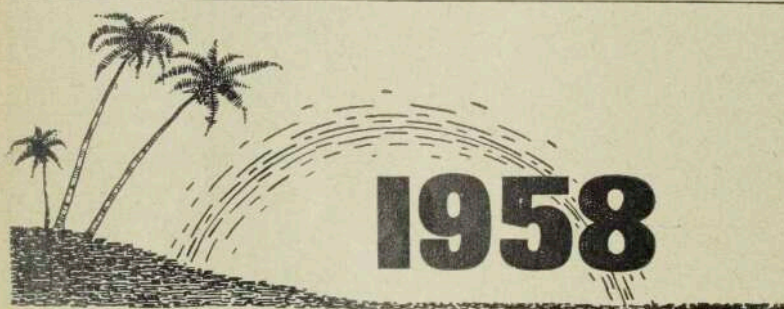
On Vella Lavella, the masthead of the fine cutter yacht *Dalveen* stuck out of the water off the jetty near a plantation run by a man named MacEacharn. She had sailed from Hongkong, where she had been the pride of the pleasure fleet, and mysteriously founded while at anchor.

There is nothing more fascinating than overhauling an old wreck and speculating on the evidence as to her nationality, size and rig in the relics and fittings you come across.

Mr. P. L. James, whose account of relics he found on Roncador will no doubt start many arguments among ship-wise readers, seems to be adrift when he suspects they could be from *Boussole*. It is most unlikely she would be carrying tripods.

I would like to see the bronze goose neck he found. This, I would say, was not from *Boussole*. Most ships of her day had lateen mizzen but the spanker was just coming into use then and she could have carried one, though if she did her boom would almost certainly have had wooden jaws.

Anyway, Mr. James' story was much enjoyed and most of us envy him his fascinating researches on the reef of evil reputation.



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A NEW WAY TO ATTACK MALARIA

SALT WILL CARRY DRUGS IN NNG

From an AAP-Reuters Correspondent in
Hollandia, NNG

Salt, treated with anti-malarial drugs and sold over the trade store counters, is the latest plan the Dutch administration intends to try in the attempt to control Netherlands New Guinea's most serious disease—malaria.

The plan is the next step in a long war against malaria which the health authorities here first began with initial research into the problem in 1953.

Now, after five years, they have brought 120,000 people under the protection of residual spraying, as well as injecting anti-malarial drugs into thousands of others.

The Director of Health, Dr. J. Bierdrager, says the salt scheme will be started before the end of the year.

The Government will buy ten tons of salt, which will be treated in Holland with anti-malarial drugs. It will then be sold through the shops to the natives in the Sarimi area, west of Hollandia.

Although the production cost of this specially treated salt will be dearer, it will be sold over the counter at the ordinary price to the natives, so they will not be tempted to buy the cheaper, ordinary product.

The Dutch Administration is being assisted in its work against the malaria fight by UNICEF, which last year supplied spraying material and chloroquine tablets valued at £9,500. In addition, the Dutch Government has spent about £54,300 on malaria control.

Extension plans in the next controlling stage will include the western part of New Guinea.

Co-operation Needed

The Health Department's aim is to cover the whole of the Territory. For this, it is most important to have the close co-operation of the Australians from their side of the border.

Dr. Bierdrager said: "The fight against malaria needs to be on an inter-country basis".

Three other major diseases—tuberculosis, yaws and leprosy—plague this Territory.

Gratifying results have been obtained from the yaws campaign. Since 1955, 350,000 people have been treated. This represents the total number of people under the Administration's control.

Medical teams are now working in the patrolled areas.

The disease which is causing the Dutch their biggest trouble is tuberculosis. This disease is spreading.

BCG vaccinations are the Health Department's greatest weapon at present, but there is little it can do against the more advanced cases.

Unlike the Australians, the Dutch do not have visiting thoracic surgical teams to treat the more serious cases, because of the enormous cost of bringing teams all the way out from Holland.

Dr. Bierdrager said he hoped that, in the future, it would be possible for the Australian thoracic

team to visit Hollandia. This type of co-operation between the two countries, and pooling of medical skills, was an important part in the development of both Territories, he said.

The incidence of leprosy is 5.1 for every thousand people in the areas under the control of the Administration. This figure drops to 2.6 for the whole of the country, but the number of registered cases is increasing slightly and now stands at about 1,800.

To control this disease the Administration has isolated and treated the infectious cases in leper colonies. The patients are traced by regular examinations.

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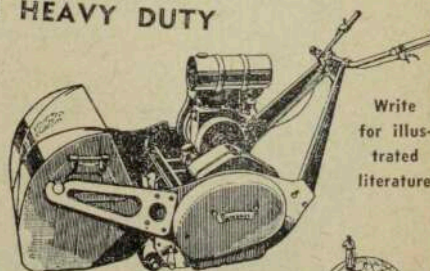
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Future of SW Pacific Territories

WHAT IS AUSTRALIA'S FUTURE ROLE?

There are indications that at last the Australian Government is beginning to regard the Territories of the Southwest Pacific in a new light, and as a responsibility of Australia.

Conversations which I have had lately with highly-placed public men and officials, in Sydney, Canberra, Melbourne and Port Moresby show a new horizon to their thinking. They do not turn away now from the possibility that, sooner or later, Australia must take responsibility for—

The old Australian Territory of Papua;

Trusteeship Territory of New Guinea;

Dutch Territory of West New Guinea;

British Protectorate of Solomon Islands; and, perhaps,

Condominium of New Hebrides.

There seem to be three main reasons for this change of thinking:

- The growing masses of people in Southeast Asia — especially China—will naturally look for more room in the comparatively empty countries of the South Pacific.

- The political and economic troubles of Indonesia tend to open Indonesia's doors to Asian penetration.

- The Netherlands are reluctant to continue spending huge sums in West New Guinea—which must be done if the Dutch are going to beat off Indonesia's persistent challenge.

So far as one can learn, there is no definite plan yet in shape under which Australia will extend its Islands administration; but there is no doubt about the trend in Australian thinking.

Solomons' Future

It is well known that for at least ten years Great Britain has been ready to transfer the Solomons archipelago to Australian administration.

Australia has not been unwilling to take over the Solomons; but Whitehall has asked that Australia take over also her other administrative headache thereabouts—namely, the British share of the Condominium.

Although Britain is in the New Hebrides because of Australian activities inaugurated 50 years ago—Presbyterian Church missions and Burns Philp colonisation, mainly—Canberra has been consistently

unwilling to accept administrative responsibility there in partnership with the French, who have now a dominating interest.

There is a possibility that, now the new De Gaulle Constitution is accepted by France, the position of the New Hebrides may be reconsidered, with a view to either France or Australia taking full administrative responsibility.

Solomons and New Hebrides are two of the largest and potentially most valuable archipelagoes in the South Pacific.

But both have been Cinderellas in the now-ending period of colonialism; and both now, lacking finance and developmental impulse, are poor and expensive to govern.

—R. W. ROBSON.

India Interested in P-NG Trade

Reciprocal trade between Papua-New Guinea and India might be stepped up as result of a visit to the Territory by the Indian Trade Commissioner in Australia, Mr. H. A. Sujan.

After a ten-day tour there in September, Mr. Sujan said he had been very impressed with the range of goods available in Papua-New Guinea.

At the moment there was a one-way trade of goods from India to the Territory, representing £150,000 a year.

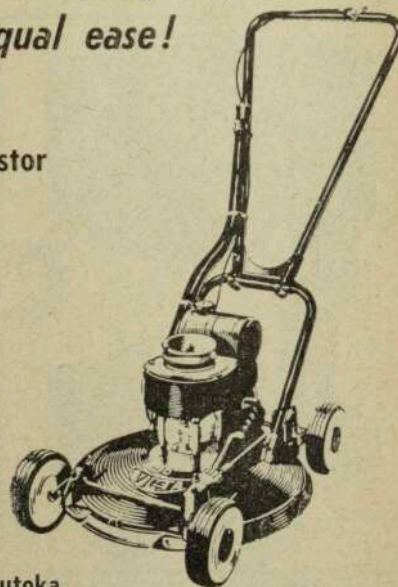
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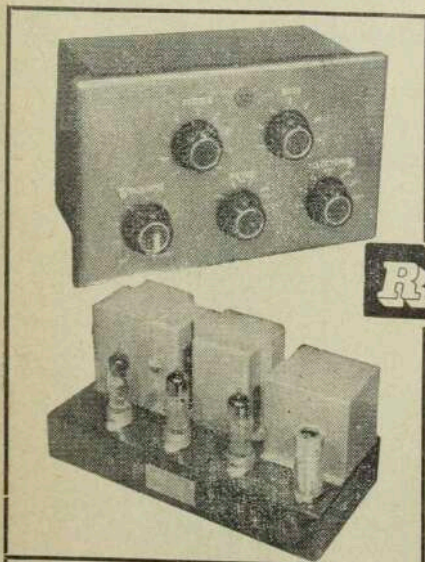
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The Papua-New Guinea Budget

NOTHING PAINFUL, NOTHING UNHAPPY, JUST "A LITTLE BIT OF FAIRYLAND"

From a Special Correspondent in Port Moresby

To anyone who had been present at finance sessions of governing Councils in other Pacific Islands Territories, the presentation of the Budget of Papua and New Guinea (which took place on September 16) seemed like a bit of fairyland.

NO painful explanations here of why expenditure outran estimates. No unhappy seeking for more things to tax, so that vital services should not be cut. No frantic conning over of plans for capital construction, to see what could be done without.

No tears of any description.

The cost of running the Territory in 1958-59 will be £17,250,000. The Territory, by various taxes, will provide £5,250,000. Dear old Australia, from motives of purest altruism, will provide the balance of £12 millions, practically without strings.

Should Sing in His Bath

The Treasurer, Mr. Harold Reeve, is a grim and unsmiling man. Everyone, looking at him, expects him to produce at any moment a really ferocious example of an income tax. He never does . . . No one ever has accused him of singing in his bath at night. But he should. There never was a country, in my long experience, where a Treasurer had more reason for lusty song.

Since the Administration took over from ANGAU, after the war, in 1945-46, it has spent in this Territory just under £100,000,000. Of that, Australia provided, as a free gift, £67,040,623, or 69.3 per cent. Think of that! And yet Treasurer Reeve, presenting this really extraordinary Budget—a sort of Treasurer's fairyland—looked as if the figures hurt him.

But No News Value

This P-NG Budget of 1958-9 has little of news value. It is remarkable only in its comparison with the Budgets of other and less fortunate Territories.

Of the planned expenditure, 23 per cent. is allotted to salaries, 22.4 per cent. to capital works and 39 per cent. to "contingencies" and "miscellaneous". Which is about normal.

During the previous week, in Rabaul, spiteful wives were keeping their planter and trader husbands

awake at nights with dire forebodings of an income tax, to be announced in this Budget. Two men I met in a bar in the Islands capital told me the scale of the coming tax, and how all public servants were to get higher salaries to take care of it.

"Cautious"

But there was not a hint of higher taxes. The wide-eyed innocence of Treasurer Reeve, flavoured with a proper amount of astonishment, when someone asked

him about the "proposed income tax", remains one of my most precious memories of Port Moresby.

The year's estimates have been carefully and cautiously made. The probable cessation of revenues which, for years, have come in from the millionaire companies' search for oil has been taken into account. Possible shrinkage in values of staple products, like copra, cocoa, rubber and shell, may mean less revenue from export duties, and these have been budgeted for.

"Export duty on coffee is not planned at this stage," said the Treasurer, briefly.

Big Income from Duties

Three-fifths of the Territory's own revenues come from import and export duties. There are substantial earnings from Post Office and Forestry services.

One simple paragraph said that there might be £200,000 from "Capitation Tax" (that is, the head tax) in the current year. Maybe, it was wise to say so little about it.

High officialdom generally is exceedingly coy on that subject, at present.

Tobacco Duty Could Endanger Industries

Non-official members of the Legislative Council who represent P-NG industries that are looking to Australia for an increasing market, fought hard in the September Legco against the Administration proposal to put a protective duty of 1/- per pound on trade tobacco coming into the Territory; but they were defeated and the duty went through.

THE Territory uses a great deal of trade tobacco—it is a form of currency. High officialdom argues that all the tobacco needed in P-NG can be grown within P-NG—already, a couple of small manufacturing enterprises are under way. The newly trained native planters can easily grow tobacco. So far, so good.

Naturally, persons who employ a lot of native labour are not at all pleased to learn that they now must pay at least 1/- per pound more for the tobacco by which they pay labour; while the labourers who do their own providing are going to be similarly discontented.

Employers and labourers—according to Council speakers—think they are being asked to pay too high a price for a new local industry.

It is by no means a new situation. This is usually a matter of balanced national economics. Someone gets hurt—someone benefits.

But an argument against the plan, presented by Mr. John

Hohnen, Mr. Fairfax Ross and others, puts this particular development in a different category. They pointed out that it could do the Territory far more harm than good.

The Territory looks to Australia for a growing market for its plywood, rubber, passionfruit pulp, and so on. Some of these things are grown in Australia. If P-NG is going to impose tariffs to protect an infant industry like tobacco, why should not Australia impose tariffs to protect its own passionfruit pulping and plywood making?

Had Advantages

Mr. Hohnen, emphasising the danger, argued that P-NG tobacco processors, with their cheap labour supply, already had all the advantage they needed to undersell imported tobacco. Why introduce a dangerous principle just to protect an infant industry that really did not need this kind of protection?

But officialdom was adamant. The Bill went through.

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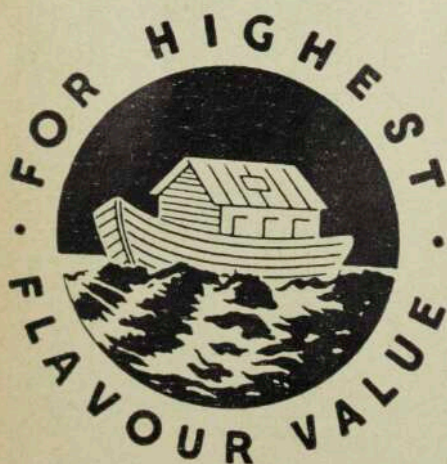
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A FUNGUS THAT KILLS MOSQUITOES

• A revolutionary approach to the control of mosquitoes is to be tried out with the help of the World Health Organisation in the isolated Tokelau Islands.

It all began when a New Zealand scientist found that certain "fungus parasite" was lethal to mosquitoes. The following, most interesting article comes from the New Zealand Director of Information Services. The only trouble about it is that there is therein no clue to what a "fungus parasite"—as it applies to mosquito control—is, or looks like.

The human disease, variously called tinea, ringworm, dhobi's itch, etc., could perhaps be called a fungus parasite. But it is just a little difficult for a layman to imagine how something similar could affect mosquitoes.

THE New Zealand-administered Tokelau Islands, one of the Pacific areas infested with a mosquito which carries germs of the disease filariasis (with its occasional aftermath, elephantiasis) will shortly be the scene of an attempt by the World Health Organisation to control, and if possible, eradicate the mosquitoes by a fungus parasite.

One of New Zealand's most noted entomologists, Dr. Marshall Laird, will play a prominent part in the project, which is regarded by the World Health Organisation as "of extremely important significance".

WHO is sure that the results will provide data which will be of immense value in the control of insect carriers of diseases affecting man.

The development of resistance to insecticides by disease-carrying insects has focused attention on alternative means of control. Normally, biological control by parasites does not give sufficiently decisive results, but previous experience in the agricultural field has shown that on isolated islands biological control is quite frequently completely effective.

P-NG CATTLE INDUSTRY "GREAT"

The potential of the cattle industry in Papua-New Guinea was far greater than that in Australia, Colonel L. A. Rose said in Lae, NG, in September.

Colonel Rose, a former Director of Animal Industries in the Northern Territory, had just completed a long survey of the cattle industry in New Guinea, briefed by the Minister for Territories, Mr. Paul Hasluck.

The unique situation of the Tokelau Islands provides an opportunity to ascertain whether similar control of disease-carriers under ideal conditions is feasible.

Chemical v. Biology

Cultures of the parasite will be liberated on Nukunono, one of the atolls forming the group of islands. Fakaofa atoll will be used as a control and left untouched; and a third atoll, Atafu, will be subjected to the more accepted method by an insecticide—specially made briquettes containing dieldrin will be sunk into pools where the mosquitoes breed.

The experiment has the strong support of the Department of Health and other interested departments of the New Zealand Government.

The World Health Organisation is providing \$6,000 toward the undertaking and providing two consultants—Dr. Laird, now of the Institute of Parasitology, McGill University, Canada, and Dr. D. H. Colless, of the Department of Parasitology, University of Malaya.

They travelled to the Tokelau Islands from Apia by a Royal New Zealand Air Force flying boat, early in September. Their transport around the atolls of the group, while carrying out their experiment, will be provided by HMNZS Endeavour, which will be there to assist in the transport of scientists observing the eclipse of the sun from Atafu on October 7.

The mosquito control project will be completed about the middle of October, after which Dr. Laird will briefly visit New Zealand.

Dr. Laird served in the Royal NZ Air Force during the war, when he was closely associated with problems of mosquito control on Pacific airfields. Because of the importance of his research he was retained by the Air Force after the war to continue his studies.

Buxton's Line

Several years ago he proposed a study of the anopheles mosquito along "Buxton's Line". Buxton was a scientist who, about the turn of the century, defined the area in which the mosquito lived, and said its spread was limited. Dr. Laird doubted the accuracy of this and spent two years studying its habitat in some 400 locations.

He found that there were other areas, including non-malarial areas, which would favour its growth and that it was only the accident of geographical isolation which had prevented it.

In the course of his study, he also discovered a fungus parasite which was lethal to the mosquito. With Dr. Colless he cultured this parasite while working in a research post at the University of Singapore. The World Health Organisation was interested in his work and agreed that it should be tested in the Tokelau.

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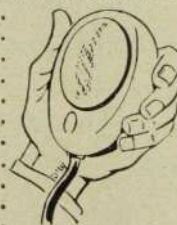
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WHEN ONE OF OUR SHIPS GOES EAST

By J. P. SHORTALL

• Most veteran ships of the South Pacific seem to end up sooner or later in the Far East—either to begin a new life trading out of Hongkong, or going straight to the melting pots of Japan.

IN June, I left New Zealand in the 24-year-old *Waitaki* (re-christened *Tai Yuin*) as Third Mate/Radio Officer, on what was a variation of this theme: The vessel, which is well known on both sides of the Tasman, had been sold to a company in Formosa, and those of us who took her up there had the distinction of being the first all-foreign crew to man a Chinese ship.

However, most of those who lined up on the after deck of the ship in Wellington, on May 30, to witness the lowering of the New Zealand flag, and the raising of the Nationalist Chinese flag, were not aboard *Tai Yuin* when she put to sea on June 9.

Someone had overlooked the NZ Seamen's Union, and the original volunteer crew went ashore, reluctantly but inevitably, following much high-level talk behind closed doors.

There were two choices—a dinkum Chinese crew, or a dinkum NZ Union crew. While they talked it out, loading ceased, and crews in the loading agent's own vessels held up their ships in sympathy.

The Australian Pay As You Earn system—whereby the shipowner pays the Union a bribe of £125 per crewman for the privilege of taking aboard a foreign crew and getting his ship delivered without further hold-ups—does not apply in New Zealand's anti-Communist-controlled Union.

See How They Do in Formosa

For various reasons, one of which was said to be that the Chinese Nationalist Government is keen that foreigners should have a chance of seeing conditions in Formosa today, the owners chose a NZ Union crew under a guarantee of two months' pay, most of which was to be deposited in Wellington prior to the vessel's departure.

In Sydney we added to our part-cargo of scrap metal, and on top of that, loaded a consignment of bagged copper concentrate.

This greyish powder has a tendency to heat if at all damp, and special ventilating fans were fitted, at considerable expense, to deal with this situation.

Out of Townsville, the Second Engineer dislocated his shoulder, and when a hasty study of the Shipmaster's Medical Guide failed

to fix things we had to turn back for it to be attended to by an expert; and two days later thick, black fuel oil came spluttering out of the taps and showers, which gave us an unscheduled call at Rabaul.

For the Third Mate, who had last been in Rabaul as a Kuskus with WRC's *Durambah* and *Coombar* in the year of the big eruption—1937—there were some changes indeed, with the many modern stores and houses and the town completely

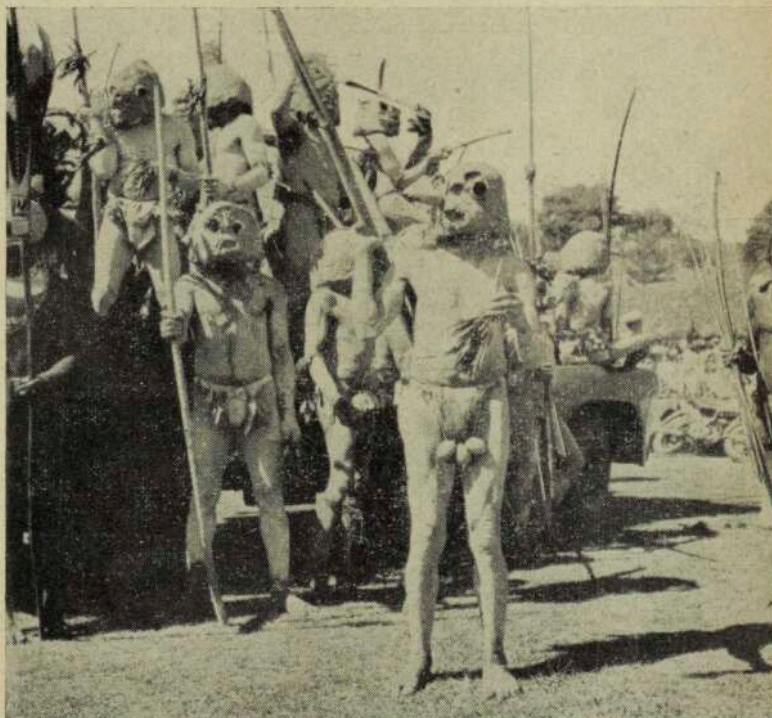
reorganised—and a conducted car-tour of it all by Captain Jerry Squires, of the Government shipping section, plus a first-ever haircut by a lady barber who seemed to be in brisk demand. (Can she be Rabaul's only barber?)

That, and a sampling of the New Guinea-brewed cool beer in the two pubs, was all we had time to see of Rabaul.

Viola, Winnie and Doris

We crossed the equator on July 6, and two days later, off Satawal, in the Carolines, and well into the moist, stifling unpleasantness of the Intertropical Convergence Zone, Guam and Tokyo announced the formation of Typhoon Viola up ahead of us and south of Guam.

Viola was no surprise, as July is the worst month of the year for the appearance of typhoons in that area bounded by the China coast, the

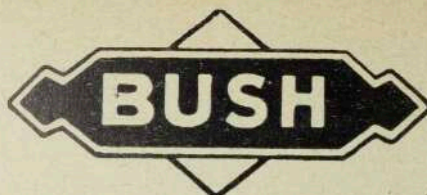


The New Guinea Mud Men Come to Town

These are New Guinea "Mud Men". They cover their bodies in clay and wear masks of mud, baked hard in the sun—grotesque affairs with artificial teeth. The Mud Man in the front of the picture is also decorated with three lemons.

The Mud Men are from the New Guinea Highlands and they put on this weird garb to represent spirits in village ceremonies. It is not often they give a public demonstration, and when this group turned up at the Goroka Show, in the NG Highlands, older residents said they had never before seen the mud dress in Goroka township. "PIM's" New Guinea correspondent, Miss Pat Robertson, was on hand to take this photograph.

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Philippines, and the string of islands extending south from Japan.

The meteorological gentry have reserved 84 two-syllable names, in four groups of 21, for the use of these particular females. The names are used in alphabetical order but a few letters of the alphabet are not used—c, u, and x-y-z—due to the difficulty of finding names to fit these letters.

Before reaching Keelung we'd thought up one or two simple names which would have applied equally to all.

With winds of up to 130 knots near her centre, Viola was no lady; nor were Winnie, Alice, Betty or Doris who followed her—but the forecasting and typhoon tracking service in this area is very good, indeed.

American aircraft of the typhoon tracking service took off daily from Guam, Manila, or Okinawa, depending on the location of the storm, to fly over or close to it and obtain precise details of the diameter of its eye, its "skirt" and its direction of movement.

The findings are broadcast in morse to shipping from Guam, Tokyo, Manila, and other stations, and over the American Far East Network broadcasting stations scattered over this area.

But we had our troubles with Guam, whose primary task as far as international shipping is concerned, is to collect coded weather observations from such shipping, pass them on to Fleet Weather Central for processing, and then to broadcast the results in the form of lengthy morse bulletins, which include the vital typhoon messages.

The passing of a simple coded weather message to Guam is a painful major operation of endless repetitions—so tedious that probably a good many ships' radio men give it up as a bad job and do not bother to send in reports after the first few experiences.

Often as not, the station is five minutes late in commencing its bulletins, and with no close watch on the automatic transmitting equipment, a 20-minute typhoon message may be completely garbled.

In marked contrast are the on-the-dot detailed and closely watched weather transmissions from Tokyo, although we later had our problems with other Japanese stations.

Tai Yuin was not equipped with some of the radio frequencies required in this area. Due to the enormous concentration of international shipping round Japan, the coast stations there are working under high pressure almost all the time, and any ship incapable of conforming with the local procedures for fast traffic handling is something of a spanner in the works.

Typhoon Viola moved north,

parallel with but to the west of our track, and at about our speed—10 knots. The resulting hot, damp following breeze was with us for days, during which Winnie appeared away to the south-westward, then Alice in a more threatening position. Viola eventually crossed ahead of us and ran way to the north-east on a most unusual course. Alice merely sat and threatened us ahead and to the westward, eventually moving off to batter Formosa. Betty led a short but gay life somewhere to the south. Doris we met later.

Fire Down Below

For several days in mid-July our copper concentrate cargo had been emitting fumes, though the ther-

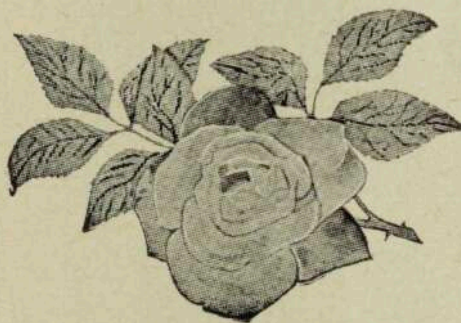
mometers in the holds, read at four-hourly intervals, gave no cause for worry.

However, one noon there was no mistaking the smoke from No. 3 hold ventilators.

After due consideration, as to best action to be taken, the hold was opened—just as smoke appeared also from No. 2 ventilators. The fires were found to be in localised areas and hoses were turned on them, but it was evident that there were going to be more outbreaks in other places in the near future.

The paper and hessian bags were igniting—the copper concentrate does not itself burn. Orders were given for maximum possible speed. As water was played on the out-

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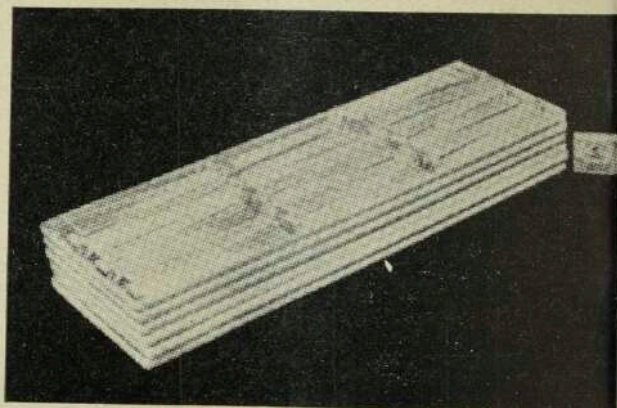
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TOO MUCH SMUGGLING

The P-NG Customs, in September, tightened restrictions on Port Moresby wharf to try and combat smuggling there.

The Chief Collector of Customs, Mr. T. Grahamslaw, said it was known that quantities of watches, cameras and binoculars were being smuggled into Port Moresby from ships that arrived from Far Eastern ports.

Conditions on the wharf had made it too easy for people to smuggle goods from ships into their cars and drive off the wharf without any search being made.

Now, vehicles need a special pass to go on to the wharf while overseas ships are in port.

breaks the sulphurous fumes increased—but by the time we steamed up the Gulf of Tokyo two mornings later the situation was under control, and the fire-floats which met us were dismissed.

For anyone interested in shipping, the run up the Gulf to Yokohama is quite an experience, with literally hundreds of fishing launches, junks, coasters, and every kind of ship up to the largest passenger liners bustling by.

Photographically, the approach is disappointing—with a hot sun beating down but very reduced visibility and little sight of land. Yokohama city from a buoy in the inner harbour—most ships lie at buoys and work cargo with lighters—is not photogenic, being quite flat.

For the Mates of *Tai Yuin*, Japan meant mainly long hours of cargo watching and few hours ashore. Such shore hours included a 40-minute run by electric train along the coast, through a heavily built-up area, to Tokyo; a tour of that city with an attractive English-speaking university student as guide; a browse round those fabulous stores; and a dinner as guest of the shipping company's local manager at one of Tokyo's finest tea houses.

Meanwhile the Japanese watersiders were having a far from pleasant time down in the heat and fumes of the holds, shovelling up that portion of the cargo damaged by fire and water. But in four days, thanks to the high-pressure workers, we were bound for Kobe to complete discharge.

Japan was then being alerted against Typhoon Doris, and winds steadily increased during our two-day run round the coast, again under conditions of rain and low visibility.

Steam pressure was falling at

this stage due to the urgent need for *Tai Yuin's* smoke tubes to be cleaned, a shore job. As we rounded O Shima for the run up the Kil Channel towards Kobe it was clear that Doris was heading in our direction.

Arriving off the big port in the late afternoon we were refused entrance and some ships were being sent outside to ride out the blow. During the evening the wind increased to about 50 knots, but began to ease before mid-night.

Doris had altered direction, striking the coast instead in the Tokyo area, causing heavy flooding, damage to homes, and some loss of life in Japan's first typhoon of the season. Next morning, the weather clear and fine but very hot, we were piloted to a harbour buoy, the last of our scrap metal began to go over the rail, and the mail arrived aboard—lots of it, mostly from the little bars that cater for sailors.

A Letter from Setsuko

An analysis later seemed to suggest that Radio Officers and Third Mates are looked on as the best business prospects in Kobe. The choicest of these missives, in a delicately lavender scented envelope, hand addressed, read as follows:

"Dear Monsieur: Welcome you cordially to our beautiful Kobe: I wish you have anchored at Kobe Port after your good voyage on your way. I am so happy to send a word in your ear how to spend your gay time in Kobe, for your maximum enjoyment at your minimum expense. 'Seeing is believing'. I do not like to set out flowery words before you. Monsieur, please just drop in our BAR OHIO. You will be satisfied enough with our strictly chosen sociable Galaxy of Belles besides our home-like service. You never miss your best chance unless you lose a seat in OHIO. Our selected drinks will blow away your fatigue in a moment and lead you into a Paradise."

And as a final touch: "I am waiting for the moment when I welcome you in my arms and whisper my sincere Hello at the Coziest Corner in Kobe, BAR OHIO. Yours adorer, Setsuko."

A card worth one drink on the house, with a little location map on the back, was thoughtfully enclosed as an added lure.

But there are many Setsukos and bright little air-conditioned bars in Kobe. It is also a fact that the sociable Galaxy of Belles all drink a great deal of the most expensive drinks, no matter how few beers the guest may consume.

Gentlemen's Agreement

A ship flying the Chinese Nationalist flag should be fair game for Communist attack, but as of July a sort of unwritten agreement

IF YOU LIKE BEER
YOU'LL LOVE
**GOLDEN
LAGER**



TRY IT FOR
7 DAYS
and you'll notice
the difference

appeared to be in force—provided you kept your distance.

We provided plenty of opportunity for unwelcome attention, as we headed south on the last leg of our journey.

Orders were to notify Keelung twice daily of our position, course, and speed. There was no provision for coding these messages, which were sent on frequencies monitored by the Communist stations.

But it was nice to be visited by a US Naval patrol plane each day—for there seemed no reason why we might not receive a less welcome visit from elsewhere than Okinawa.

Just to prove that danger existed, a small Chinese ship was sunk in Formosa Strait the day prior to our arrival at Keelung.

This five-day passage was in hot,

fine weather, with the Ryukyu Islands in sight, and was enlivened first by an SOS from a Japanese freighter ashore on a rock off the south of Formosa; and then by a serious engine breakdown which reduced our speed to 5 knots for the last day's run.

Relief of our engine-room staff was great, indeed, when the mist-shrouded hills about Keelung hove into sight on July 29 and a rather excitable Chinese pilot came up the side some time later.

New Owners, With Fireworks

Then began the Great Handover, an experience that we're not likely to forget. As the ship proceeded up harbour—past a good many other old veterans—and approached her berth, we noticed a long red em-

broidered banner strung from an upper gallery of the wharf. Below the many Chinese characters was the English greeting, "Welcome to the New Zealand Seamen".

As the heaving-lines went ashore and berthage commenced, a deafening fusillade of fireworks commenced. This had the diverting effect of considerably hampering berthage, as no one could hear the shouted orders.

The moment the gangway was down we were invaded—by representatives of a Trade Union delegation there to greet us as the first group of New Zealand seamen, other workers ever to visit Formosa; by the new owners; by apparently all the shareholders; by the leading shipping people in the port; all their relatives; and, lastly, by the new officers and crew, complete with inventories ready to check everything in the ship, take over, and get her away to sea again.

Forty dozen of Japanese beer brought down in the ship's freezer from Kobe, at the new owners' account, was promptly broken out, and before long everyone was clapping everyone else on the back drinking to the solidarity of the Non-Communist World, the success of the ship and its owners, the health of the New Zealand crew and similar causes—that's what we imagined we were drinking to, although as hardly anyone could speak English, all this was never very clear.

In the midst of it all, with sightseers everywhere and scarcely room to manoeuvre, I was prodded in the ribs by a polite and very alert little gentleman who introduced himself as the new Radio Officer, and could we proceed with the hand-over.

Fortunately, Mr. Tsung-Tao is a man who obviously knows all about radio and is quick on the uptake, despite his limitations in English, but there were some baffling moments in trying to explain the technical ailments and peculiarities of the *Tai Yuin's* particular radio equipment and just precisely which switch worked what.

While this went on, the new engineers were scurrying round below, trying valves to see what happened, and generally figuring the whole thing out.

A truce was declared at 10 p.m. and operations resumed at daylight next morning.

At Keelung

By 10 a.m. everyone seemed happy. They could make her go. Already essential repairs were in hand. She would be at sea again within a few days—running bananas and pineapples from Keelung to Japan, and general cargo back.

Some passenger accommodation was to be arranged and some

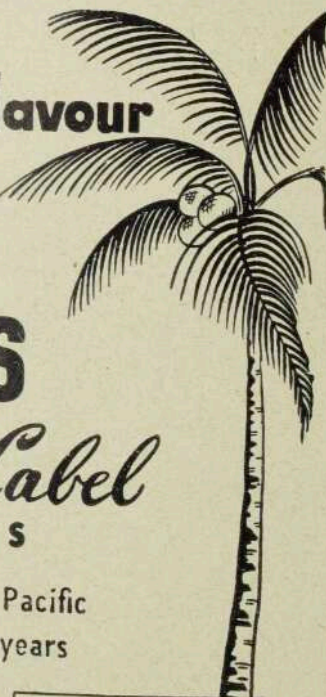
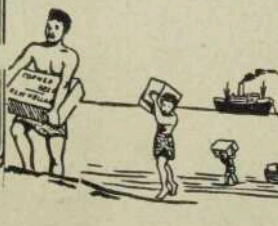
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additional refrigeration installed at Kobe next trip. Our engineers didn't believe it possible, but we can take it for granted that, whatever the problems involved, *Tai Yuin* is now operating, and classed as A-1 at Keelung—if not at Lloyds. These Chinese engineers gave the impression of men well used to trouble.

There was nothing much left for us to do but go home. First, the 30 mile bus ride to Taipei and then the flight to Hongkong.

Taipei is a city of great contrasts. There are the most modern and luxurious air-conditioned hotels and eating houses and stores, yet most of the passenger transport seems to be carried out by the thousands of pedicabs which are backed in to the footpaths in rows, awaiting hire.

Cheek by jowl with the modern stores and hotels are the much less impressive though very interesting bazaar-type stores. As in Hongkong, many children beg for money.

In the several days at a Taipei hotel we were feasted by the Chinese Federation of Labour and associated labour unions on two occasions, the lengthy dinners including such exotic dishes as fried frogs with bamboo shoots, braised mushrooms and quails' eggs, and braised Eight Treasury—whatever that might be.

In Hongkong, most of the crew and some of the officers transferred to a ship which will now be regularly seen in Polynesian waters, the Union Company's new refrigerated fruit ship *Tarawera*.

The rest of us caught the Qantas plane South.

Journal Crashes Time Barrier

A couple of years ago "PIM" published a piece about the Papua and New Guinea "Agricultural Journal" which was then running about a year behind its date-line. Things have moved on since then, and the "Journal" is now nudging two years behind schedule. We have (September, 1958) just received the issue for October, 1956.

IF they don't watch it, the whole thing is likely to turn itself into one of those fantasies of the Space Age where some future issue will meet itself before it happened, on the other side of the Time Barrier.

This has happened, to a degree, in the "current" issue. Although datelined October, 1956, one of the articles refers to investigations made in May, 1957.

The Red-tape mind seems to have got stuck with the fact that, in the front of the Journal, there is an announcement that the annual subscription is 6/-, for four issues.

It is a pity that some official

cannot be persuaded to take the bold course, drop 1957 and 1958 from the calendar, and let us have the next one—which will turn up a year hence—datelined 1959. Or would this be too much of a shock to subscribers who have become used to this leisurely approach to scientific agriculture?

October, 1956, Vol II, No. 2, contains three articles. A very long one about Population-Land Investigation in the Chimbu Sub-District; a very short one on how to remove coffee mucilage by means of caustic soda (*PIM* had an article about this in 1955); and a medium-length article about the insects that live in cycas plants in New Guinea. (A cycas is a fern-like plant that grows in the tropics.)

MATSON LINES EXPAND IN THE PACIFIC

As a further expansion of their activities in the South Pacific, the Matson Lines in September opened their own offices in Auckland. Earlier this year they opened offices in Melbourne, and enlarged their staff in Sydney.

The new Auckland offices will handle passengers and freight for the two liners and four freighters on Matson's Pacific service, and also take reservations for Matson's four Honolulu hotels.

"The move has been prompted by the company's confidence in the future of Pacific traffic," said area vice-president T. E. Rowe, in Auckland.

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Tropicalities

The Clasped Hands of Friendship

TONGA'S new Parliamentary mace, presented in August at the ceremony of the signing of the new Treaty of Friendship, is in the tradition of the Fijian mace—which was originally King Cakobau's war club.

Tonga's mace is fashioned from a war club once used by Tonga's King Tupou I, who died in 1893. He gave it to a missionary who took it to England.

It was returned to Queen Salote by Britain in 1953 when she visited London for Queen Elizabeth's coronation. Later, it was suggested as a mace, so it was sent to London again for ornamenting with silver.

The head of the mace has a replica of the Tongan crown, and on bands of silver appear the names of island groups and islands of the Kingdom, and crossed hands, the symbol of friendship, a device which frequently appears in connection with Tongan external relations.

The symbol was specially woven into a mat used during the Tongan feast following the recent signing of the Treaty (see photograph).

It was also used earlier this year on a sadder occasion—as a motif on the official Tongan wreath placed on the tomb of Ratu Sir Lala Sukuna, when he was buried in the Lau group of Fiji. Lau—and Ratu Sir Lala—had early Tongan connections. The Tongans have always been conscious of history.

They're Using Atoms These Days

FOR almost 60 years the British Admiralty has held land leases in Vavau and Nukualofa, Tonga, but it is now in the process of giving them up. The reason for this, according to Sir Ronald Garvey, a few days before he retired as Governor of Fiji in August, is that Britain wants to make a gesture of goodwill to Tonga.

Maybe he's right. Maybe, though, the reason is that progress has kind of caught up with Britain—for the leases are for coaling stations in those two centres.

The Admiralty was granted the leases in 1900, just before Britain and Tonga signed their first Treaty of Friendship and Protection. One

of the reasons Britain wanted that Treaty was that if Britain didn't protect Tonga, somebody else *would* and that other protective power would thus have ports within striking distance of the British Colony of Fiji.

Announcement of the surrender of the coaling leases was made by Sir Ronald at Nukualofa on August 26, which was the day he signed Britain's new Treaty of Friendship with Tonga.

How to Become a Has-Bean

TESTS on samples of allegedly poisonous beans from the Gailala district of Papua have shown the beans produce prussic acid under certain circumstances. Beans of this type are believed to have caused the deaths recently of two people in a village near Guari.

Officials at Tapini, in the Gailala district, had become suspicious at the sudden incidence of deaths, though they were unable to prove anything but accidental.

The poisonous variety of bean is similar in appearance to the ordinary home grown bean which many natives cultivate in their gardens.

Laboratory tests by the Dept. of Agriculture in Port Moresby have shown that the beans contain a substance which produces the poison, hydrogen cyanide (prussic acid) under certain circumstances.

The poison was produced by pulverising beans and moistening them.

An Agricultural spokesman said that hydrogen cyanide could usually be oxidised by cooking.

But, he added, it was doubtful if this would occur while the hard bean skin remained intact.

He said if the method of preparation involved cooking the beans, then mashing them followed by further cooking, most of the poison produced would probably be destroyed.

A Special Kind of Milk Run

NEW GUINEA natives in the Telefomin district are pioneering a trade route to Dutch New Guinea, according to a September report from there. An ADO said all groups of people south of the Hindenburg ranges now owned round-headed Dutch axes,



The clasped hands of friendship are portrayed in this fine Tongan mat especially woven for the occasion of the signing of the new Treaty of Friendship between Britain and Tonga. The mat was used as a canopy over the official table at the Royal feast at Nukualofa. See the item this page.

—Photo Rob Wright, Fiji PRO.

and one man had been seen wearing shorts and a shirt from across the border.

The trade route apparently lies south-west across the foothills of the Star Mountains in Dutch New Guinea, where the Dutch shortly plan a major scientific expedition.

No doubt there are plenty of similar trade routes operating across various parts of the Australian-Dutch border.

The natives don't bother much about borders that are, anyway, only lines on a map.

Or do they?

I remember an American, Oscar Meyer, who was in Dutch New Guinea at the end of last year, telling me later that one night at a village not far out of Hollandia he found a big sing-sing going on, and Pidgin being spoken. The Pidgin speakers turned out to be a big team of natives from Aitape, well down the coast on the Australian side.

They had come up in canoes on a visit for a few days, a regular thing, Oscar gathered.

He also gathered that if he had been an Australian, instead of

American, he would not have learned the visitors' identity, because they were very wary of telling him anything until they knew where he came from.

Oscar considered that the moral to this probably was that Aitape natives didn't like Australians.

Perhaps he's right. But being an Australian myself, I prefer to think that the moral probably was that Aitape natives didn't like Australians finding out they regularly border-hopped in order to drink beer. They can't drink at home.

And drinking Dutch beer, at the invitation of their Dutch New Guinea native hosts, the visitors certainly were, according to Oscar! —SI.

First, Trap Your Crocodile

LESSONS in how to avoid crocodile attacks will be given to harassed natives at Popondetta, northern Papua. This sounds like carrying coals to Newcastle, but the Administration field staff has reported that this is necessary because of the numbers of natives who have been killed by crocodiles

Sir Kenneth

*He did a good job in Nigeria
Of that there is no doubt,
But he'll need to be a wizard
To straighten Fiji out.*

—Tui

in the last few years. A common entry in Village Books is, "Deceased, taken by crocodile".

"Village people seem almost foolhardy in their complete lack of respect for a crocodile," according to Cadet Patrol Officer J. H. Roach.

Because of the threat crocodiles presented to the village of Bakumbari, the entire settlement was shifted to a safer area.

But things don't seem to be so very much better, so natives in the area will be taught how to trap crocodiles, using timber traps baited with meat.

They're Still Crossing the Kokoda Trail

ALTHOUGH it's more than 15 years since Australian troops pushed the Japanese back over the ranges, via Papua's famous Kokoda Trail, the trail has not yet become a highway—or even much of a path—and the best method of getting to Kokoda is still by air.

But history-minded people still follow the trail occasionally—and still, despite the passage of the years, find plenty of reminders of that six-months' battle.

One of the latest parties to cross, in September, comprised three members of the P-NG Volunteer Rifles, which is NG's Citizens' Forces unit—Lt. T. A. Milan, Warrant Officer J. H. Sherwin and Corporal J. Dax.

They made the trip with the object of checking and amending strip maps and sketches of the track. It took seven days.

They reported finding live mortar bombs and cartridges lying across the track. They located a mortar baseplate and bipod near Alola, together with a rusted Lewis gun.

And they found Australian slouch hats still swinging from branches of trees, parked there, no doubt, by the troops. Now the hats are swinging 15 ft off the ground, having been taken higher up as the trees grew.

AN "infernal machine" is how a PIM correspondent quaintly, if accurately, describes a contraption which got a young Vietnamese into trouble at Santo, New Hebrides, in September. Planning to go fishing in a scientific fashion, the man mixed gunpowder, phosphorous and match heads together in a jam tin. But the "machine" exploded prematurely, and blew his hand off.

CROSSQUIZ

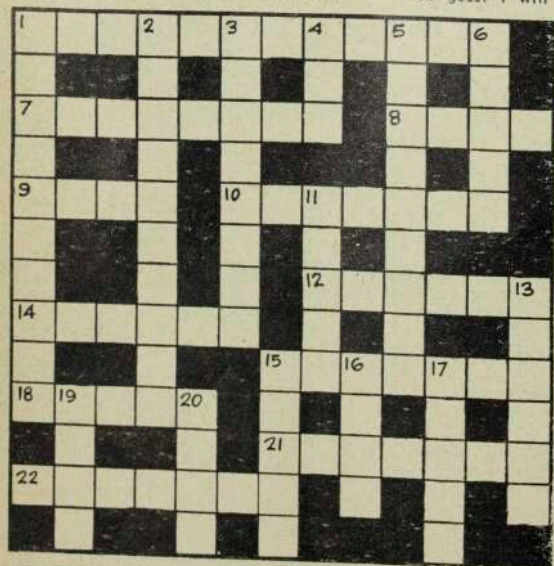
Solution on
page 93.

— ACROSS —

- 1.—What famous anthem did Rouget de Lisle compose?
- 7.—What is used to render water in swimming baths sterile?
- 8.—Whom did Jacob outwit to obtain his father's blessing?
- 9.—Which country used to be called Persia?
- 21.—What form of poem is characterised by 13 lines, closely-knit rhymes and a refrain?
- 22.—What was Nelson's first name?

— DOWN —

- 1.—What did Richard Gatling invent?



- 2.—What is perpetrated when, for example, "shoving leopard" is said instead of "loving shepherd"?
- 3.—Where is the Isle of Man situated?
- 4.—What side of a ship is opposite to that from which the wind blows?
- 10.—Who captained England in Tests against Australia in 1946-47?
- 12.—Of which group of Islands is Kirkwall the capital?
- 14.—Which famous Lady was wife of Leofric, Earm of Chester?
- 15.—In Dickens' "A Christmas Carol", to whom did Scrooge eventually become a second father?
- 18.—To whom did Ruth say, "Wither thou goest I will go"?

- 5.—In which sport is a "puck" used?
- 6.—What genus of antelope is rapidly becoming extinct?
- 11.—What type of native would wear a "tiki"?
- 13.—In "The Mikado", with whom was Nanki-Poo in love?
- 15.—Which beautiful Alpine district is partly in Italy and partly in Austria?
- 16.—What book by Emile Zola has recently been made into a film in France?
- 17.—In what is an arboriculturist interested?
- 19.—Which of the 12 minor prophets was a poor shepherd from Tekeah?
- 20.—Which word, meaning "a jot", is taken from the name of the smallest letter in the Greek alphabet?

The Problems of Dr. William Lawes

He Started The Niue Basket Trade— And He Was Moresby's First Citizen

An address in Lawes Road, Port Moresby, is quite a good thing to have; it is one of the longest and highest roads in the town and it crosses completely the neck of Paga Point from Ela Beach to the Konedobu side.

Probably the majority of the people who live in the road know that it was named for Papua's first European resident, the Rev. Dr. William George Lawes, but few present Moresby dwellers know much about this man who, in his time and with reason, was a famous figure in Australia and his native England for what he accomplished in British New Guinea—today Papua—not only as a missionary, but as a pioneer.

In the earliest days he and his wife WERE Port Moresby—or all of the European population of it.

Only the very oldest old-timer could remember Lawes in Papua; he left the Territory in 1906. He settled in Sydney and 18 months later died of pneumonia, in his 70th year. He was survived by his wife and two sons, Dr. Charles and Fred.

Fred had two children but they died young. Charles had four sons—Dr. Frank, Dr. Charles, Dr. Allan (all now in practice in Sydney), John (an executive of W. D. & H. O. Wills), and a daughter Marjory, now Mrs. McKenzie, of St. Ives.

Mrs. McKenzie is the custodian of many of the books and papers of her grandfather and it is from these that many of these notes are taken.

£3,000 a Year in Niue Hats

FOR Lawes, 1860 was a big year in his life: He came of age, married, was ordained and sailed from England for the South Seas in John William II.

Although associated with Papua (where there is a college named for him, a monument to his memory and, of course, Lawes Road), his first missionary efforts were for the natives of Savage Island, which today we call by the less fearsome name of Niue.

The Lawes couple landed there in 1861—after a voyage of about nine months. Less than 10 years before it had been described by another missionary as "in much the same barbarous state as Cook found it". Lawes worked there until 1872.

As soon as he arrived he set about learning the language and translating the scriptures into Niuean—the work of printing them being hampered at first by the fact that they had only one mail a year.

He overcame this in typical Lawes fashion—as he did later in Papua—

and became his own printer. When stuck for type he carved the wooden letters with a knife.

Lawes ministered to more than the spiritual needs of the Niueans. The tourist who today buys a Niue fine hat, or a basket, has Lawes to thank for the beginning of the now-famous plaited-ware industry. After he had left Niue, Lawes wrote:

"The people, when we first knew them, imported nothing and exported nothing. One woman had a cotton dress; and a very few men had cotton waist-cloths. When we left the whole population was decently, and in some cases, grandly clothed. . . . The traders have increased to seven; the imports last year were £8,000 and exports £7,651. One of the teachers' wives who went to Tokelau learned from the women

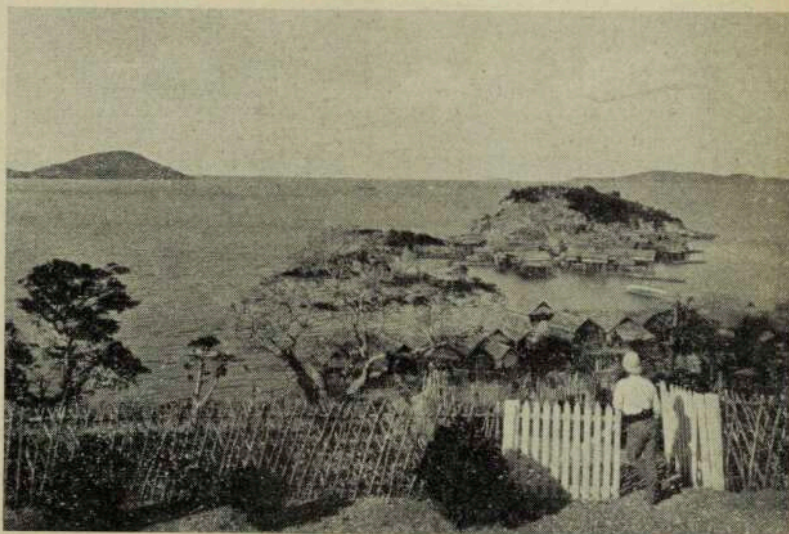
(he named both for his father, Admiral Sir Fairfax Moresby). This fact was fortuitous for the London Missionary Society, which had received a set-back in its advance on New Guinea, in that the first attempt to establish a station (with Polynesian missionaries) on the mainland at Redscar Bay had failed because of the unhealthy location.

Moresby seemed to offer better prospects.

In 1872, Mr. and Mrs. Lawes left Niue for furlough in England and when they returned it was to Papua. They sailed from England in April, 1874, but it was the end of that year before they were ashore in Moresby, where Mrs. Lawes and her small son, Charley, greatly excited the natives. They had never seen their like before and the small house was crowded all day by curious Hanuabadans and others. "Fortunately", recorded Lawes, "the natives are afraid of the dark, so we can reckon on a little peace then."

Lawes was soon recording other impressions of his new parishioners. "So far as our lives are concerned, we feel tolerably safe; but we shall most likely lose all we possess for all the people are inveterate and incorrigible thieves and beggars."

And a little later: "All are still heathen. . . . The teachers have not been able to teach any one the letters of the alphabet. The children



This old view, showing Elavala Island, in Port Moresby harbour, was taken in 1885 from the LMS Mission.

there how to make hats. This industry has so developed that it now represents £3,000 a year. Niue is one striking instance where the Gospel did not 'reduce the people to idleness.'"

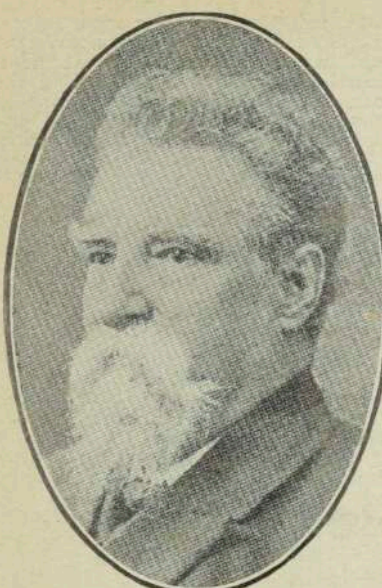
They Felt "Tolerably Safe"

In February, 1873, Captain Moresby discovered what we now know as Port Moresby and Fairfax Harbour

want to be paid for every letter they learn."

The natives were probably not original in thinking that they should be paid for listening to sermons; they were just more candid about it. "Well, we've listened," they would say. "When do we eat?" When there was no food forthcoming, they stopped going to church.

On the first day ashore, a position was picked for the mission



Dr. William Lawes

house—"A more beautiful spot would be difficult to find in any part of the world." It lay between the villages of Hanuabada and Elavala, near the sea on a ridge of land that "rises to an elevation of 110 to 113 feet. At each end is a little hill, and behind all around are hills and valleys of various shapes and sizes."

House that Jack Built

First there was a tent; then the crews from the mission ships *John Williams* and *Ellangowan* erected, in short order, "the first house of foreign design." As it was built by sailors it was known for years as The House that Jack Built.

Lawes himself referred to it as "our shanty."

By the second year of residence, it seemed that the missionaries had not improved matters by moving to Moresby. First there was the matter of food; and, more important, there was the prevalence of malaria, which for awhile seemed as though it would wreck the whole plan.

Both Captain Moresby and the missionaries first saw Port Moresby in the wet season, when that usually dry area is green and lush.

The first appearance of the place failed to prepare the mission party for the fact that it would grow little food, and that even the natives imported their staple food from the sago swamps of the Papuan Gulf.

The Lawes, accustomed to the fruits and vegetables of Polynesia, found themselves "dependent on hermetically sealed tins for their daily needs."

Writing from London in late 1875, one of the mission directors, with a wit unusual in Victorian churchmen said: "What a terrible place

you have got yourself into. Nothing to eat, and certainly (judging from photographs) nothing to wear!" Lawes was urged to change his headquarters to Yule Island and not to spend another wet season in "that sickly corner".

The move was not made, and later Roman Catholic missionaries established themselves on Yule. In those days, the connection between mosquitoes and "fever and ague" was not known; it is unlikely, of course, that a move to Yule would have benefited the missionaries' health.

The Flag Thrice Hoisted

It was probably conversations between Sir Arthur Gordon (Governor of Fiji from 1875) and Lawes, that led to the annexation of what is now Papua. When the Lawes family returned to Port Moresby after furlough in 1881, they found themselves with a box seat at the political performances that occupied the years to the end of 1884.

When Sir Thomas McIlwraith jumped the gun in April, 1883, by sending Mr. H. M. Chester to Moresby to hoist the flag, it was the mission flag-pole that was used and Lawes translated the proclamation and led the prayer in Motuan. Eight Europeans then sat down to an official dinner at the Mission House.

But it did no good; the whole thing was repudiated—for the time being. Late in 1884, acting on a cable from Lord Derby that a Protectorate was to be proclaimed, Mr. Romilly arrived from Cooktown, and again with the help of Mr. Lawes

and the mission flag pole (for there was, of course, no other in Moresby) hoisted the flag. But even this was not the end.

On November 22, Commodore Erskine sailed in on *HMS Nelson*, with instructions to proclaim the Protectorate and do the hoisting. Discounting Mr. Romilly's efforts, he proceeded—assisted, of course, by Mr. Lawes and the mission flag-pole!

Moresby Town Planned

In 1890, George Lawes and James Chalmers, of the LMS, entered into a covenant with the Rev. George Brown, of the Methodist Mission, and the Rev. Albert Maclaren, of the Anglican—the latter two just newly arrived in Moresby—for spheres of mission influence.

The Anglicans were to operate in the north-east district; the Methodists in the Louisiade and D'entrecasteaux groups; and the LMS, in all the south coast excluding the portion taken up by the Society of the Sacred Heart (which had settled into Yule Island some years before.)

Also in that year, Lawes had built at Port Moresby, the first church for English residents.

"A town was gradually being developed around the Government Offices, to which the name of Granville West had been given; and in a prominent and central position, on land leased to the LMS, a neat wooden structure was erected."

Old maps of Port Moresby show that the town planners were busy early and had laid out streets in

When Bully Hayes Ran a Mission Ship

In the seventh year that the veteran LMS missionary, the Rev. W. G. Lawes, ministered to the Niue Islanders, that small community had an exciting experience—and through it two of the Pacific's most famous missionaries met its most famous buccaneer.

In January, 1867, the "*John Williams II*" arrived off Niue and, in calm weather one midnight drifted before a strong current until she was suddenly thrown up by the surf on a rocky ledge—Niue, of course, being an upthrust island, steep to the sea and with no safe anchorage.

As a result, the large missionary party on board, including the Rev. James Chalmers (who was murdered by Papuan natives near the Aird River over 30 years later) and his wife, had to remain for six weeks with Mr. and Mrs. Lawes.

The plight of the castaways finally became known in Samoa and the British Consul—who must have had a sense of humour—arranged to charter a large vessel to take them off.

The vessel was the "*Rona*"—and its owner-captain was the notorious Bully Hayes.

Hayes, however, throughout the charter was on his best behaviour, and was subsequently described by Chalmers as a "perfect host and a thorough gentleman".

Early in the voyage back to Samoa, Chalmers said to Hayes: "I hope you have no objection to our having morning and evening prayers on board, and services twice on the Sabbath; all will be short and only those who like need to attend."

"Certainly not," Hayes is alleged to have replied. "My ship is a missionary ship now."

What is more, he paraded his crew night and morning for prayers, and twice on the sabbath! Probably the reason why Bully rose so high in his profession was the thoroughness with which he attacked each task.

two sections, one labelled Granville West and the other Granville East. Granville West included Ela Beach, and the town on the saddle between Paga Hill and Tuagura; and Granville East—an extensive area of planned streets—from about the present Newtown, or eastern end of Lawes Road, to the present government offices at Konedobu.

Why these areas were called Granville we do not know; the only Granville mentioned in those early days was a Dr. Granville, who accompanied Sir Peter Scratchley, the first administrator, to Port Moresby, in 1884. He does not seem to have distinguished himself; but at all events neither of these areas is now known as Granville.

In 1894, the Lawes left Port Moresby and for the rest of their life in Papua they were at Vatorata, a few miles inland from Kapakapa, in the Rigo area. Here Lawes devoted most of his energies to training native teachers and to his translation work. It was in these years he enjoyed the friendship of Sir William Macgregor, first Administrator after the proclamation of British sovereignty in 1888 (previously it had been a Protectorate and in 1906 it became an Australian Territory).

It was Sir William who was instrumental in having the honorary degree of Doctor of Divinity conferred on Lawes by Glasgow University; and it was Macgregor who gave to Lawes a special interleaved Greek Testament to help in his translation work. (This Testament is now in the possession of Mrs. McKenzie).

Now Part of History

Lawes lived in the great missionary age when a missionary was more than a saviour of souls. He was, as well, an administrator, a bringer of the law, an explorer; he was a teacher and a healer of the sick; he introduced industries and brought the first glimmering of civilisation to the benighted; he influenced politics and was recognised as an authority on his particular territory.

Lawes was, of course, all these things. But in many respects he was a man ahead of his time. In all his dealings with the natives he exercised sound common sense and was not led astray by many of the visions of latter day workers in the Lord's Vineyard. He did not see his charges as Fuzzy-Wuzzys. He expected little, and when he got it, was not set back.

It is impossible, of course, to think of Dr. Lawes work apart from that of his wife. A lady of "unquenchable cheerfulness, strenuous activity and sound common sense" was how Sir William Macgregor saw her—a skilful housekeeper, devoted wife and affectionate and sensible mother whose home, to the natives, was an object lesson of a happy family life.

(Continued over the page)



THEY FLEW 1,000 MILES TO MAKE IT A WARM WELCOME

From a Lautoka Correspondent

When businessmen in Lautoka, Fiji, got the go-ahead to form their own Rotary Club recently—fellow Rotarians in New Zealand decided to give them some moral support, chartered an aircraft, and flew a thousand miles north to welcome their colleagues to the fold.

FIFTY New Zealanders made the flight, led by Rotary District Governor John Ledgerwood, whose district Fiji is in.



TOP: Fifty businessmen from NZ Rotary clubs were among the guests at this open-air reception at the home of Mr. and Mrs. H. G. R. McAlpine, of Lautoka. ABOVE: District Governor John Ledgerwood welcomes the new club. Photos: Stinsons.

Under the wing of the locals, the visitors missed little of interest in the town, combined a well-timed sense of humour with dignity during the three-day charter-presentation session—and took home with them to NZ most of Lautoka's golf balls.

Tight import restrictions make these a hard-to-get item in NZ.

A trip made by the New Zealanders to nearby Kandavu Lailai Island helped dispel some of the annoyance the locals felt earlier this year when "Ava Ava Island", on the other side of Lautoka, was renamed and presented as first prize in an American jingle contest.

By comparison with the mangrove-encircled, insect-ridden "Ava Ava", Kandavu Lailai is a charming, unspoiled spot, and the Rotarians threw age—and girth—to the south-east trades.

A cocktail party and reception under coloured lights at the home of the first president of the new Lautoka club, Mr. H. G. R. McAlpine, with an Islands orchestra, preceded the charter ceremony at the hotel.

The guests remembered they were in the tropics—and dressed intelligently for the gala occasion with dark trousers, black tie, white shirt, purple cummerbund—and no coat.

And an Islands' meal that included tropical cocktail and fish in coconut milk, helped them to burp delicately behind their serviettes.

The pioneering days in Papua have long since past. Moresby residents whizz out to the Laloki River and up to Sogeri in their high-powered cars, not remembering that when Lawes went that way 80 or more years ago, it was an expedition almost comparable with the efforts of Dr. Livingstone in Darkest Africa.

"Thieves and Beggars"

Mrs. Moresby Housewife, when she backs her car out into paved Lawes Road, and drives down into Ela Beach to pick up Junior at the Pre-School Centre, does not remember that it was no bad thing that the task of first living among the "inveterate thieves and beggars" of Port Moresby was entrusted to a couple with the stature of Dr. and Mrs. Lawes.

Prophets without honour? No. Dr. Lawes and his wife were greatly honoured in their lifetime. They now have passed into history. The fact that it is sometimes forgotten history really matters little: It is all down in the records.

Tropic Topic

*Up around Suva way
Stewed turtle is the dish,
Why, you'd need to be a millionaire
To afford a piece of fish.*

—Tui



ISLANDS CRAFTSMAN AT WORK

Metua Ua, of Rarotonga, is here engaged in the painstaking and tedious work of carving an Islands scene on the back of a Manihiki mother-of-pearl shell. Mounted in polished native wood, with an electric light mounted at the rear, this decorative lamp will probably end as an elegant furnishing in the home of some overseas tourist visiting the Cooks.

Photo: J. P. Shortall.

Do You Remember?

Life was not dull in the South Pacific 20 years ago, despite the depressed copra price . . . In Tonga, Queen Salote, with her Consort, Prince Tungi by her side, was celebrating the 20th anniversary of her accession; West Samoa's trade figures were the best since 1928; the later famous Taylor and Black Hagen-Sepik patrol was pushing through remote New Guinea; Britain and the US had concluded an agreement for the joint control of Canton and Enderbury islands.

Here are some other extracts from the October issue of "PIM", of 1938:

An Archbold expedition in Netherlands New Guinea, investigating new country on the Idenburg River and near Lake Habbema, reported that it was making friendly contact with the natives, that it was "enthusiastic" over the progress it was making, and that "everything is going to schedule".

In Tahiti, copra growers were up in arms because French ships were giving preference to the loading of chrome and nickel at New Caledonia, leaving great quantities of copra on the Papeete wharf. They appealed to Paris for special ships.

maiden voyage from Britain, to begin service between Australia and P-NG. She replaced the "Montoro".

Australian diver John Johnston has just completed salvage work on the sunk "Joliette" at New Caledonia. Working 15 fathoms, he salvaged about £900 worth of cobalt before the bulkhead collapse. The "Joliette" was wrecked in a cyclone in 1909.

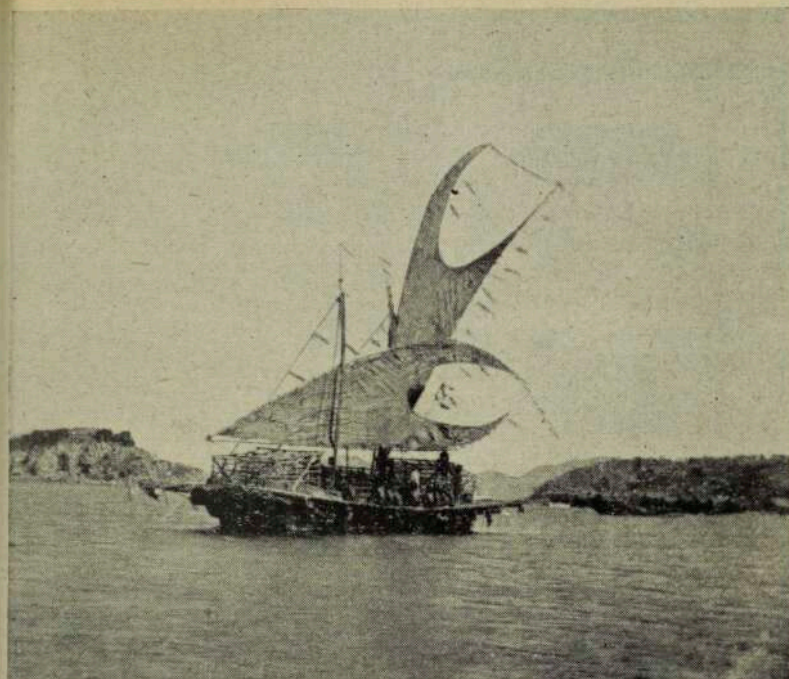
An Australian Federal politician, Mr. J. V. Fairbairn, after a tour of Papua New Guinea, suggested that there should be one capital for the two territories, an one administrative service, and that men should be trained for the public service who would be interchangeable with the Australian territories, including Nauru and the Northern Territory. And Mr. Charles Marr told Parliament that men in the existing service should be given the chance to reach the top posts, instead of "outsiders always being appointed".

Niue Island reported that it had native population of 4,215. Government revenue for the previous year had been £35,443 and there had been a surplus of £13,000—due almost entirely to the sale of a special issue of Coronation postage stamps, which world philatelists had rushed to buy.

The New Guinea Mining Association comprised of the miners in the Morobe goldfields, declared a boycott against Wau's two hotels, owned by Carpenter's. It was reported to be the first beer strike in New Guinea, and the reason for it was that the miners alleged that Carpenters had taken "some action" to prevent building of the Wau-Salamaua road. Sir Walter Carpenter denied emphatically that his firm was connected with any representations and threatened court action if he could find the source of the reports.

"PIM" reported that glorious weather in Suva on September 16 "provided a happy augury" for the term of office of Sir Harry Luke, who had arrived on the "Niagara" that day to take over as Governor of Fiji and High Commissioner, Western Pacific.

Among the deaths reported in that issue were Mr. Henry Achatz, aged 79, who had come to West Samoa 47 years earlier from the US, and was one of the early pioneers; and Mr. Gilbert Turnbull, aged 49, who had gone to Papua in 1913 as a planter and trader and had later become a Government architect. He was better known as an author of Islands literature including "Paradise Plumes" and "Mountains of the Moon".



A sight rarely seen now—a lakatoi leaves Port Moresby on a trading trip up the coast. This old photograph is a fine one of the crab-claw type sail.

The Papuan Lakatoi Has Virtually Disappeared

By William Gasson, AAP-Reuter Correspondent in Port Moresby.

The crab claw like sails of the Papuan lakatois are a sight rarely seen along the coast of Papua.

At one time fleets of these three-hulled craft—"Toi" means three—used to play up and down the coast with the seasonal trade winds, carrying clay pots to be traded with natives from the Gulf area or sago.

With the increasing services of steam trading vessels, the huge lakatois gradually faded from coastal waters.

Nowadays the two-hulled craft that continue sailing along the coast are commonly referred to as akatois instead of their proper name, pua puas.

The lakatois, which were a familiar sight in Port Moresby Harbour during the 1920's and 1930's, are seen by most people these days only in the design of the 1/- postal stamp of P-NG.

For many Europeans in Port Moresby, the last genuine lakatoi seen in these waters was during the visit of the Duke of Edinburgh in 1956, when two canoes were specially made for the occasion.

The lakatois' smaller brother, the pua pua, is a graceful looking

craft under full sail. Papuans along the coast bring produce into Koki, Port Moresby, to trade with the town natives every week.

Their white squares of sail make a beautiful sight against the blue of the sky and sea as, in threes or fours, they come over the horizon heading for Koki.

In Koki, the natives live on their canoes and cook their meals from fires kindled on board. The sails are draped over the boat to provide shade from the sun and shelter at night.

One of the most romantic scenes around Port Moresby is to see on a moonlight night the cocoon-like sail-shrouded shapes of the pua puas riding at anchor, with their fires gleaming red while the silhouetted palm trees complete the picture of the imaginary tropical paradise.

But while the pua puas look clean-lined and graceful at sea with their sails gleaming in the sunlight, huddled together at Koki during the day they present a disappoint-

ingly miserable picture of a slum on the sea.

The most peculiar feature of the old time lakatoi was the crab claw sails that were made of native matting until European canvas became available.

Lashed together with native ropes the three-hulled craft were known to extend over 40 feet in length.

Before the wind the lakatois sailed well, but they were clumsy craft and could not make much progress except with a following wind. Had it not been for the regular trade winds that blow along the Papuan coast each year, the lakatoi trade would probably never have arisen.

Potmakers

From time immemorial, the Motuan people of the Port Moresby district have been potmakers and have set off at the end of the south-east trade season—about October—in their lakatois, loaded up with cooking pots or ornaments for the villages at the head of the Papuan Gulf about 230 miles away.

The average size of these fleets was about 20 lakatois, with up to 30 men in each canoe.

The natives in the gulf area cultivated large quantities of sago which they traded to the Motuans for their pots. In addition, the Gulf people supplied the seafarers with fresh logs for making further canoes.

The logs were hollowed out and fastened side by side with the canoes. The natives returned with a dozen or more hulls lashed to their lakatois.

Meaning of the Word

(It is hoped shortly to have all of the Territory under control)

Let us bring the wicked Mendi
Under our control,
The outer Telefomin
Must have a nicer soul.
The wildies, not yet civilised,
Must learn the modern trends
Before nuclear explosions
This civilised state ends.
I hear upon the radio
There's fighting in Algiers;
That Nixon dodged some rare old eggs,
That Cypress shed its tears;
A Negro out in Arkansas
Was beaten up or worse;
A boy of thirteen hung his aunt
Then finished off his nurse.
Perhaps I state unpleasant facts,
Perhaps I'm cynic-souled;
But are we yet—I'd like to ask—
So very much controlled?

—NOELLE MASON.

Bougainville.

THE MONTH'S NEW READING

WITH JUDY TUDOR

Blaxland, Lawson and Wentworth have a solid place as Australian school-book heroes because they finally managed to cross the Blue Mountains in 1813, but the modern Sydney schoolchild, who frequently is taken up to Katoomba—one of the city's favourite Sunday afternoon drives—in a matter of a couple of hours, can be forgiven for wondering what the fuss is all about.

THE modern road ascends from Emu Plains and descends at last down onto the Bathurst side without any spectacular gradients, and without towering mountains to bar the way at any point. Nowhere are the Blue Mountains greater than 5,000 ft. in height.

Yet when the trio made their epic journey the convict settlement was already 25 years old—and the attempt may have been put off longer if it had not become obvious that there was need of new land for expanding flocks.

The Blue Mountains are part of the Great Dividing Range that stretches for 3,000 miles right along the Eastern Coast of Australia from Cape York, in the north of the continent, to Wilson's Promontory in southern Victoria. By chance, behind the original settlement at Sydney, the mountain chain takes the form of a giant bow—the Blue Mountains—which successfully hemmed the young settlement in and prevented colonists and convicts alike from seeing anything of the vast continent that lay on the other side.

What Was On The Other Side

The exploration of Australia—an ancient, worn-down land, with some hostile natives, no ferocious animals and no serious endemic diseases—was different. What made it different, and difficult, is admirably explained in a small volume in the World Classics Series of Oxford University Press, called *Australian Explorers*.

The explorers themselves write the book, in that it is a collection from their own reports and journals. The selection and editing has been done by Kathleen Fitzpatrick, Associate Professor of History at the University of Melbourne, and she also contributes an excellent introduction and notes throughout the book.

As writers, the explorers came in every grade of good, bad and indifferent, but what they say in this volume (due no doubt to editor's careful selection) never fails to be interesting. Burke, extra-

ordinarily enough, kept no journal at all, leaving this aspect of his expedition, to his partner Wills. (Burke and Wills perished on the banks of Cooper's Creek in 1861 after successfully crossing the continent from south to north).

Broadly, the exploration of Australia was accomplished in 90 years. By 1876, when Ernest Giles made his second crossing of the continent, this time from West to East, there was plenty of map still to be filled in, but the big tasks had been completed.

When Blaxland, Lawson and Wentworth crossed the Blue Mountains in 1813 they had provided the

A Brett Hilder Profile:



HONIARA HOSTESS

MRS. ELA MANNING, of Honiara, in the British Solomon Islands Protectorate, is a very popular hostess and a well known identity of the Western Pacific. She once lived for some years on Christmas Island, now an A-bomb testing ground, when her husband, Mr. T. H. Manning, was the sole Government representative.—BRETT HILDER.

key to the vast interior. They followed exploration of the river that rise on the western watershed—the Lachlan, the Macquarie and the Castlereagh, and through then the Murrumbidgee, Darling and the Murray.

By 1860, Evans, Oxley, Hume and Hovell, Cunningham, Sturt, Eyre, Leichhardt and others had written their names all round the Australian mainland and penetrated to its centre. Only the desert stretches between the centre and the north, and the centre and the west, remained to be conquered and this was achieved in the following 14 or 15 years.

In all exploration in Australia water or lack of it, at some time played a part. In the latter desert explorations it played the supreme part.

The sort of part it did play is illustrated in Giles' accounts of his numerous expeditions in the Centre and across the Continent and perhaps best of all in an account of his second journey which ended, in tragedy, in 1874.

In late 1883, with three companions including a young man called Gibson, he pushed out from the Centre westward and in April had reached the Rawlinson Range in WA. Smoked horse was their only food, and water was scarce. Giles realised that he would have to go back but before he did he decided to push quickly 100 miles further west.

Two of the party and most of the horses stayed at the depot while Giles left with Simpson and four horses.

Giles did not want Simpson but the latter had made a scene when it was suggested one of the others should make the excursion. Gibson was the type of man who appears to be the curse of even the most carefully chosen expeditions. First entrusted with the supplies, he packed only half enough smokehorse to see the trip through. And when the time came for turning two of the pack horses loose to find their own way back, he insisted on changing his own riding horse for one of the spare animals. The animal he chose, then died under him near the end of the excursion.

The two men for a while took it in turns to ride the remaining horse, but when about 30 miles from where they had left their cache of water, and about 70 miles from base, with their water finished, Giles decided they would never make it and sent Gibson on alone on the horse, instructing him never to deviate from the hoof-prints made on the outward journey, and to send a relief party back with water for him.

Giles reached the water cache next day, rested a while and then staggered on on foot, a cask holding 2 gallons of water strapped to his back and with about one pound

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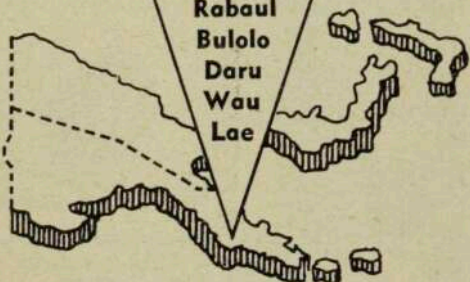
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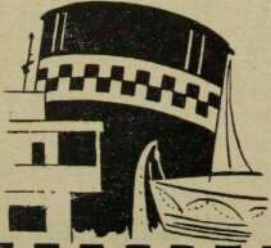
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OCTOBER, 1958 — PACIFIC ISLANDS MONTHLY

W231C

of smoked horse meat in a bag. This he was forced to eat raw as he could not afford the water to cook it.

In the first four days he was buoyed up by the thought of meeting the relief party. Then, to his horror, he found that the marks of Gibson's horse left the main tracks and went off at a tangent ESE. He followed them as far as he dared, in the hope they would turn back, but they did not, and with despair in his heart Giles returned to the main tracks. It was the last sign ever seen of Gibson.

With water and food now gone, Giles staggered on and finally reached water in the Rawlinson Ranges—still 20 miles from his base.

"I stayed there drinking and drinking, until 10 a.m.," he writes, "when I crawled away over the stones down from the water. I was very footsore, and could only go at a snail's pace. Just as I got clear of the bank of the creek, I heard a faint squeak and looking about I saw, and immediately caught, a small dying wallaby whose marsupial mother had evidently thrown it from her pouch. It only weighed about two ounces, and was scarcely furnished yet with fur. The instant I saw it, like an eagle I pounced upon it and ate it, living, raw, dying—skin, fur, bones, skull and all. The delicious taste of the creature I shall never forget. I only wished I had its mother and father to serve in the same way."

Refreshed by the wallaby and the water, Giles went on, stumbling into camp at daylight the following day. Weak and ill, with his two companions, he set out almost immediately to search for Gibson, then unsighted for 10 days. No trace was found and they gave up the search.

A tract of desert, east of the Rawlinson Range and on the Tropic of Capricorn was given the name Gibson's Desert. One feels that Gibson scarcely merited the honour.

Australian Explorers is a companion piece to *Sources of Australian History*, which was treated in the same manner (extracts from the writings of early arrivals in Australia). This was reviewed in *PIM* in February.

The only thing missing from the present volume is an index. It seems extraordinary in a book of reference of this kind, that a good index should have been omitted.

(*AUSTRALIAN EXPLORERS*, published by Oxford University Press. Australian price, 14/-.)

Wilson Version— Without Clark Gable

READERS who cherish memories of Fletcher Christian of the *Bounty* mutineers as a youthful Clark Gable, will probably have an

illusion or two shattered if Erle Wilson's *Adams of the Bounty* (recently published in book form after running as a serial in *The Sydney Morning Herald*), is accepted.

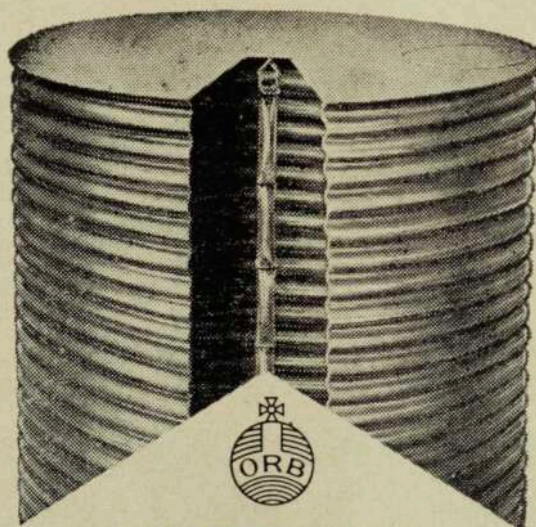
Mutiny on the Bounty was, of course, based on the story by Nordhoff and Hall, the well-known American writers of the 30's, now both dead. It was part of a trilogy, the other two stories being *Pitcairn's Island* and *Men Against the Sea*.

Wilson calls his book a novel, but it does in fact follow the known sequence of events surrounding this most famous of all mutinies, and what followed on Pitcairn Is. Some of the events are telescoped

to allow him to cover in one book what Nordhoff and Hall did in two, but, with one essential difference, his account does not differ greatly from that of the earlier writers.

The essential difference is—and it is all-important—in characterisation. In the Nordhoff and Hall version, Christian was the ring-leader in the mutiny and leader of the little community after it established itself on remote Pitcairn.

In the Wilson story, Christian is a weak character, his leadership the result of nothing more than his rank. On the *Bounty*, before the mutiny, he was (according to Wilson) an irresponsible junior



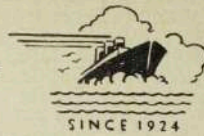
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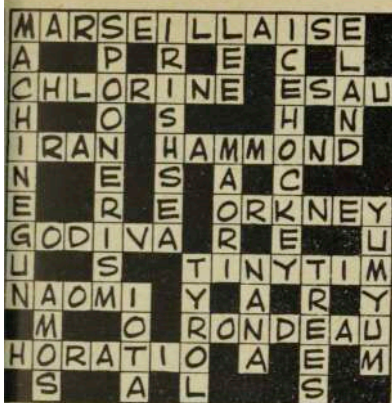


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Crossquiz Solution from Page 82



officer, much favoured by Bligh who thrust hospitality and favours upon him. Far from being the architect of the mutiny, he joined only at the last moment, apparently in a brief spasm of love-sickness for the girl he had parted from in Tahiti.

Once on Pitcairn, his nature changed completely and he became withdrawn, moody and, so far as leadership was concerned, a weak reed. He spent most of his time regretting the incident that had cut him off for ever from England.

Adams is presented as the strong man of the party, and is so much as Adams was the only mutineer surviving when the community was discovered 18 years later (by the American whaler *Topaz* in 1808), there may be much in what Wilson says. (According to Wilson, Adams shipped on the *Bounty* as Alexander Smith and he reverted to Adams after the discovery of the Pitcairn colony; another version is that he sailed as Adams, but his real name was Alexander Smith. At all events, his descendants have been always known as Adams).

Ned Young is the intermediate character in Wilson's version, as he was in the Nordhoff and Hall story—the only new twist Wilson gave to this mutineer is to provide him with some West Indian negro blood. Quintal, McCoy and Williams are again the villains of the piece, and Bligh himself, the bustling Charles Laughton—energetic and just in some things; unpredictably petty and bullying to others.

Much more to blame for the mutiny than any harshness of Bligh—probably no worse to serve under than other Navy officers of his time—was that the company had been too long in the tropics; six months in the lotus land of Tahiti, gathering bread-fruit trees and *vahines*. For the ordinary seaman, it was a paradise unlikely to

be equalled anywhere else on earth. For the two officers in the mutiny their behaviour can best be attributed to a momentary aberration of love.

The *Bounty* sailed from Tahiti at last, and when near one of the Tongan islands on April 28, 1789, the mutiny took place. Bligh and 18 others were set adrift in a long-boat; others were forced to stay on the ship, which put back to Tahiti. Here the unwilling and some of the mutineers stayed, but realising that sooner or later they would be found, Christian, Young, Adams and half-a-dozen others, with their Tahitian wives, one child, six Tahitian men and three wives, sailed off to find Pitcairn.

There they removed a great deal from the vessel before it was set afire (accidentally, according to Wilson, during a drunken orgy by Quintal, McCoy and Williams).

The rest is history. Within a couple of years, the Tahitians had murdered all but four of the European men (Adams, Young, Quintal and McCoy survived); then with the help of the women, the four survivors murdered all the Tahitian men. Soon McCoy and Quintal had also met violent deaths and Young died of TB in 1800, leaving Adams to carry on as patriarch of the clan.

Oddly as it may seem, the Tahitian wives of Young and Adams produced no children; but in the years immediately after the massacres, the four European survivors lived indiscriminately with all the women and by the time the British Navy ship called in 1814, there was a large brood of children from tots to teenagers—children who bore the names still famous on Pitcairn and Norfolk Islands—Christian, Young, McCoy, Quintal, Adams, McKay.

In his last years Young had kept a journal, but an accurate account of the life on Pitcairn evidently stopped with his death. It is interesting to note that both the Wilson and the Nordhoff and Hall versions stop at the same point, and that in both, the story after the death of Young is extremely sketchy. Adams, it is said, then saw the light and became religious and a strict disciplinarian and such was the effect that he had on the little community, that when the long arm of the British Navy finally caught up with him in 1814, Adams was deemed to have paid his debt for his sins and he was allowed to remain there.

So far as the merits of the two versions are concerned, Wilson suffers not at all in comparison with his two more famous American predecessors. *Adams of the Bounty* is most excellently done.

(ADAMS OF THE BOUNTY. Published by Angus and Robertson, Ltd. Australian price, 17/6.)



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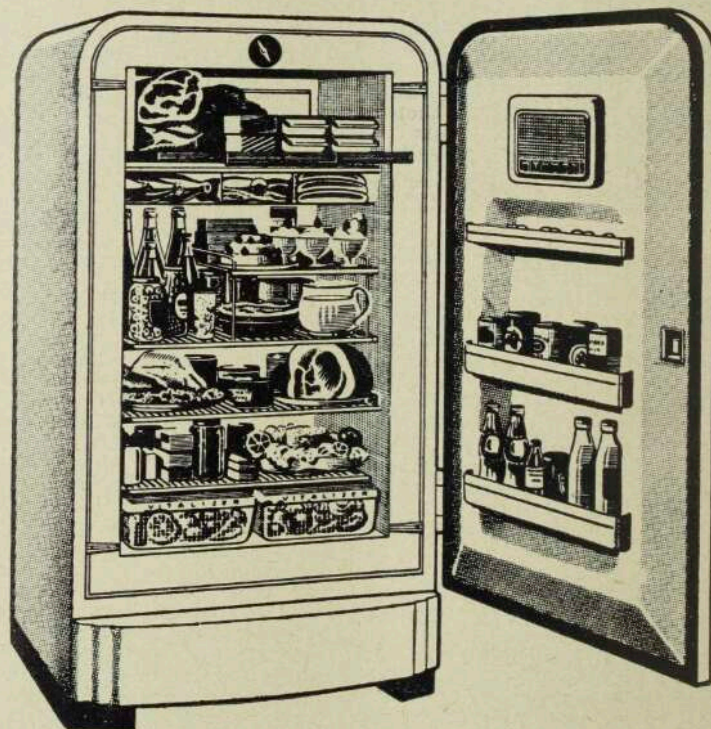
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Nevil Shute—in Intercontinental Size

THE title of Nevil Shute's new novel, *The Rainbow and the Rose*, has no apparent connection with the story—except through some lines of Rupert Brooke:

*When colour goes home into the eyes,
And lights that shine are shut again
With dancing girls and sweet birds' cries
Behind the gateway of the brain;
And that no-place which gave them birth, shall close
The rainbow and the rose:—
Still may Time hold some golden space
Where I'll unpack that scented store.
etc., etc., etc.*

If that still does not quite make sense, the gentle reader need have no fear—the story is not as complicated as all that, and the best thing to do with it is to forget the title and let Mr. Shute get on with his aeroplanes, in which department his hand has not lost its cunning.

This is the life story of an airline pilot, but it is told mostly in retrospect, as the pilot—John Pascoe—lies dying, with a broken skull, in a remote Tasmanian valley, the weather closed in and no immediate prospect of rescue.

The past is revealed—and this is a Shute touch—by the pilot who is to perform the rescue: He takes a sleeping drug and dreams himself into the past and the part of Pascoe.

Perhaps this is not as far-fetched as it sounds, so long as one believes that impressions can be stored up in the sub-conscious—Pilot Number Two, who tells the story, has known Pascoe for a large part of his life.

For a man as stolid as Pascoe apparently was, he had a remarkably complicated love life and this fact not only dominates the retrospective passages of the story but spills over as a climax into the present tense. However, as counterpoint to the whole thing, there is the vast field of aviation, from the primitive pusher-type planes of the First World War to the DC6B's of the present, and in this field the author is at his best.

Although all fans may not agree with our contention that Shute has never written as well since he came to Australia as he did previously, all will no doubt welcome the fact that the current novel has not struck him when he was in one of his prognosticating moods. In its way, it is a sombre piece, but it contains none of the dire predictions of universal disaster that did its immediate predecessor, *On the Beach*.

One thing author Shute is going to have to watch—and that is his growing tendency to emulate Frank

Clune by handing out potted geography lessons, gratis. It might completely fascinate a few to see the characters manoeuvred into a position where they spout out the vital statistics of Viti Levu, but for our money, there are more subtle ways of getting in the local colour.

Quite a section of this novel concerns Fiji—as a direct result, no doubt, of the fact that the author visited there last year.

(THE RAINBOW AND THE ROSE.
Published by Wm. Heinemann, Ltd. Australian price, 17/6.)

Stop Counting Calories

BIG juicy steaks with big rims of fat; scrambled eggs made with lashings of butter; fried eggs and bacon? This is for you, all you overweights, if you follow the diet set out by Dr. Richard Mackarness in *Eat Fat and Grow Slim*, the most revolutionary piece of dietary since Romans gave up sticking their fingers down their throats, to be sick, so they could eat more.

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not made things any easier for the general public—and Dr. Mackarness' revolutionary ideas are a case in point as they are unleashed on the diet-conscious at the same time that other experts are announcing that a coronary occlusion lurks in every bottle of cream and a thrombosis in every fried sausage.

Dr. Mackarness discusses this aspect of affairs in his book—but dismisses it lightly.

According to him, there are just two kinds of people, Mr. Fatten-Easily and Mr. Constant-Weight. No matter how much excess carbohydrate Mr. Constant-Weight eats, his metabolism will take care of it, burn it all up and leave nothing for surplus fat.

With Mr. Fatten-Easily it is very different. Due to a defect in his physical construction his metabolic fires burn lower all the time than those of Mr. Constant-Weight, so when he gets an excess of carbohydrates the fires do not increase—they may even decrease—and the residue is deposited as body fat.

The only reason why fat people are fat, he says, is that they have a defective capacity for dealing with carbohydrates. Carbohydrate is the fat man's poison—not only does it produce the obesity directly, it does dreadful things to the digestion of other elements.

The quantity of food one eats is of no account; a good mixed diet is phooey. You can throw away your calorie charts—base your diet on three-quarters protein, one-quarter fat and a bit of certain fruits and vegetables.

Whether or not Dr. Mackarness has produced just another fancy diet—and there have been thousands of them in recent years—his small book is quite interesting even for a Mr. or Mrs. Constant-Weight.

(EAT FAT AND GROW SLIM. published by The Harvill Press, London. Our copy from Wm. Collins (Overseas), Ltd. Australian price, 13/3.)

Two for Teenagers

WHAT would you do if you came face to face with a bear in a berry patch? Fortunately, it is not a fate that is likely to overtake anyone in any neck of the woods in the South Pacific, although there is no harm in finding out how others cope.

Thirteen-year-old Forrest Judson became separated from his family during a picnic in the Californian mountains. He had an extra wind-cheater, a half-eaten stick of chocolate, an orange, a couple of books of matches and a ball of string. But Forrest was a Boy Scout, and he made out all right although not without adventure or before the family called out the blood-hounds.

This story—called *Mountain Courage*, by Quail Hawkins—will be just what the youngsters ordered.

It is illustrated with black and white line drawings.

(MOUNTAIN COURAGE. Published by World's Work, Ltd. Australian price, 13/3.)

A bit more sophisticated is *Blue Dragon Days* (by Mabel Esther Allan), designed for late teenagers. It even has a little romance in it—but no sex.

Jane Graydon had an English father and an Italian mother who had been cut off without a shilling by her wealthy Genoese relatives. When Jane got a job in a travel agency in Genoa she was permitted to go by Mama on the understanding that she would have nothing to do with her relatives. Genoa is a big city—but, of course, she meets them, and when she tries to cover up her identity, complications arise.

This is an excellent book for youngsters who are "crazy to travel". Not so good for parents who want to keep them at home.

(BLUE DRAGON DAYS. Published by Wm. Heinemann, Ltd. Australian price, 13/3.)

It's All For a Tasmanian Kitten

THE extraordinary Mr. Mark Corrigan who rivals John Foster Dulles in his ability to turn up in a different country on almost every second day of the week, wafts his fans to Hawaii in *Honolulu Snatch*.

He keeps one foot in the Australian camp, nonetheless, with the dedication, which goes sweetly and cooly to "Kitten Cat of Tasmania."

Good on you, Mark.

In his latest opus, the customer gets from Corrigan a bit of potted geography and social studies on the Territory of Hawaii. But otherwise he and Tucker go through much the same motions that they have done in all the other thrillers—about a dozen and a half—that have preceded it. The plot concerns a kidnapping. What is more, it really happened. Mark says so, in the preface.

(HONOLULU SNATCH. Published by Angus and Robertson, Ltd. Australian price, 15/-.)

A Guide for Star Gazers

THERE would be fewer neurotics, if more people studied the stars—and we don't mean horoscopes. It is impossible to have too inflated an idea of personal problems when placed against a background of the infinite.

James Nangle's *Stars of the Southern Heavens* is not a new book—it was published first in 1929. And Nangle himself is no longer with us. When he wrote the first edition, he was Government Astronomer of NSW; the book was

revised and reprinted in 1937 and the present edition has been brought up to date, in the light of new discoveries, by the present NSW astronomer. A new chapter on radio astronomy has been added, and the photographs are also new.

The book is designed for amateur star-gazers who will have nothing more to aid them than a small telescope, field glasses, or even the naked eye.

It is in two sections. The first, a general description of the heavenly bodies; and the second, in which the author divides the year into six parts, and provides star maps of the southern skies for each, so that the star-gazer of this Hemisphere may plot the stars, planets and constellations and know what he is looking at.

(STARS OF THE SOUTHERN HEAVENS. Published by Angus and Robertson, Ltd. Australian price, 18/9.)

Boys Who Came In All Varieties

OTHER countries now have Boys' Towns—there is one just outside Sydney—where boys who have no one to care for them grow into useful citizens. But the original one, of course, was 10 miles out of Omaha, Nebraska, and was the creation of an Irish-American priest, Father Joseph Flanagan.

The idea started with half a dozen boys but the town today has hundreds of residents, of all colours, creeds and backgrounds. It is a home for the unfortunate not just for the delinquent, although there are these, too—perhaps 20 per cent. It is staffed by Catholic priests and nuns, but Protestants and Jews donate as much towards its upkeep as adherents of the Roman Catholic faith.

Something about Father Flanagan—who died in 1948—and Boys' Town have been described by Fulton and Will Oursler in 1950 and this has now been reprinted in a cheap edition.

In describing him they say: "In his simplicity, Father Flanagan was as harmless as a dove, but in the service of his Master he was also wise as a serpent. Over the years he won many a conflict with official and unofficial foes, being as astute in tactics as he was gentle and forgiving in victory or defeat."

(FATHER FLANAGAN OF BOYS TOWN. Published by World's Work, Ltd.)

What's New in Paper Jackets

ESCAPE FROM GERMANY, by Aldan Crawley. During World War II there were 15,000 British airforce personnel in permanent POW camps in Germany. Of these less than 30 escaped to B-Itain or neutral territory.

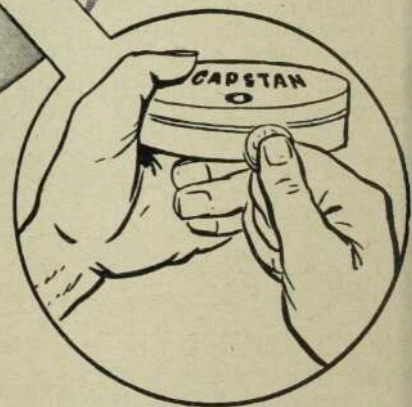
The odds against escape while a POW are therefore very great but this did not prevent an energetic minority spending almost all the time of imprisonment think-

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ing, planning and working on escape projects.

Crawley served in a fighter squadron and was himself a prisoner in Stalag Luft III (where he held the unofficial position of head of Escape Intelligence Organisation) for four years. After the war (as well as becoming an MP) he wrote an official history of RAF escapes for the Air Ministry. The present book is an adaptation of that; it is a complete guide for would-be escaping POW's and incidentally, makes entertaining reading.

As Crawley points out, it is only the very small minority of POW's who want to escape. For the great majority, once a POW, they are prepared to let the tide of war wash over them and bend all effort to the business of survival. In view of the small proportion of escapees who make it, the arguments as to which party is right could be endless. (Fontana).

THE SECRET OF DEMOCRACY, by Suzanne Labin. Madame Labin is a prominent French political writer and in this book she attempts to refute some of the charges frequently levelled at the political and social institution of democracy. She asks such questions as: Is democracy stagnant; is it weaker than more corrupt than dictatorship? The answers she gives will, of course, please those of a like mind if they fail to convert those of opposing views. (Comet).

WESTWARD THE WOMEN, by Nancy Wilson Ross. This book was first issued last year. It sets out to prove that because women accompanied their men across the North American Continent they held the top place in American society today. (Australian women also accompanied their men to some odd places. Unfortunately that does not seem to have had the same effect on Australian society. And this, in its turn, probably proves something about Australian men.) (Comet).

GUIDE TO ORCHESTRA MUSIC, by Frank Howes. Mr. Howes is music critic of the London "Times" but his book is not directed to High-brows, perhaps because, as the author says in his opening sentence: "Englishmen have never cared for music as they care for football or film stars".

It is directed to the people who like to listen to symphony orchestras or go to concerts or collect LP records; who like to sing or hear others sing. It is based on his book "Full Orchestra", first published 15 years ago, but enlarged and revised for the present Fontana edition. The history of music and the instruments of an orchestra through the ages; the history of orchestras and their conductors are only some of the things he discusses.

THE HUNGARIAN REVOLUTION, by George Mikes. The fact that the author was born a Hungarian has very little to do with the book, he says. He lives in Britain and spent only a few days in Hungary at the time of the 1956 revolution and some time after it in Vienna interviewing scores of refugees from all levels of society. He writes of the present generation and their struggle against Communism, but against the background of Hungarian history. Most people—although the bloodbath of late 1956 was looked on with horror by the world—have allowed Hungary to sink behind the Iron Curtain. As Mikes puts it: "The United Nations passed a few resolutions condemning the behaviour of the Russians. Britain, in spite of the vents in Suez, was genuinely moved. The Americans too, did their best: let in 21,500 people, provided there were no patches on their lungs". Nothing, of course, has been solved in Hungary. Mikes' book helps us see the problem in its correct perspective. (Comet).

TALES OF THE SOUTH PACIFIC, by James A. Michener. Michener has written

some good novels but since it is unlikely that he will ever repeat the success of this first book. The story became a famous musical and now it has been filmed by Twentieth Century Fox—although not yet released in Australasia. Unfortunately, in this edition the story has been much abridged, and those episodes not directly connected with love story of Nellie Forbush have been left out. What remains still hangs together but having divided by two it is a case of getting only half the pleasure. (Fontana).

PSYCHOLOGY OF EVERYDAY LIFE, by Sigmund Freud. Most people are capable of introducing Freud into a conversation; now they have no excuse for not going deeper into the matter. This "Fascinating Demonstration of Freud's Methods and Theories" costs only a modest 3/6. (Comet).

A TANGLED WEB, by Nicholas Blake. Blake's real name is C. Day Lewis, "One of the outstanding poets of our time". Fortunately for thriller readers poets are pretty much at a discount in this day, and the job of earning the Lewis bread-and-butter is turned over to Nicholas B., who does it admirably. "Tangled Web", as well as providing all the standard re-

quirements of thriller readers' manages also to get out of the ordinary rut with a new angle. (Fontana).

(Our copies are from William Collins (Overseas), Ltd. Australian prices are 3/6 per copy.)

They'll Write Their Own Book

Native children in Papua-New Guinea have been asked to write a small history book for use by themselves as part of a new Department of Education experiment.

The subject of the book, which will be a "reader" type, will be the violent 1937 Rabaul eruption.

The Publications Officer, Mr. P. Livingstone, said in Port Moresby in September that the children would have to gather the facts themselves. They would then have to put them into sequence and write them.

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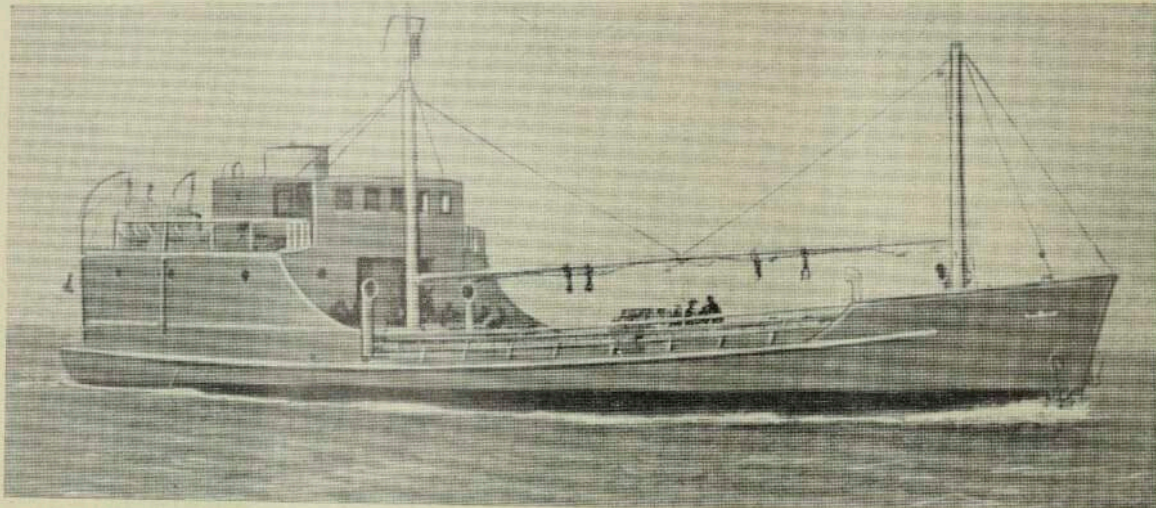
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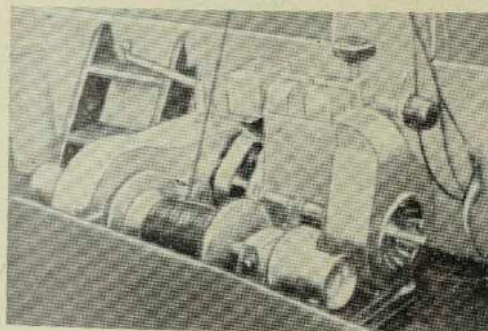
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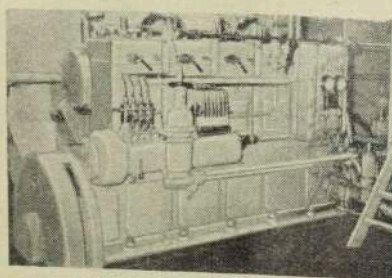


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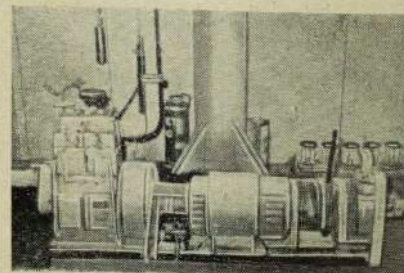
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PACIFIC SHIPPING AND CRUISING YACHTS

A footnote to the August *PIM* story of the French Father Rougier's acquisition and operation of the Fanning, Washington, and Christmas Island plantations in the first quarter of this century, is provided by Captain Fred K. Klebingat, of San Pedro, USA.

THE Captain has sent along an old photo of the 400-ton schooner *Marechal Foch* mentioned in the story (see photo this page) and something of her history. Built at Lunenburg, Nova Scotia (exact year unknown), for the lumber and coal trade as *Marshall Foch*, the schooner was purchased by the late big-game fisherman and writer Zane Grey, in 1924—after he had made quite certain that she had never been used for rum running, as he was a strict teetotaler at that time.

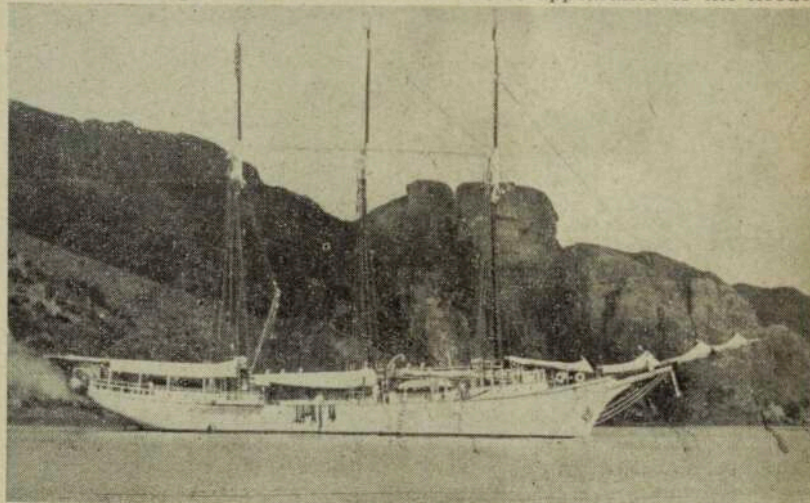
Grey converted the vessel to a comfortable yacht and renamed her *Fisherman*, and Captain Klebingat was in command of her when she made a cruise through the South Pacific to New Zealand in 1926-27. He was married aboard *Fisherman* to a New Zealand girl during that cruise.

In 1928-29, Grey sold the schooner to Father Rougier, who promptly renamed her *Marechal Foch*, with the French spelling of the first word, and put her into his service on the Line Islands-San Francisco-Papeete run.

Captain Klebingat says: "Seemingly, the rum runners must have made a good offer to Father Rougier, who was an A1 business man and had a keen nose for a dollar. So he made several trips to the rum runners anchorage off Cape Colnett, Lower California-Mexico.

"Robert Dean Frisbie, the Ameri-

can writer (who died at Rarotonga some years ago) made a trip in her at this time to get material for a story, which later appeared in *Atlantic Monthly*, I think.



"*Marechal Foch*", photographed in New Zealand in 1927 shortly before she was sold to Father Rougier. See story this page.

"I am sure that had Zane Grey known that Father Rougier would earn an honest dollar in the rum-running game he would never have sold him the ship."

The schooner was lost several years later while in Father Rougier's ownership, but the details are not known.

The photo was taken at Whangaroa, NZ, in 1927 when the schooner was owned by Zane Grey.

• **FOREIGNER LIFTS FIJI BANANAS:** A shipment of more than 9,000 cases of Fiji bananas for New Zealand was recently lifted from Suva by the *Egyptian Reefer*, of the Danish Lauritzen Line. This was the first time that one of the *Reefer* ships had visited Fiji—although they have been employed in the NZ frozen meat export trade for a couple of years and have lifted Cook Islands and other Pacific fruit for the NZ market from time to time.

It was another ship of the line, *Argentinian Reefer*, which carried that famous, one-and-only, shipment of bananas (in bunches) from Ecuador to Auckland about a year ago. Alas, hard times have come since then, and this sort of thing

is not expected to happen again in the foreseeable future.

Egyptian Reefer was under charter to the New Zealand banana buying firm of Fruit Distributors Ltd., and her main job was to lift the large quantity of bananas offering in Western Samoa.

It is many years since a non-Union Steam Ship Company carried such a large consignment of bananas to New Zealand from Fiji.

Of about 5,000 tons, and painted a bright red, the *Egyptian Reefer* caused a lot of interest in Suva.

• **JOYITA BACK AT WORK:** Much local interest has been centred in the re-appearance of the hoodoo

vessel *Joyita* in Suva. The ship has been out of commission since her stranding in the Koro Sea in January, 1957. Her owner, copra planter David Simpson, who bought her from the American owner after she was discovered north of Fiji, with all hands missing, in late 1955, decided to overhaul her again and put her back into trading around the Group.

The *Joyita*, now completely overhauled, repaired, and with a new coat of paint, has been undergoing engine trials in Suva and will be surveyed shortly.

• **MORE OCEANOGRAPHIC RESEARCH:** The NZ navy ships *Endeavour* and *Tui* were in Suva, mid-September.

Endeavour, which will return to Antarctic duty in December, is commanded by Lieut. Commander J. E. Washbourn. She carried the usual equipment for oceanographic research, and, also experts from the NZ departments of Health and Fisheries, making inspection visits to the Tokelaus and Cook Islands.

Tui, although owned by the New Zealand Navy, was manned by a Merchant Navy crew. She has an

In The News This Month

unnette	Marco Polo
ltair	Marechal Foch
Argentinian Reefer	Morna
abinda	Moturina
Brilliant	New Golden Hind
Carla Manus	Nirvana
abrilla	Philante II
oral Queen	Phoenix
astle Felice	Penguin
heng Ho	Pak Hoi
egel II	Rai Reva
gyptian Reefer	Sea Chanty
ndeavour	Sinkiang
airsea	Southern Cross
emini	Sibajak
oyita	Typee
ehan van Olden-	Tangarie
barnevelt	Tui
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In a Fiji-registered ship, but on New Zealand Articles, these are probably the wealthiest Fijian seamen afloat today. They're the crew and Mate (third from right) of South Pacific Shipping Co.'s "Babinda", normally on the trans-Tasman trade. In September, much to the delight of the crew, "Babinda" was paying her first-ever visit to Fiji with a full load of explosives from Melbourne to Lautoka.

Photo: J. P. Shortall.

extensive oceanographic programme head.

In charge of the scientific party aboard the *Tui* is Mr. Jack Brodie, chief of the Oceanograph Research Station at Wellington. The party's research will include more investigations of the Tonga Deep, which, Mr. Brodie says is, in the deepest part, about 5,800 fathoms or nearly 3 miles deep. The floor of the Deep is mostly volcanic rock.

He explained that Fiji was on the edge of what was known as the Fiji Basin, which was about two miles deep and extended to within about 500 miles of New Zealand.

• **RIGHT ON THE JOB:** *Moana Raoi*, the Gilbert and Ellice Wholesale Society's new motor vessel arrived at Betio, Tarawa, on August 12, after a 19-day direct passage from Hongkong. Her first working voyage was to Ocean Island on August 12, and she later called at Suva.

Captain E. V. Ward, former master of the *John Williams VI*, says she is a good sea boat. On the delivery voyage from Hongkong she dodged five typhoons and in the rough

weather encountered, behaved very well.

She returned to Tarawa with general cargo from Suva.

• **ANOTHER NEAR-VICTIM FOR MOTURIKI:** A British freighter on her way from Suva to the Fiji coastal port of Ellington to load bulk sugar for the United Kingdom, came near to disaster when her engines failed off the Moturiki Reef near the island of Ovalau on September 5.

The freighter, the *Trevalyan*, drifted dangerously close to the reef then, by a strange piece of luck, her anchor was dropped and it caught on a coral outcrop. The sea in the area is extremely deep and normally a ship's anchor would not reach bottom. The pilot, Captain Macdonald, of Suva, took a chance and the anchor held the ship about half a mile off the reef.

The engineers finally repaired the engines and the *Trevalyan* got under way about four hours later.

• **SINKIANG RETURNS TO REGULAR RUN:** The New Guinea-Australian Line motor-vessel

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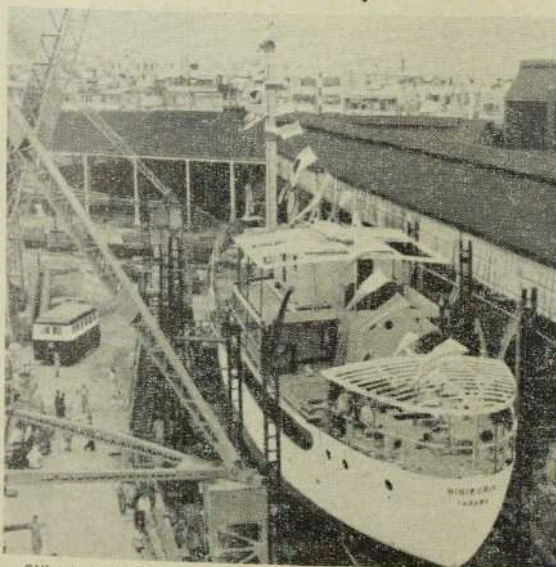
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Sinkiang, which has been missing from the SW Pacific scene since she went recruiting for the British Phosphate Commissioners in June, will complete her charter work with a back load of phosphate from Ocean Island to Melbourne, on October 10.

She is due to sail from Melbourne, resuming her Papua-New Guinea run, on October 20.

The *Pak Hoi*, which replaced her, will run a quick service from Melbourne and Sydney to Port Moresby and Lae and return.

This means that the NG-A Line will have four ships on the Australia-SW Pacific service—but, it is understood, it will be only for the time being.

• **HAZARD TO NAVIGATION:** Shipping in New Guinea on September 8, was warned to keep clear of an area 65 miles east of Madang, where there was some sort of underwater disturbance—thought to be a submarine earthquake—in progress.

The Lae ketch *Morna*, owned by Mr. B. Bragg, which was on the spot when the disturbance occurred, reported that it was tossed about and that the compass spun crazily.

• **WEATHER BROADCASTS:** As another hurricane season approaches south of the Line we summarise for the benefit of yachtsmen and others the voice broadcasts of weather information available according to our best information.

For New Guinea-Northern Solomons waters: Port Moresby broadcast stations 9/PA/VLT6 on 1250/6130 kc/s, week-days 0225/0855/1230/2200 GMT; Saturdays 0225/0855/2155 MGT; Sundays 0855 GMT.

For Solomons and nearby waters: Honiara Radio VQJ2, 5826 kc/s, week-days 0400/2300 GMT; Saturdays 2300 GMT; and from broadcast stations VQO/VQO2 on 1030/5960 kc/s, 0745 GMT except Sundays.

For New Hebrides waters: Vila Radio YJX2, 6900 kc/s, at 2115 GMT daily in French then in English.

For New Caledonia waters: Noumea broadcast station, 3355/6035 kc/s, 0000/0115/0155/0830 GMT, in French only.

For Fiji Waters: Nadi Aeradio, 7530 kc/s, 0915 GMT daily. Suva Post Office VRO4, 4445 kc/s, 0230/2130 GMT. Suva broadcast stations VRH/VRH2/VRH4, 930/840/3980 and Lautoka VRH3, 890 kc/s (840 kc/s not always in link), week-days 0030/0130/0655/0907/1845 GMT; Sundays 0005/0655/0900/2007 GMT.

For Samoan waters: Apia broadcast station 2AP, 1420 kc/s, 0600 GMT except Sundays.

For French Polynesian waters: Papeete Meteo FJD27, 7500 kc/s, 0025/1825 GMT daily; Mahina Radio FJA, 8776 kc/s, 0610 GMT; Papeete broadcast station, 6135 kc/s, 0515/2205 GMT except Sundays.

Most of the above stations give

hurricane bulletins every GMT hour or half-hour when a storm threatens their particular area. In addition, weather information is available on request on the small-ships voice frequencies from other coast stations—Rarotonga, Niue, Pago Pago, Nukualofa, Tarawa, Ocean, etc., and probably in English on request from Papeete and Noumea.

Some of these stations maintain a 2182 kc/s watch, either full or part-time. Others do not, and yachtsmen should obtain details of the frequency situation for any particular area from their nearest coast station, *before sailing or before losing contact.*

• THE TYPHOON GIRLS OF

'58: The South West Pacific is fortunate indeed, as compared with the North West Pacific, in the matter of hurricanes—or typhoons, which are the same thing under a different name.

While the South Pacific probably averages less than half-a-dozen per season, most of them with central winds below 100 knots, which admittedly is plenty, that typhoon playground west of the Marianas was experiencing its 23rd of the 1958 season in mid-September, and many of them had had central winds of 130 knots or a lot more.

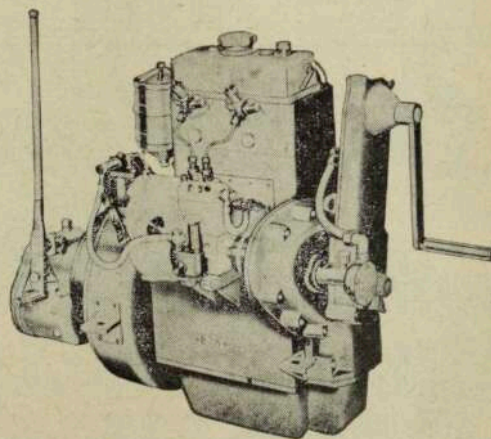
At least two—Grace and Helen—possibly contributed towards maintaining relative peace in the Formosa Straits as they threatened that

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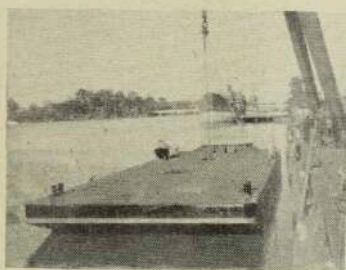
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Yacht "Brilliant's" crew. From left, Les Nibbs, Helen Swift, and owner-skipper Mac Forster. See story page 113.
Photo: J. P. Shortall.

area in their movement north and west from the Guam spawning ground.

Helen, which formed 500 miles north of Biak Island on September 9, struck the Tokyo area on September 18, causing damage and loss of life. Two days later Ida was born west of Guam, and June—or "5823 June", according to the Japanese recognition system—came to life west of Midway, and no doubt there would be others before the season was over, officially in October.

The Japanese typhoon identification system could well be adopted in South Pacific radio reports, as it not only simplifies reference to any particular past hurricane, but also immediately indicates the number of hurricanes that have taken place in the current year—5823 in the above instance meaning the 23rd blow of 1958.

However, in the South Pacific the hurricane season laps two separate years.

• **TRICKY TOWAGE:** Typhoon Grace, mentioned above, was the cause of the 232-ton Manila-registered ocean tug *Cabrilla* putting back to Hongkong early September.

With a tow which consisted of three big steel hopper barges for the Auckland Harbour Board, and the Fiji Government's new Hongkong-built light-house tender and general purpose vessel *Degei II*, on the tail end, *Cabrilla* had cleared Hongkong September 1.

When the danger passed she sailed again September 5, and when this appears her charges should be delivered, if the tricky tow through typhoon waters has gone well.

Captain G. W. Dunsford, Islands representative of the builders of the *Degei* and the three barges said on September 25, that the tow was then passing through the Sulu Sea. It would then pass north of New Guinea and when in the New Hebrides area, *Degei*, with a skeleton crew, would be dropped from the tow and proceed to Suva under her own power.

Captain Dunsford said that he had been advised that the new Western Pacific High Commission vessel *Coral Queen*, which is being built by the same Hongkong yard as *Degei*, was expected to clear there on delivery voyage about mid-October.

• **SHE WAS BRITISH:** France's largest naval unit in the South Pacific, the "escorteur" *La Confiante*, which called at Suva late September on a routine cruise from her Noumea base, once flew the White Ensign.

A river-type frigate of 1,450 tons displacement, this 20-knot vessel was launched in August, 1942, as

HMS *Mayola*. She was transferred to France in 1943-44 with others of her class and renamed *Tonkinois*, receiving her present name in 1953.

We have no details of her war history. Of 306-ft overall, this lattice-masted craft has a peacetime complement of 123 men.

• **IN FRUIT TRADE:** The Union Steamship Co.'s first Hongkong-built vessel, the 2,120-ton refrigerated fruit carrier *Tarawera*, entered the NZ-Islands banana trade in September, replacing *Navua*, 1,952 tons, which was equipped with a blower system but was not refrigerated. *Navua* reverts to the coastal trade at present. (Over)

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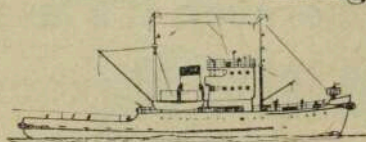
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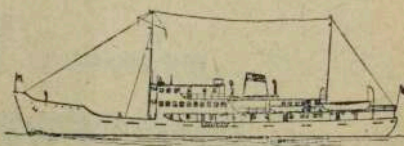
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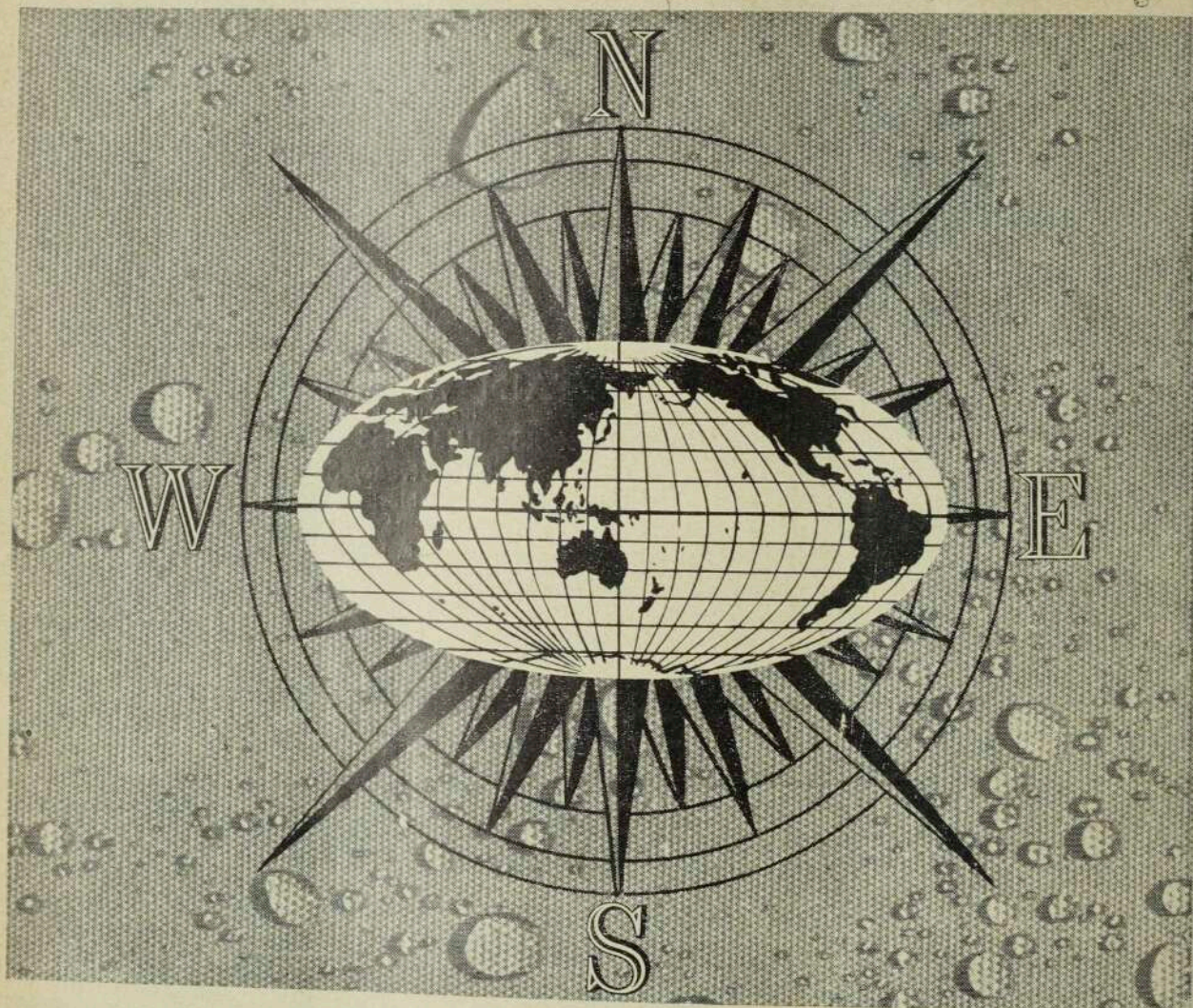
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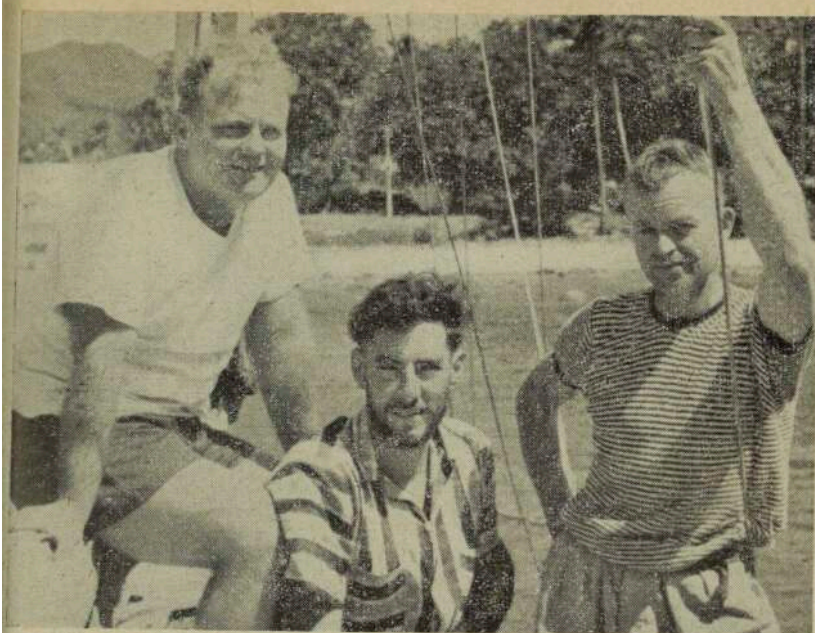
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The crew of "Marco Polo" at Rarotonga at end of August. Left to right: Kevin Machin, Quentin McLea and Axel Pedersen, owner-skipper. See page 115.

Photo: G. Russell.

Tarawera, 290 ft by 46 ft, has a refrigerated space of 93,381 cu. ft and two deep-freeze chambers of 3,831 cu. ft for the carriage of food-stuffs from NZ to the Islands. There is also 144 tons of unrefrigerated space. She has five hatches.

Although still painted black on her first sailing, it is assumed that she will be painted white in line with the usual Union Co. procedure with its Islands fruit carriers. The white colour reflects the tropic sunshine and keeps the holds several degrees cooler than dark painted hulls.

The second USS Co. vessel of her name, *Tarawera*, follows in the footsteps of a vessel which served in the Islands and trans-Tasman trade from 1882 to 1927, and was then stripped to serve a Norwegian whaling fleet as a store hulk at a base at Paterson Inlet, Stewart Island. Her remains may still be there.

The new ship is commanded by Captain F. W. Bales, formerly in *Navua*, who went to Hongkong to take delivery.

• **SHIFTING THE SHOALS:** RNZN survey ship *Lachlan*, engaged in the unending task of re-charting growing coral reefs and checking navigational dangers reported by long-dead mariners of an age when equipment for precise navigation and depth sounding did not exist, made a useful contribution to marine navigation on her recent Islands cruise.

Zephyr Shoal, shown on existing charts about midway between Wailangilala Light, Fiji, and Niuaufou

(Tin Can) Island, just south of the main Suva-Apia shipping route, was proved to be one and the same as the Penguin Shoal a little to the north-east, which was also shown to be mis-charted.

The latter shoal was discovered by HMS *Penguin* in searching for the Zephyr Shoal in 1895.

The present Penguin Shoal will be deleted from charts and the shoal

now accurately fixed by *Lachlan* may eventually become Zephyr Shoal, as being the one apparently reported by the schooner *Zephyr* in 1875.

Upcoming also, as a result of the latest *Lachlan* cruise will be a corrected chart of Nukualofa Harbour and approaches.

• **TICKET REQUIRED:** Under a recent Tongan law any uncertificated person taking command of a local small craft of a size required to be registered with the authorities, is liable to a fine of £20 or 6 months gaol. The certificated Master of a local craft of over 5 tons is liable to a similar penalty if he puts to sea with officers not possessed of the necessary local certificates.

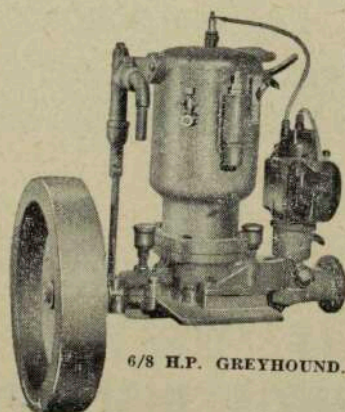
• **ENGINE TROUBLES:** HMS *Viti*, largest unit of the Fiji RNR, a 14-years-old wooden 72-ft SDML on loan from Royal NZ Navy, was bound for Auckland for refit late August when a breakdown to an auxiliary motor caused her to put back to Suva from a point 100 miles south of Kadavu. She was under escort, and manned by a crew from HMNZS *Lachlan*.

With docking facilities available in Suva for a small wooden craft of this type, the only apparent reason for her having to refit in Auckland is that the navy prefers to do its own work, and has no facilities for doing it in Fiji.

• **NEW MATSON OFFICE:** Matson Lines, previously served only through Agencies in Auckland, opened a smart new office of their own in Queen Street, right next to the new Qantas office in September. In charge is Mr. Matt Lurie, who has served Matson in most of its way-ports in recent years. He is

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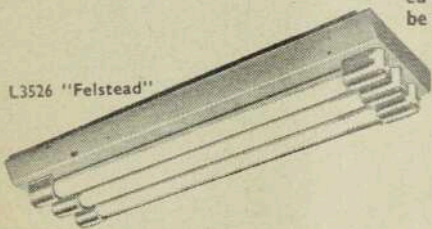
Insist on



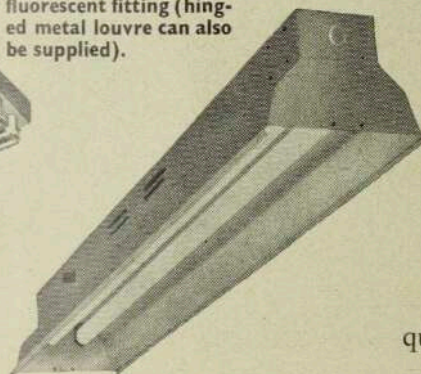
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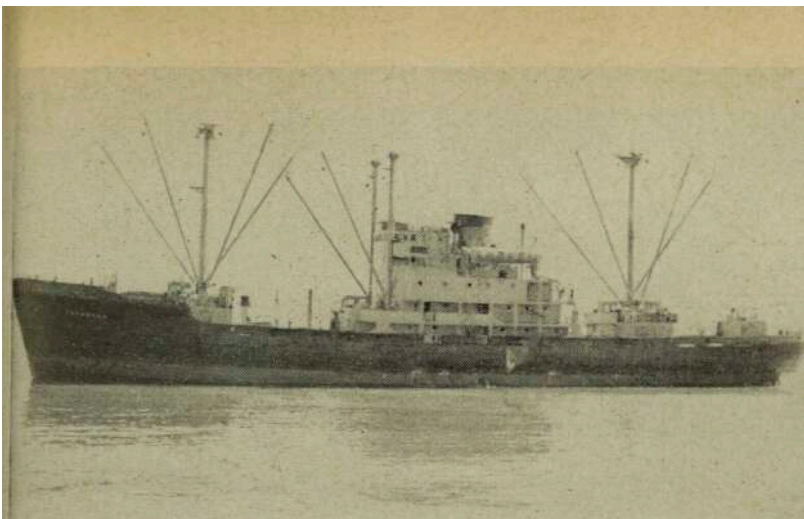
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Union Steam Ship Company's new Hongkong-built refrigerated fruit freighter "Tarawera". See story page 107.

from the US but his staff of ten are all local recruits.

• **SKIS MAY JOIN MARUS:** According to a mid-September Moscow announcement, Russian fishing vessels will soon commence fishing operations in the South Pacific.

The announcement was made following the visit of a senior official of the State Planning Commission to Japan, where the fishing industry had been studied.

The official did not say what the Russian vessels would be fishing for, but as with pre-war Japanese fishing vessels, it may not always be for fish.

• **IT'S AN ILL WIND:** The US labour unions controlling the personnel in West Coast-registered vessels announced in mid-September that an "agreement" has been negotiated whereby the shipowners will pay double rates to all aboard while the ships are in the Formosa area and each man will be covered by a \$10,000 life insurance policy.

If a ship is actually attacked, though not necessarily damaged, each man will, on each occasion, receive a bonus of \$150, and, in addition, if a ship is lying in any harbour when an attack is made on any part of that harbour, each man will pocket another \$100.

This should make bombing raids almost pleasant.

• **GEIC APPOINTMENTS:** According to a GEIC Government announcement from Tarawa in August, Captain G. Douglas—the man who spotted the missing *Joyita*—has been appointed Harbour Master, Betio. Mr. D. Cooper is appointed Assistant Port Officer, Betio. Mr. Tekaai Bakenebo Assistant Port Officer, Bairiki; Mr. Ferrier is appointed Harbour Master, Ocean Island, and Captain Town is appointed Assistant Port Officer here.

• **THE RAFTERS:** Under command of Commandant Douzet du Vigier, and with Honorary Admiral Durand de Saint-Front aboard, representing the Governor of French Polynesia, and Mr. Garcia Palacios, Consul for Chile, representing the country from where the voyage had commenced, the Papeete-based patrol vessel *Lotus* arrived at Rakahanga, Cooks Islands, on September 5 to take aboard the four crew members of the raft *Tahiti Nui II* and the body of Captain Eric de Bisschop, killed when pinned between raft and reef in landing.

Lotus was escorted to her Papeete berth on return by canoes draped in black. Amongst those present to pay their last respect to de Bisschop

was Bengt Danielsson, a member of the *Kon Tiki* raft expedition. Following a service in the Catholic cathedral de Bisschop's body was interred at Paurani cemetery.

On a happier note came word from Maui, Hawaiian Island, on September 28, that another raft *Lehi IV*, had completed a 69-day voyage from California with four men and a dog aboard. Heading this group was Mormon elder De Vere Baker, who has made three earlier abortive attempts.

For Elder Baker this was a shake-down cruise leading to a later attempt to prove a passage in the Book of Mormon wherein it is recorded that a navigator named Lehi made a 344-day drift voyage from the Persian Gulf to Guatemala in 600 BC, complete with wife and family—according to Mr. Baker.

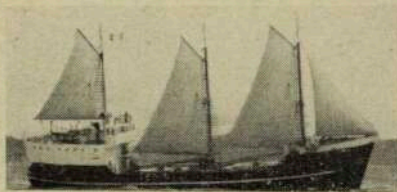
This should be a somewhat tougher cruise than the one just completed.

Meanwhile, so far as we know, the seven seas are again completely clear of all raft drifters for the time being.

• **CHENG HO REFITTING:** The former luxury yacht-junk *Cheng Ho*, with which the late Captain Eric de Bisschop, of the ill-fated *Tahiti Nui II* expedition was once associated, as mentioned in the report of his death at Rakahanga last month, is again entering service.

According to a Papeete report the junk, laid up for a long period in Papeete, has lately undergone a very extensive refit and is now considered one of the best vessels trading out of Papeete on the local inter-island service. Although she seemed dilapidated several years ago as she lay idle at moorings in the harbour, this was said to be

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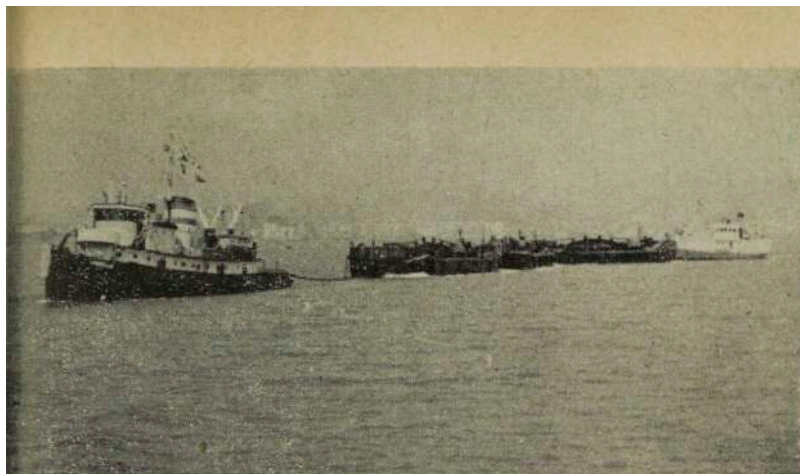
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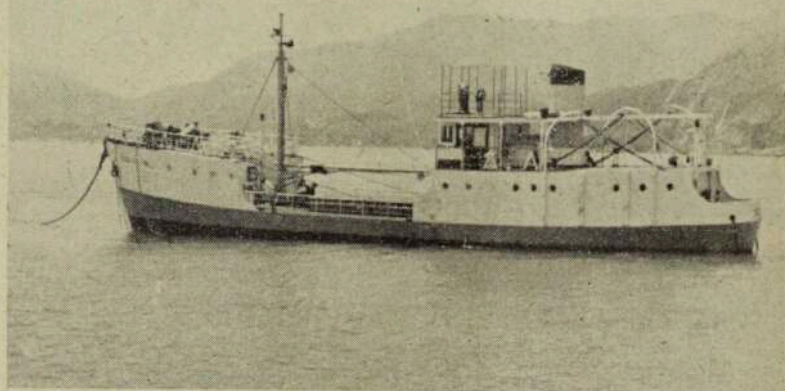
TMB/240



New Vessels Leave Hongkong

At left, the tug *Cabrilla* leaving Hongkong with Auckland Harbour Board hopper-barges and Fiji Government's MV *Degei II* in tow. Once clear of the harbour the separate craft were towed in a much more open formation.

Photo below shows the *Degei II* about to leave the harbour.



mainly superficial. The hull is of finest selected teak and as sound as a bell.

• **STC VESSEL FOR SALE:** Steamships Trading Company's wooden motor-vessel *Moturina* was offered for sale in Port Moresby in late September. This 80 ft, 112 gross tons ship is comparatively young. She was built only in 1947—by Richard Bros. Pty. Ltd., of Sydney.

News of Cruising Yachts

• **OCEAN RACE:** Royal Akarana Yacht Club, sponsors of the Trans-Tasman and Auckland-Fiji ocean races, was expecting to reach a decision in October as to whether an event would be organised next autumn—winter, either from Auckland to Brisbane or from Auckland to Suva. An Auckland-Suva race was shelved this year due to lack of finance and time on the part of interested yachtsmen.

• **BRILLIANT**, of Tasmania, departed Auckland September 23 for Nukualofa, with one new crew member, Mr. Peter Axmore of Auckland. Others aboard the handsome, well-equipped 42-ft. schooner: Skipper Mac Forster, Les Nibbs, and Helen Swift. Plans call for a quick loop through Tonga, Fiji, and New Caledonia and out the area before the hurricane season.

• **LADY STIRLING**, 48-ft. Auckland schooner, Islands cruising in the less-popular Western Pacific since June, 1956, arrived back home September 21. With owner Stan Worthington was his wife, 10-year-old son Mervyn, Mr. C. Ebbett, and from Rabaul—Messrs. J. Chorns, P. Ewing, and J. Holtge. The yacht had been in New Guinea waters for some time earlier cruising Fiji, the New Hebrides and the Solomons.

• **MANAWANUI**, 55-ft. x 12½-ft. x 5½-ft. Auckland ketch, was expected to sail for Nukualofa, Barotonga, Papeete, Honolulu and the US West Coast late September. Owner Athol Rusden, already well known as former owner of such craft as *PLANTER II*, *NEW GOLDEN HIND*, etc., plans to exchange the vessel there for a larger craft suitable for operating commercial Islands cruises. With him on the present cruise are Mr. and Mrs. I. Johnson, Mr. B. R. Neill, and Mr. A. S. Foster. The ketch, *MANAWANUI* carries 1,100 sq. ft. canvas and a 150 hp Cummins diesel.

• **TYPEE**, with Bob Grant of the ill-fated *VE TEGA* and his wife (nee Marie Elvert) of a few days, and Mr. K.

Mildon, cleared Auckland August 31 flying the American flag, bound for the Caribbean via Papeete, Honolulu and the US West Coast. Since *VE TEGA* was lost by fire and explosion in the New Hebrides last year, Bob has been undergoing extensive treatment for burns in Auckland. Miss Calvert was a nurse at the hospital. Grant purchased the 36-ft. *TYPEE* in Auckland some months ago following payout of insurance on *VE TEGA*.

• **WHITE SEAL**, 37-ft. ketch of Durban, with owners Gerry and Marie Trobridge, and K. Ardill of Australia aboard, reached Suva from Apia September 2. This steel yacht started to move again in April, 1957, after a period in the US Great Lakes and has been edging south and west since then. Only a short stay was planned at Suva.

• **TANGARIE** of Sydney, Tahiti-type ketch, with W. Gill and B. Bowden aboard sailed for Eastern ports via the Barrier Reef and New Guinea on July 13.

• **SEA CHANTY**, 36-ft. Vancouver ketch, with Roy Kempel, has been cruising French Polynesia waters recently, having been in Papeete for the July celebrations.

• **GEMINI** and her owners, Jack and Leah Wheeler returned to Honolulu late August after spending 14 months on Palmyra Island on I.G.Y. business. Their crew now consists of Sharon and Linda Wheeler, ages three years and nine months respectively. The Wheelers have moored the ketch at the Ala Wai yacht harbour and are now taking a vacation on the US mainland.

• **ANNETTE** should be round about Western Samoa at present. Last advice from Doc and Dottie Tanner was that after visiting the Windward Isles their next port of call would be Apia.

• **NIRVANA**, the 64 ft. Australian cutter, which arrived in Honolulu July 31, en route from Sydney to England, departed there late August for San Francisco. Aboard were owner Dr. Keith Laws and a crew of five.

• **RAI REVA**, the 36 ft. schooner which arrived in Honolulu from New Guinea last May also departed in late August. Destination was Vancouver, BC. Owner-skipper Douglas Robinson.

• **ALTAIR** which has been in Papeete for the last two years was expected in Honolulu end of September. The 48 ft. ketch, owned by Slim Lambert, is skippered on this voyage by Bill Weir.

• **FUSS ABOUT THE PHOENIX:** Dr. Earle L. Reynolds who was charged in July with violating the Atomic Energy Commission ruling forbidding the entry of US citizens into the atomic area in the north Pacific, was convicted in Honolulu recently. It is understood that he will carry the fight into a higher court. In Honolulu recently a printed statement was issued by Mrs. Reynolds who also appealed for contributions to fight the case.

In her statement Mrs. Reynolds said (in part):

"On the morning of July 1, 1958, the American yacht *PHOENIX*, en route to Japan, was intercepted on the high seas, 65 miles inside the Pacific nuclear testing zone. On board were the skipper, Dr.



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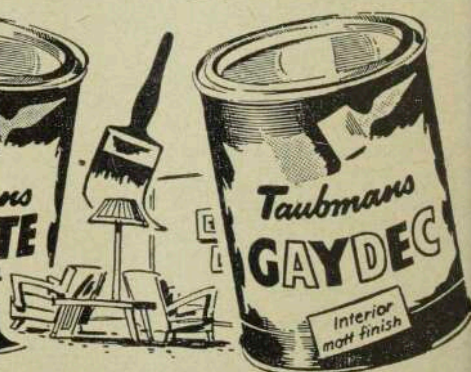
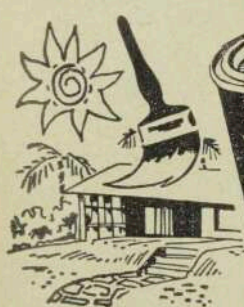
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Earle L. Reynolds; his wife, Barbara; their son, Ted (19); their daughter, Jessica (14); and a Japanese yachtsman from Hiroshima, Niichi (Nick) Mikami. These five had lived together aboard the PHOENIX for four years, in the course of a 50,000 mile voyage around the world.

"It was on the final stage of this voyage that the PHOENIX was seized and the skipper arrested. The yacht was ordered to heave to, was boarded by two armed men of the US Coast Guard, and was forced to sail to Kwajalein, US Navy post in the Marshall Islands, 300 miles to the south. A Navy destroyer accompanied the sailing boat for the entire three-day trip and relayed orders by semaphore to the guards stationed aboard.

"After being held in Kwajalein until July 7, Dr. Reynolds, with his wife and daughter, were flown by MATS to Honolulu, where he was formally charged.

"The PHOENIX, en route to Hiroshima, sailed deliberately into the nuclear testing zone:

(1) As a moral protest against the testing of nuclear weapons. In this action, she followed the lead of the men of the yacht GOLDEN RULE, who were gaoled in Honolulu for their announced intention of entering the zone.

"(2) As a defence of the traditional American concept of the freedom of the seas.

"(3) To challenge the legality of the AEC ruling forbidding the entry of American citizens into a 390,000 square mile area of open ocean.

"We have a number of reasons for believing that our protest offers the most dramatic and forceful means yet available for calling public attention to the responsible and illegal actions of the Atomic Energy Commission."

Everyone who has met the Reynolds in their years of cruising, holds them in affectionate regard—although, of course, not everyone will agree that they took the right action in this case.

LATER: On September 26, in Honolulu, Reynolds was sentenced to six months' jail. This savage sentence will horrify all the friends the Reynolds family made, right across the Pacific.

● UTOPIA, the luxury pleasure yacht, arrived at Honiara on August 28, from Fiji, New Hebrides, Russell Islands and Vanikoro. Captain Fred Peterson and a crew of seven spent four days in Honiara before proceeding to the Western Solomons in early September. The yacht was at Madang, NG, in late September, having some "crew adjustments". One member of the old crew had left in Gizo, and two replacements included an American college girl (who apparently flew out to join the vessel).

Intention is to complete a world trip to New Guinea, Philippines, Singapore, India, South Africa before returning home to Sturgeon Bay, USA.

● MAMARI, 28-ft. Auckland built ketch arrived Rarotonga August 3 from Auckland in the course of a South Pacific cruise and departed August 11 in blisterous tradewind weather for Lone Star Atoll. Aboard with skipper James Oliphant are Colin Sherry and Georg Pedersen (Dane). They plan to visit Apia and Suva on the return voyage to Auckland. She carried the most impressive display of bagawrinkle seen at Rarotonga for many a year.

● KAKAWAI, 39-ft. Dunedin built cutter reached Rarotonga August 1 and departed August 5 homeward bound on the last leg of an extensive South Seas cruise that commenced from Dunedin in March and embraced the Societies, Tuamotus and Marquesas. She is a modified Colin Archer type designed by A. W. Burns of Wellington and built by the joint owners, Les

McLeod and Les Taylor, of Milton, Otago. New Zealanders Henry Hamilton and Evin Curtis went along with them. KAKAWAI reached Gisborne August 24.

● MARCO POLO, the 28-ft. Auckland-built ketch-rigged short-end keeler that completed a westbound world circuit last year skippered by owner-builder Tony Armit, reached Rarotonga August 15 eastbound from Auckland following 26 days of perverse weather. New skipper-owner is Axel Pedersen, a Dane, and with him are Kevin Machin, of Mackay, Queensland, and Quentin McLea, Auckland. She sailed August 27 for Tahiti, Honolulu, San Francisco, then via Panama towards Axel's home in Skive, Jutland, Denmark.

● CARLA MANUS, 66 ft. schooner owned by New Guinea's most consistent small ship addict of the last 30 years, Mr. Jack Thurston, was on her way to Sydney from Rabaul via Samarai in late September. She expected to make Cairns by October

7 and Sydney towards the end of the month.

On board, as well as owner-skipper, are Pat Surawsky, of Burns Philp, Rabaul, who is going on leave; Philip James, also permanent crew members Victor Guiffre, of Rabaul, headed for pleasure and business in Sydney; and Kina, Manus Islander, who has worked for Jack Thurston for 35 years and is as well known in the Territory as his boss.

The schooner has good accommodation for six, a large saloon, a two-way radio with a range of 500 miles, and a fuel capacity sufficient for 2,000 miles. The auxiliary engine is a six-cylinder Gardner.

CARLA MANUS was formerly the AMOHINE, registered in Sydney. She was bought by Mr. Thurston before the war.

One of the working passengers, Philip James, was the author of the article in August PIM about the wrecks on Roncador Reef, BSIP. He still hopes to get back there to have a better look around.

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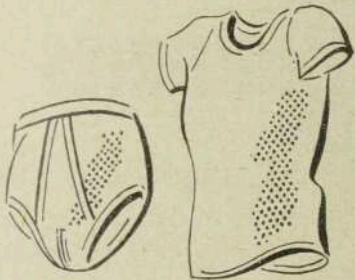
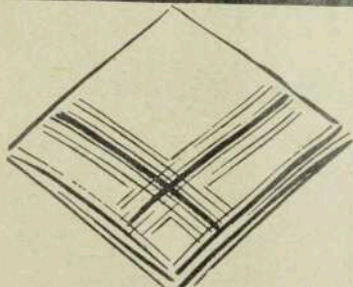
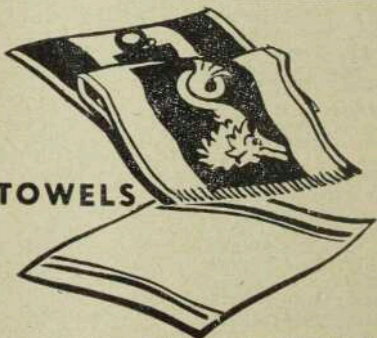
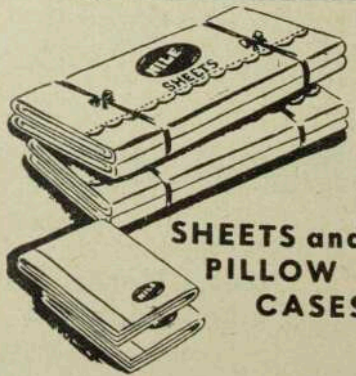
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OCTOBER, 1958—PACIFIC ISLANDS MONTHLY

PACIFIC REPORT

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

The Troubles of a Yoga Exponent

Norman Davis, middle-aged bee-keeper, yoga exponent, dancing teacher, sanitary plumber, and well-known local character of Lautoka, Fiji, has been deported from Fiji to Australia.

His troubles started three years ago.

Davis arrived in the Colony from Australia in July, 1955, and during that year was charged with an offence against a native girl, and was convicted and fined.

Davis put forward, as part of his defence, that he was an exponent of yoga, and that he was teaching the girl in that art at the time that the alleged offence was committed.

Davis appealed against this conviction, but the appeal was quashed by the Supreme Court in January, 1956.

In March, 1956, an Immigration order requiring Davis to leave the Colony was issued. No action was taken, however, because Davis had sent a petition to the Queen, asking her to intercede on his behalf.

The reply to this was "No".

So on March 25 this year, at Lautoka Magistrate's Court, Davis was convicted of unlawfully remaining in the Colony after the expiration of an Immigration permit.

A trial to the last, Davis appealed against this conviction but it was dismissed and a deportation order was issued. He left by air on August 1.

At one time Norman Davis ran a dancing school at his home in Lautoka (with a signboard outside in English and Fijian) but he was better known for his essential plumbing services, and for the honey he produced at his Lautoka apiary.

When he wasn't walking along local roads swinging a jaunty stick, he could be seen moving like an alchemist among his hives, head and shoulders protected by a net.

His honey, in neatly labelled jars, can still be seen in Lautoka stores—even if Davis himself is not.

No One Looking After British in Tahiti

The annual event of the Queen's birthday party at British Consulates round the world, coincided this

year with the closing of the British Consulate at Papeete, Tahiti.

The measure was, presumably, an economy one by the British Government. There was never a great deal of business there for a British Consul, but there would not seem to be any less now than in recent years.

Most of a Consul's work in such places is associated with local British residents, foreigners wishing to visit British territories, and commercial business associated with shipping.

Import restrictions in Tahiti and in countries with which Tahiti trades, have reduced commercial activity with Australia and New Zealand somewhat, but there seems to be a tendency for more passenger vessels to call there.

Following the closure, Mr. Fredrick A. E. Devenish, the last Consul, returned to England. It is understood, however, that he plans soon to return to settle in Tahiti where he has property.

The British Trade Commissioner and French Consul in Auckland are both unable to say who is now looking after British interests in French Polynesia.

The Paltry Beetle-Nut Spitters

Owners of cars in Rabaul have, for a considerable time, been incensed at the blatantly deliberate spitting of betel-nut juice on their vehicles.

At its last sitting, the Town Advisory Council took the matter up, indicating its alarm at the vandalism displayed and recommending the Administration to strong action against natives who continue to "commit acts of vandalism when spitting betel-nut."

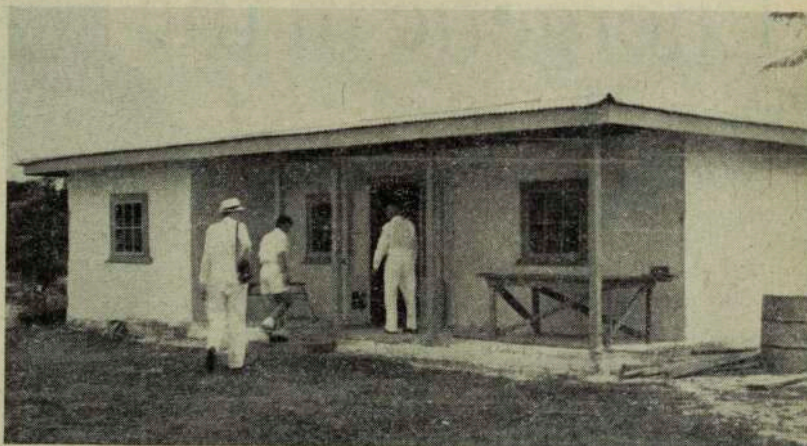
Father Dwyer said he was not "alarmed", as suggested in the motion, as this was only a paltry matter compared with other problems.

Rabaul car owners do not agree, when, for example, they come out of the movies to find their cars covered with betel-nut juice.

The War in the Bung was off

Inter-tribal war was averted in the nick of time in Rabaul one recent Saturday when Administration officers—"Kiaps" to the natives—learned that they were supposed to have given the green light to a grudge fight, in the local market.

But the atmosphere in the *bung*, that September 13, was one of disappointment, frustration and resentment. Policemen walked about



Building a Village on Time Payment

The people of Niue Island are house proud and like to build houses similar to European standards—and this is one of them. It's one of several in Vaiea village, which is a new "model village" now in course of erection by the Niueans themselves.

The people there had to leave their original village because it was unhealthy. Since 1954, they have "camped" on the new spot in houses of native materials, while they earn money enough to erect permanent homes like this. Eventually the village will comprise 25 of these houses.



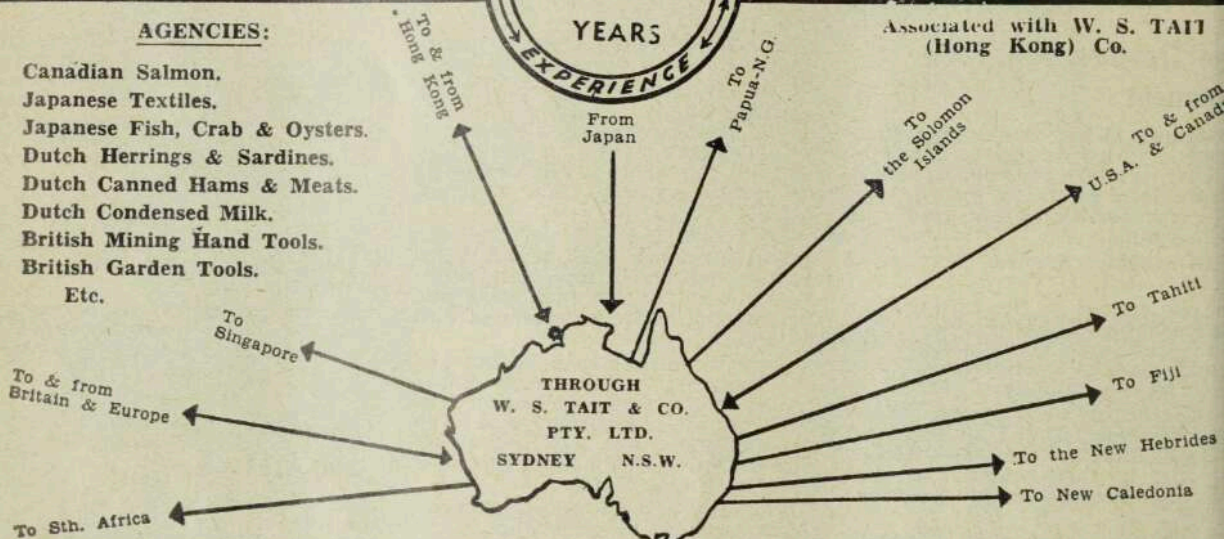
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carrying batons, and trading proceeded very, very quietly. The fun was obviously over, before it had begun.

During the week, word had circulated that the Kiaps had told groups of feuding Tolais and New Guinea Mainlanders that they could fight out their differences at the market the following Saturday.

Feeling ran high, anticipation mounted, house staffs exhorted puzzled employers to do their marketing early to avoid trouble. Employers questioned astounded Kiaps and just as suddenly it was all off.

Must be one of these language difficulties of which we hear so much!

The Big Nadi Project Really Starts Moving

Arrival of large quantities of material and equipment from the UK for Nadi airport's £F3 million reconstruction scheme, made Lautoka port a busy place in August and September.

Onlookers prowled around monster yellow and orange-painted earth-moving equipment—with a critical eye on possible future bargains when airport work is completed.

The NZ Star arrived mid-August with tip trucks, mobile dumpers and road rollers which went under their own power by road from Lautoka to Nadi.

An 18-ton shovel base and 13-ton scrapers were transported by barge from Lautoka to the newly erected jetty at Newtown, Nadi airport, close to the scene of operations.

A huge area has been excavated at the southern end of the north-south runway revealing an unflattering sea of clay. In the pessimistic way of most casual observers, local people, one eye on the clouds and the other on this mass of future mud, predicted a sticky end for the machines now working flat out to beat seasonal rains due in November.

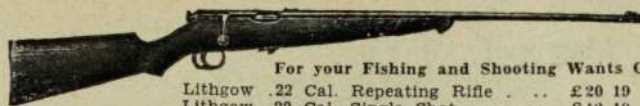
Remainder of cargo on board the NZ Star was building equipment including pre-fabricated quarters, bulk store and office.

Several of the pre-fabricated homes were soon up and occupied. No doubt to allow cross-ventilation, roofs of the rather fragile-looking structures are open under the eaves, giving the illusion that they were put on as an afterthought. This provided another source of optimistic pessimism among local residents—would they stay on in a blow?

Excavators, jeeps, steel mesh and further building materials arrived on the Medic in mid-August and steel mesh also arrived on the Port Lytleton in early September.

And Shoho Maru, from Japan, carried 3,000 tons of cement, and

"OUR HANDS MAKE GOOD ARMS"

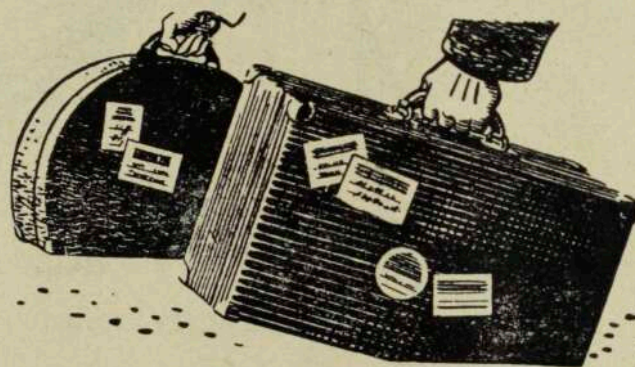


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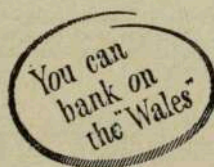
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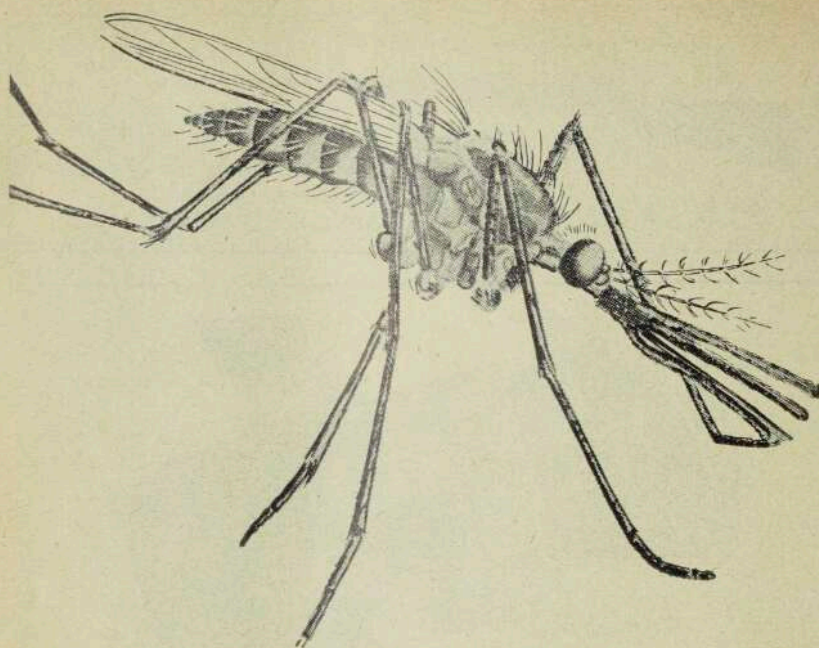
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Treameadow, in early October, of loading stone crushing material.

Nadi's big airport scheme, to make room for the jet age, was really getting under way.

Plan for Developing Fiji's Fishing Industry

Proposals for establishing a fishing industry in Fiji are made in a report of a committee set up last year by the Fiji Government following a survey carried out by South Pacific Commission fisheries officer Mr. H. van Pel.

The report recommends that a fisheries officer be appointed to advise on and supervise the development of sea and inland fisheries. It also thinks that the netting of fish in an area around Suva should be prohibited for at least five years because of the depleted state of spawning beds and fish life generally.

Other suggestions include encouragement of longline methods of fishing, the establishment of a fish cannery, and the provision, with Government assistance, of refrigeration facilities for bulk storage of fish.

South Pacific Commission Meets in Noumea

Proposals for setting up schools to train Pacific islanders in boat building and literature production were being considered at the eighteenth session of the South Pacific Commission, which opened at its headquarters in Noumea on September 26. The meeting was expected to last about eighteen days.

Also being studied was Commission progress made in the past year in a number of fields, notably fisheries, plant introduction, control of plant and animal pests and diseases (especially the rhinoceros beetle), health education of the public, nutrition and diet, mosquito-borne diseases and islands co-operatives.

As usual, plans will also be approved for the Commission's work for 1959.

Representatives attended the meeting from the six member nations of the Commission, Australia, France, the Netherlands, New Zealand, the United Kingdom, and the U.S. Chairman is the Senior Commissioner for the United Kingdom, Sir John Gutch.

Where Fiji Gets Its Motor Cars

Statistics issued in Suva in September showed that Fiji has a total of 7,154 licensed vehicles.

They comprise 2,732 cars, 2,299

Dairy Committee Gets to Work

A committee set up by the Governor of Fiji to consider the question of assistance to the dairy industry, had its first meeting in September. It called for evidence from the public.

The committee was formed after complaints in the Legislative Council of unfair competition from New Zealand and Australian producers. It was stated that local dairymen had a large and growing surplus of butter.

The committee's terms of reference are: "To consider whether assistance to the dairy industry is justified and, if so, to recommend the form which such assistance should take."

commercial vehicles (ranging from heavy trucks to light vans), 745 tractors, 684 taxis, 378 buses, and 289 motor cycles, scooters and powered cycles. There are also 18 ambulances, 15 fire engines—and 12 steam rollers.

The statistics are for 1957. They show that there were six times more British makes of vehicles in use than all other makes combined—5,053 against 822.

Morris led with 664. Then came Ford with 598, Vauxhall with 505, Standard with 392, Austin with 364, Hillman with 267 and Holden with 114.

The statistics show that in new sales, Holden led with 98. Three makes tied for second place, each with exactly the same number of sales, 78. They were Ford, Morris and Vauxhall. Austin's new sales were 51, and Standard 29.

In the commercial class, Bedford were far in the lead. There were 1,197 of them—nearly 1,000 more than any other make of commercial vehicle.

Work Starts on Big Moresby Pipe Factory

Work on construction of a new pipe factory in Port Moresby for the Monier Pipe Coy. of Australia began in September.

Hornibrook Constructions Ltd. secured the contract.

Target date for completion of the new factory is December 1, and production of pipes, building blocks and other precast concrete products is due to begin immediately afterwards.

The first stage of erecting and equipping the factory and office will cost about £50,000. Work on the second stage will bring the total to £75,000.

Concrete Industries (New Guinea)

Ltd. has been formed to handle the Port Moresby business, and directors are:

Mr. W. V. Armstrong, chairman of directors of Concrete Industries (Australia) Ltd.; Mr. K. B. C. Milburn, managing director of Concrete Industries (Australia) Ltd.; Messrs. John H. Hohnen, MLC, J. Irwin Cromie and Barry Combe (local directors).

Fiji Bought More Than It Sold in August

State of Fiji's economics is indicated by the fact that August saw the highest monthly total of

imports ever recorded in Fiji. They were valued at £2,189,000. That was almost £1 million more than the total imports in August last year. But exports dropped.

From Britain came goods worth £973,000 and from Australia goods worth £573,000. More came in from Indonesia—£182,000—than from New Zealand—£90,000.

Main items were machinery and transport equipment totalling £645,000; materials £482,000 and food, £400,000.

Exports totalled £1,660,000, which was £150,000 less than in August last year.

Principal exports were sugar, £957,000; coconut oil, £274,000; un-

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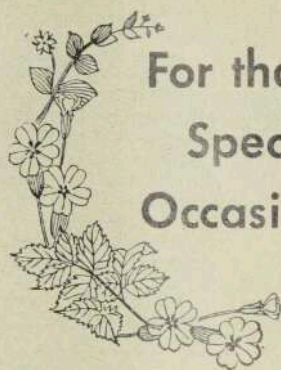
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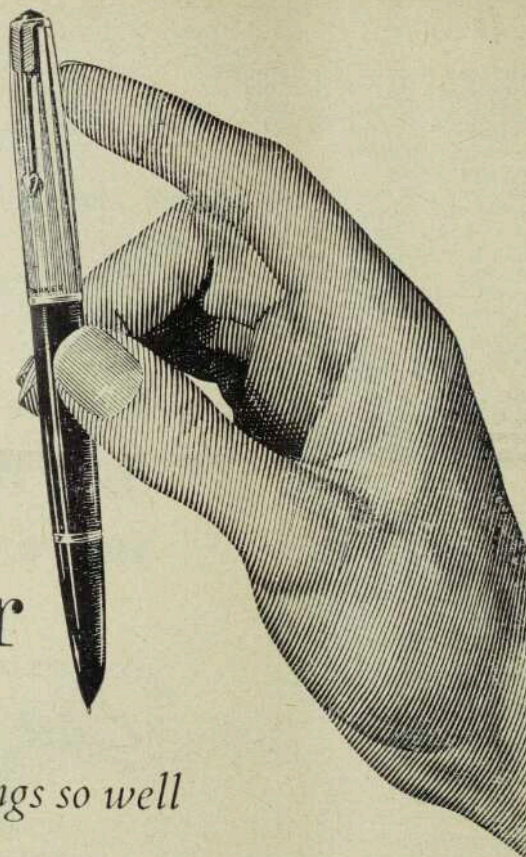
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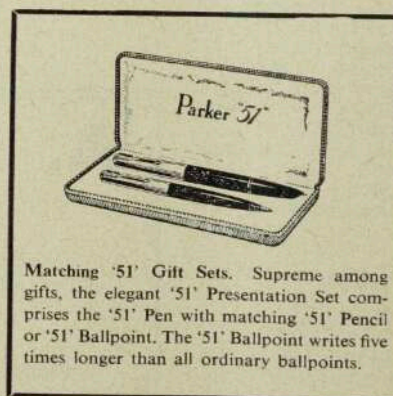
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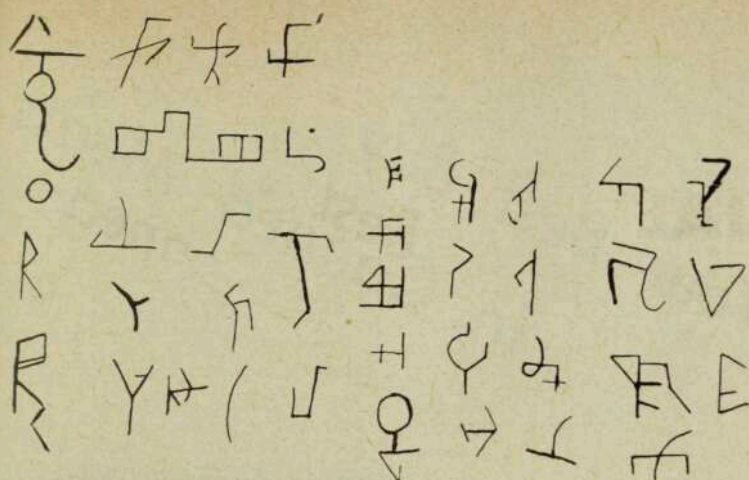


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Parker "51" Rolled Gold cap pen : 177/6d. Pencil : 103/9d. Ballpoint : 90/-.
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The mysterious carvings of Vanua Levu. They were discovered in 1933, and this illustration of them may or may not be the right side up! See story this page.

refined gold, £50,000 and manganese ore, £20,000.

The chief buyers of Fiji's goods were Canada, £594,000; Britain, £496,000; New Zealand, £165,000 and Australia, £60,000.

Fiji Talks of Tourists and Carvings

The Fiji Visitors' Bureau, which would be called a tourist bureau anywhere else, embarked on a public "morale boosting" programme in September.

It decided that Fiji's current recession was causing too many mouths to droop at the edges, and that what Fiji needed was a few facts and figures to show that things could be worse. It was, in fact, time for "legitimate optimism", the bureau decided.

With the slogan, "Trust in Fiji's Future", newspaper advertisements sponsored by the Bureau, announced that the tourist industry was one industry that was booming. It was a million pound industry in 1957, and figures for 1958 probably would be a million and a quarter.

Compared with 1950, said the Bureau, 31,602 more tourists had visited Fiji last year, spending £600,000 more than they had in 1950. Almost 6,000 more tourists had stayed in hotels last year, pushing up hotel revenues by £400,000.

And the tourist boom was continuing this year, with 37,000 visitors, spending £428,000 in the Colony, in the first six months of the year. More than 8,000 tourists had visited Fiji in the month of July.

Meanwhile the Bureau is laying plans to encourage even more tourists along to see the wonders of Fiji. One of the areas slated for a build-up is Ovalau, where the old capital of Fiji, Levuka, is meeting

bad times now that the copra trade has gone (PIM, page 125).

Live-wire Bureau secretary Peter White, who has an eye for publicity, took a first-hand look at the island recently and came back reporting a first-hand "mystery"—a mystery no doubt guaranteed to attract a few more free-spending tourists for a close-up look.

Mr. White said he visited the beautiful Lovoni valley while on Ovalau, and was told there by a Fijian of a cave in the surrounding hills which had strange writing inscribed on the walls.

"There may be a mystery here as deep and enigmatic at the idols of Easter Islands," exclaimed Mr. White. "Any information about it

would be most gratefully received."

No doubt somebody will come up with information of some kind about the Lovoni writings, to the delight of the Bureau. But this kind of thing is not unique in Fiji.

There are petroglyphs in a partly water-filled cave in the small island of Yasawa-i-Lau, one of the Yasawa group, which have never been deciphered, although many authorities have been consulted. It's been thought that they might be in some early Chinese script.

There are others behind Daku-niba, on Vanua Levu, which were discovered in 1933. Some of the Vanua Levu carvings (reproduced on this page) are five feet long and only a few inches deep.

They were photographed in 1940 by the Fahnstock Expedition, and as a result, identified in America as being almost identical with designs found engraved on stones in India.

Tolai Methodists and Popis Get Together

Among the razor-backed ridges and deep gullies of the Toma area of the Gazelle Peninsula, New Britain, a brighter note was sounded at the opening recently of the Paparatava Maternity and General Hospital for natives.

Two thousand very proud Tolais lined the hill directly above the hospital to see the blessing and opening by Bishop Scharmach.

This was a perfect example of community effort, providing food for thought in these days when the Administration appears to give so much to the natives who give little in return.

The Roman Catholic Mission agreed to supply the framework and

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Consulate Opens In October

The United States Consulate for the South Pacific, which is being transferred from New Caledonia to Fiji, is expected to open its offices in Suva in the first half of October.

Mr. R. G. Shackleton, the US consul, visited Suva in September to complete arrangements for the transfer of the Consulate from Noumea.

timber, if the natives would do the rest. Due to the rugged contour of the land there was no flat surface for the building, so nothing daunted, a daily average of 80 men turned up for many months and excavated the site with shovels and wheelbarrows.

Methodist and Catholic villages of the area raised £2,900 in cash, in addition to doing the entire job of construction under the eye of Father Murche.

During the opening proceedings, a native speaker provided a great deal of amusement in his eulogy of Father Murche by stating, somewhat ambiguously, "We want him to die here!"

Same Music—New House

Eddy Lund, whose Tahitian music has been dispensed for many years past from Quinn's Tahitian Bar in Papeete, and whose recordings are very well known overseas, has recently transferred his band to Bar Lea elsewhere in town.

While others are prepared to pollute the air at times with imported music, Eddy, according to our report, is sticking strictly to the authentic Polynesian beat, at Bar Lea.

Oil in Bulk or by Sausage

Overseas interest in establishing a bulk oil installation at Rarotonga was revealed by the Resident Commissioner of the Cook Islands, Mr. G. Nevill, at the August meeting of the Island Council.

Mr. Nevill said he had received a letter on the subject from Mr. W. S. Johnson, managing director of South Pacific Trading Co.—of where, not stated. This company was seeking to lease an area of rocky Crown Land on the Avatiu side of Nikao, right on the fore-shore.

According to the official report of the Council meeting, Mr. Nevill said that the Union Steam Ship Co. would not greet the plan with any enthusiasm, and the Council

should keep in mind that, with decreased cargoes for that company's vessels—all petroleum products are at present imported in drums—there would be correspondingly fewer outlets for tomato shipments to New Zealand.

The matter is apparently still under consideration and appears to have raised little debate at the meeting.

Several local ship owners have been showing interest in the possibility of bringing bulk oil supplies by barge or pontoon from the bulk installation at Papeete recently, and at least one was reported some time ago to be making active inquiries for a suitable towing barge, the plastic or rubber "sausage"-type being under consideration as particularly suitable.

It could be rolled up and shipped back in the towing vessel's hold, involving towage one way only.

A Report Aimed at Saving a Town

Levuka, historic former capital of Fiji, made recommendations about its own future in September.

A committee of local planters and businessmen, together with the Commissioner for the district, Mr. Q. Weston, issued a report to the Government on what should be done to prevent Levuka, which has been on the decline for 50 years, from finally falling into the dust (see PIM, September).

Levuka's troubles have recently

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3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter
2 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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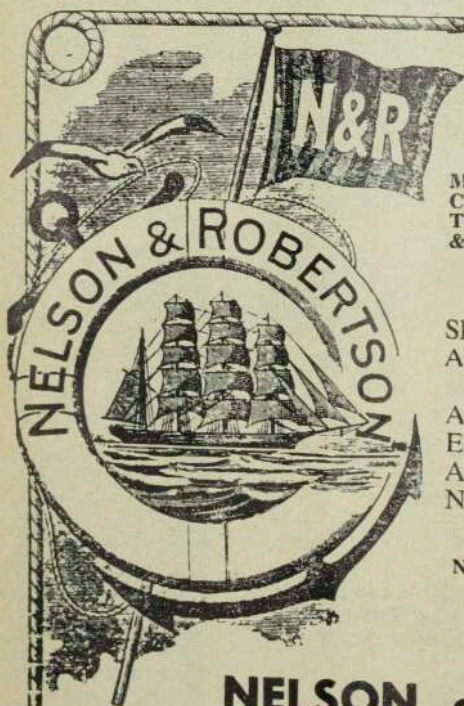
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been accelerated because the copra trade, the basis of its economy, has virtually by-passed it for Suva—one result of the ending of the British MOF contract in January.

Main points of the Committee's report were that the Government should set up a new copra board (the old one was dissolved earlier this year), appoint a copra grader to Levuka, and pay a subsidy of £2/10/- a ton for copra produced in the Lomaiviti group and purchased at Levuka.

The subsidy will be a temporary

Where is "Nibi Nibi"?

Where is Nibi Nibi, the "Paradise Island of the Pacific"?

This is the slogan used by a station which has recently appeared on the air on 615 kc/s in the broadcast band, and on 7725 kc/s in the 42-metre short-wave band, according to a publication issued by the German "DX" fraternity. (DXers are those inveterate dial-twiddlers who comb the kilocycles in the still watches of the night on the hunt for new stations and verification cards from faraway places).

PIM has had an inquiry regarding the station from the NZ Radio DX League. The station is said to be on the air from 0700 to 1030 GMT and from 2200 to 2300 GMT, equal to 7.00-10.30 p.m. and 10.00-11.00 a.m. Fiji time, and information available suggests that it is located somewhere in the general area due north of New Zealand.

The announcer "sounds French". Only known French stations in the Pacific are Noumea and Papeete, which the DXers have got well taped. Under suspect is Wallis Island (Uvea) where there are probably new radio facilities associated with the TAI air service.

Would anyone hearing and identifying this station please advise PIM's Auckland office—P.O. Box 5179.

expedient, until the copra board began operating again.

In a rather despairing rider to the recommendations, the committee declared that Levuka would become "an abandoned and poverty stricken area unless firm remedial measures are taken without delay".

The committee pointed out that in the first six months of 1958, about £125,000 had been lost to Levuka. Business generally is right down, and has never been worse.

One unhappy result of Levuka's plight is that with 200 unemployed in a town of 1,500, many people are being forced to go to Suva for work—and some of them help to swell the big number of unemployed that are already in Suva from other centres.

By late September, the Government had made no comment on the Levuka committee's suggestions for saving their town.

Rarotonga Wharfage May Go Up

Rarotonga Island Council recently approved a Harbour Improvements Committee recommendation that the present cargo levy of 1/- per ton on imports be raised to 2/6 per ton on both imports and exports with a view to building up the harbour improvements fund.

Before the measure can be implemented it will require legislation in New Zealand.

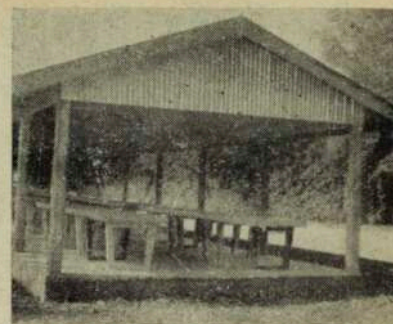
Makogai May Be Even Happier

Although the cure for cancer has yet to be found, some other human scourges, killers for as far back as history takes us, look as though they could well receive the *coup de grace* in the next few years. Tuberculosis is one of them; malaria another; and now it seems that leprosy might follow suit.

In a recent report on the Leprosy Hospital at Makogai, Fiji, the Inspector General of the South Pacific Health Service, Dr. P. W. Dill-Russell (who is also Fiji's Director of Medical Services, of course) suggests that the need for famous Makogai may cease altogether within the next 15 years.

Makogai, which is one of the model leprosariums of the world, was established in 1911 and accepts patients from Samoa, Cook Islands, Niue, Tonga and the Gilbert and Ellice Islands, as well as Fiji.

At one time—and not so long ago—all a leprosy sufferer could expect was a slow death, in complete segregation from family and friends. But now, with improved methods, the trend is for out-



Rarotonga Market

This is Rarotonga's new open air market, the first permanent structure of its kind in the Cooks. It is 130 feet long and 20 feet wide and cost about £1,500 to build. It accommodates 36 concrete slab stalls, 6 feet in length, and is sited on the narrow strip of land between Avarua harbour and Hotel Rarotonga.

The stalls will be rented at 2/6 weekly, and the money will be used to hire a caretaker and provide cleaning materials.—W. H. Percival.

patient treatment and so the need for segregation centres like Makogai has diminished.

The miracle worker has been the drug diamino diphenyl sulphone, which was introduced at Makogai in 1948. The figures tell the rest of the success story: In 1948 there were 73 admissions, 52 discharges and 40 deaths; in 1951, 113 admissions, 83 discharges, 24 deaths; in 1957, 49 admissions, 38 discharges and only 8 deaths.

Makogai has always been a pleasant

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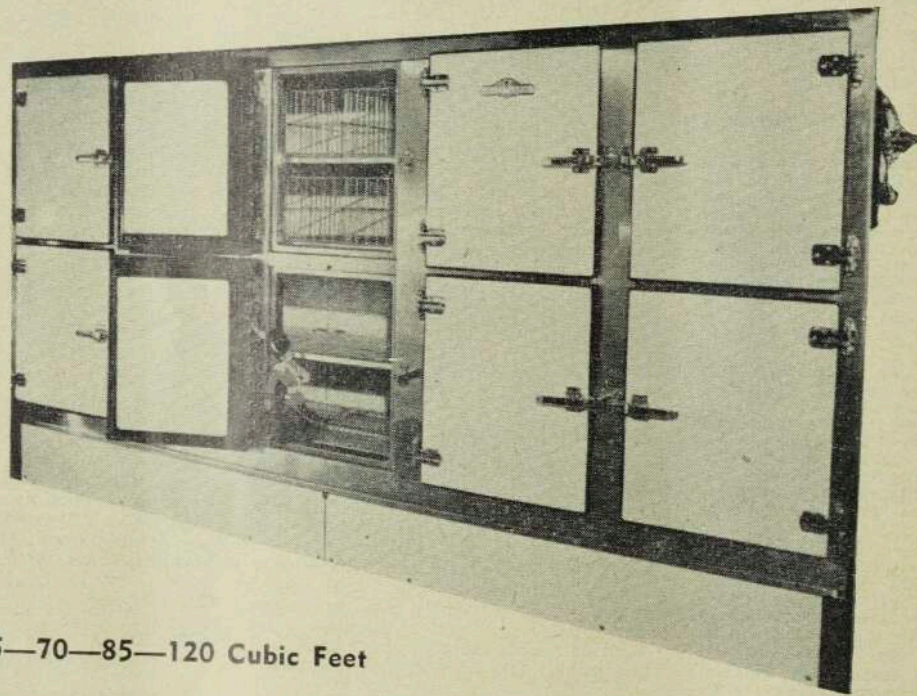
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place, with everything possible done for the comfort, welfare and well-being of the patients, from technical schools to movies. But it is still banishment and when the need for it is no more, no one will rejoice more than the band of Missionary Sisters of the Society of Mary whose devotion to duty, enthusiasm and never failing cheerfulness have made Makogai the happy place that it is".

The Problem of Publicity

Tourists the world over expect, and receive, some information about the places they are visiting, and a P-N-G correspondent reports that they complain bitterly about the lack of it in the Territory.

Even people in Australia about to take up an appointment, say there is nothing available at tourist bureaus or Territory departments, and they have to rely on whatever information they can gather from ex-residents.

But in some cases, their informants are not equipped to advise, because they may not have set foot outside one particular center and

FIJI GOVERNOR ARRIVES SOON

Sir Kenneth Phipson Maddocks, the Governor-Designate of Fiji, left England for the Colony on September 12, and is due to reach Suva on October 28.

He and Lady Maddocks sailed in the liner "Athenic". They are travelling to Fiji via New Zealand.

Sir Kenneth is former deputy governor of the Northern region of Nigeria.

couldn't have a clue about conditions elsewhere.

The correspondent adds: At a recent Madang Town Advisory Council the subject was re-introduced by Mr. Vicary, who suggested that the Chamber of Commerce give further consideration to the publishing of a tourist pamphlet.

Ray Parer To "Go South Finish"

Ray Parer, formerly one of Australia's famous pioneer airmen, completes his job as an APC ship commander in the Gulf of Papua in November, and then "goes South finish".

Mr. Parer has been a long time in the Territory—it is more than 30 years since he set down the first "crate" on Ela Beach, Port Moresby (see photograph), and then carried on an adventurous air freighting service in the goldfields areas until World War II. He claims he was the first man to take a plane off the ground in New Guinea. Sir Ray (then Dr.) Cilento cleared a strip near Rabaul in 1928, and Ray Parer flew a plane off it. This combination of Rays means that Parer was actually in the air over Rabaul five days before Pard Mustar made his famous first flight from Rabaul to Lae.

Mr. Parer married Mrs. Ellie Jones about 1938, but they were divorced soon afterwards; and then he married (in 1946) his cousin, Miss Pat Ross. She lives now in Lae; and they have a son, Michael, at school in Queensland.

Mr. Meek, secretary of the Chamber, said that the Chamber had gone into the matter thoroughly and it was found that to publish a journal having 12 photographs and 12 pages of matter would cost about £250—a price based on 5,000 copies. Therefore the Chamber had not considered it to be an economic proposition.

So the Chamber is now making enquiries into the possibility of producing a documentary film on the Madang district, to be used as advertising.

Longer Range for Electra Airliners

The range of the new Lockheed propjet Electra airliner, which will be flying for three Australian airlines and TEAL next year, has been increased from 2,750 miles to 3,460 miles by the provision of extra 900-gallon fuel tanks in the wings.

This development follows representations by Qantas, which is buying four of the Electras for use on its Far East, New Guinea and Pacific Islands routes.

Qantas sought the longer range for its Electras to eliminate refuelling at intermediate stops on these long inter-island runs.

The extra tanks, which are optional for the 15 world airlines which have already ordered 161 Electras, increase the standard fuel

capacity of the 400 mph 66/99 passenger airliner from 5,506 to 6,406 gallons.

Someone in TI Didn't Savvy

A group of 160 shell divers indentured from Okinawa to Thursday Island last March, were satisfactory as divers but of little use as instructors to the local Torres Strait native divers, according to a Thursday Island report.

It was hoped that these Japanese divers would be able to show the local men how to operate in deeper water than they are at present able to do.

Dutch New Guinea is "Tax Tormented"

The residents of Australian-controlled Papua-New Guinea have for some months now been sitting on the edge of their chairs, waiting for what they regard as a catastrophe to strike them in the form of income tax. The tax is coming all right, although nobody knows just when.

But in September, they got something in the way of a cheer-up note, if they wanted to read it that way, in a report from Port Moresby-based AAP-Reuter correspondent William Gasson, who flew to Nether-



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OCTOBER, 1958 — PACIFIC ISLANDS MONTHLY

Lae Would Certainly Like That

Lae, New Guinea, which has been the hub of the airways business in Papua-New Guinea, looked like taking second place when Qantas Super Constellations go on the service from Sydney next year, and terminate in Port Moresby. But there may be a face-save for Lae, after all. The big war-time airstrip at Nadzab, 26 miles up the Markham Valley from Lae, has recently been inspected by the Department of Civil Aviation with a view to allowing Qantas to land Super Constellations there during the annual uplift of schoolchildren from Australia to the Territory for the Christmas holidays.

At the same time, KLM has asked permission to land Super Constellation on Nadzab with tourists from Dutch New Guinea. Lae could do with some tourists. It is a handy jumping-off place for some of the most interesting parts of the Territory but is usually by-passed by cruise ships, which take the easy way out with Port Moresby and, occasionally, Rabaul.

lands New Guinea to compare the Territories.

He wired back the heartening news: "Dutch New Guinea is a tax-tormented country compared with Australia's P-NG."

He then added:

A long list of taxes brings in considerable revenue for the country, but at the same time it appears to have the effect of frightening off private enterprise and investment in this Territory.

The potential of this country is far less than across the border. For that reason alone it would seem that greater incentives might be offered to attract capital to the country by reduced taxation.

Compared with Australian Territorians, who face with uncertainty the possible introduction of income tax in the near future, the life of the Dutch officials here is difficult.

Their list of taxes begins with income tax, continues with property tax, wages tax, company tax, stamp duty, transfer duties, import duties and ends with a nagging statistical duty that is in the form of a fee levied to meet the costs of statistics.

While income tax is charged on the total net income of the people, there is provision for promoting

economic activity in the Territory. This includes an establishment exemption for newly formed businesses, an investment reserve allowing new firms tax-free profits to buy further plant and a free write-off which makes it possible to reduce taxable profit by an arbitrary write-off on plant.

A company tax of 40 per cent. is levied on the profits of limited liability companies established in the Territory.

The property tax is a minor tax but, like Australian New Guinea, import duties are high. The levying system includes 12 per cent. on ordinary consumer goods and 20 per cent. on luxury consumer goods.

The Dutch have a progressive policy regarding the taxation of Papuans which is vastly different to Australian New Guinea's £2 a head for natives and Europeans alike. Here, in almost all types of taxes, the employed Papuan pays his tax pound-for-pound with the European. Both races are taxed from four to 15 per cent. of their wages.

For years, even before the war, the Dutch had adopted this taxation system for the Papuans. Along the coastal areas of the Territory where the natives have been brought under control a head tax is levied by the Government.

Like the neighbouring territory, the tax varies according to the circumstances and development of the tribes. But whereas the maximum tax for Australian natives is £2, Dutch Papuans' tax can vary from £1/14/- up to £3/6/- for each adult male.

This tax is paid direct to the Government and not to local native government councils, which are still in their infancy in this Territory.

In the towns where the natives have become more sophisticated and earn more money, the tax rises and reaches income tax proportions where the natives are regularly employed.

Natives living around the coast near Hollandia pay a head tax of between 16/- and £4/10/- a year.

There appears to be no resentment



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THEY SWEAT ASIAN STYLE

Papua-New Guinea was a good place to train officers of the Australian Army, the Director of Infantry from Army Headquarters, Melbourne, Colonel S. T. G. Coleman said in Port Moresby in September.

Conditions in the Territory were something similar to Malaya, he said. It was a country where men would sweat Asian sweat.

Colonel Coleman toured the territory to determine conditions so he can estimate what type of men are needed for posting there.

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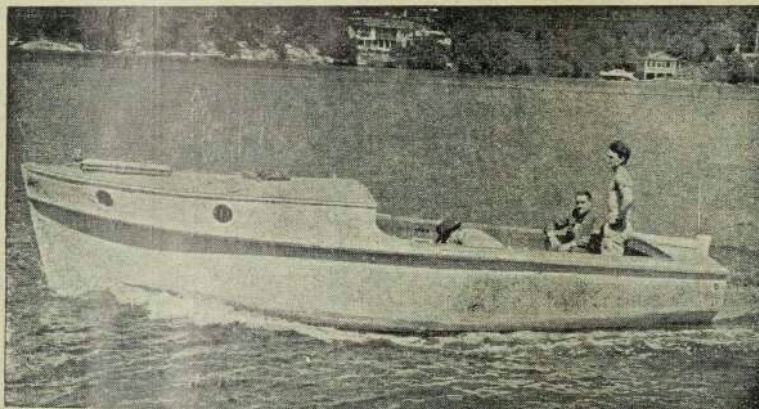
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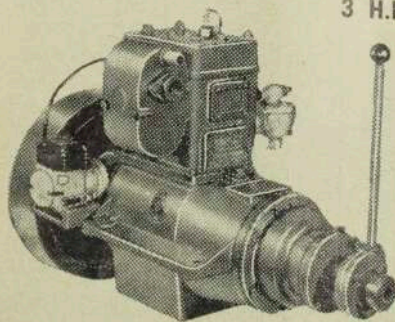


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Although the most dignified and decorative spectators at the Sogeri Show, near Port Moresby, on September 15, the Chimbus reacted like anyone else when they sighted "free samples". In this case, they were after ice cream. See story below.

on the part of the Papuans paying their tax. Their attitude, among the sophisticated natives is one of a natural right as an equal with the Europeans.

To ask a well-educated Papuan native whether he thought he should pay his tax seemed ridiculous when the Papuan was obviously an equal and totally accepted by the European population.

Nor do the village natives cause any Navuneram-type of complaints that recently flared up near Rabaul in Australian New Guinea even though, on a comparison, the natives here shoulder a far greater tax burden than their Australian New Guinea countrymen.

The success of peaceful tax collecting which the Dutch have achieved is due mainly to the education of the natives towards the reasons for the tax.

Government officials say the purpose is fully explained to the tribes before the tax is instituted. Also, when the natives see that the Europeans are paying in most cases more tax than the Papuans, they are quite prepared to share in the cost of running the country.

A Papuan office boy working for the Government pays four per cent. of his annual salary. He might receive the basic monthly wage of £4/8/-, plus a cost of living allowance of £6/15/-—higher than his wages—and another £6/15/- for his four children. Of his yearly salary of £21/16/- he pays £8/8/-.

The higher the salary, the greater the tax. A Government official might receive £175/15/- a month, which includes salary, cost of living allowance and children allowance. On this he is taxed £50/4/-.

So, too, would a Papuan if he

had reached the stage of development where he could fill such a high position.

Papua's Best Show is Washed Out

Papua—and perhaps New Guinea, outside Goroka—never saw a finer agricultural and pastoral Show than the exhibition at Sefton Park, Sogeri, on September 15. And it never saw a show more quickly obliterated by rain.

As an example of what can be

produced, in foodstuffs, livestock, and standard tropical crops, on those beautiful, fertile plateaus of the Sogeri Valley, this show will not soon be forgotten. The setting was perfect—innumerable stalls laid out under shade trees on undulating green lawns, beside the swift-flowing Laloki.

As an example of community co-operation, it earned high praise. Every resident of Sogeri contributed something, in cash, service or exhibits. Every trading concern in Moresby made an exhibit of something interesting. Every citizen of Moresby and the Central District felt it his duty to attend "our Show". By lunchtime, about 7,000 Europeans and natives had assembled there.

The Chimbus of the Highlands gave the exhibition its final picturesque touch.

The sophisticated Papuans came along in plain lap-laps and wide smiles, to enjoy the outing. But the Chimbus donned the magnificent, highly-coloured dresses which have made them famous and, in their scores, stalked with great dignity through the crowds. Even when posing for photographers and scrambling for free "samples" they never lost their poise—they were unchallenged gentlemen of a great occasion.

The grand parade—bulls and produce, horses and vehicles and so forth—was the highlight of the day.

And then, down came a typical Sogeri thunderstorm, and the exhibition, the culmination of weeks of devoted and clever work, simply disappeared under a deluge of cold rain. Thenceforth, the programme was washed out. Everyone went home.

The highway from Sogeri down to

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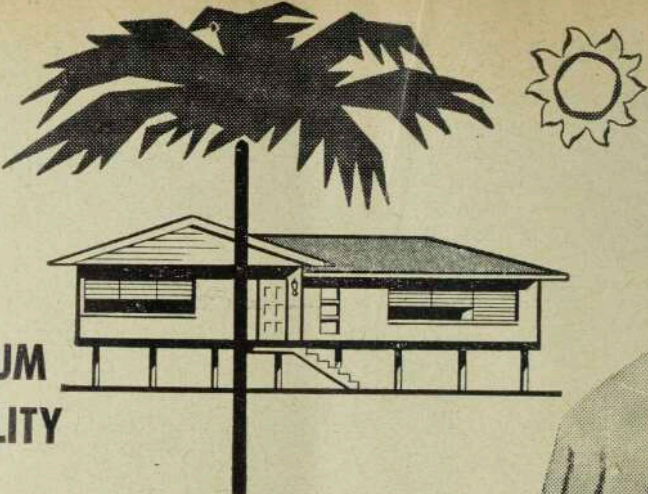
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NATIVE "OBSERVERS" OF COUNCIL. An interesting experiment was carried out by the Papua and New Guinea Administration when the Legislative Council met in Moresby on September 16.

Six "observers", from different parts of the Territory, were brought in to Moresby, and remained there for a week, while they attended each meeting of the Council and, under the tutelage of Mr. J. C. Williams, of the Native Affairs Department, listened to the proceedings. They were outfitted by the Administration—even to the extent of shirts and ties—and each got a daily allowance of spending-money. Most of them were Pidgin speakers. As the proceedings conformed strictly with Parliamentary procedure—puzzling enough to ordinary citizens—and were all in English, it would be interesting to know the private opinions of the "observers". From left to right, the names of the observers are: KONDOM AKAU'UNDO, Luluai of Chimbu, Eastern Highlands; GEIBOB, of Butibum, Lae, president of the Lae-Wompa Native Local Government Council; AU BAERA, of Tureture Village, Daru, Western Papua, president of the Daru, NLGC; JOHN EHAVA, of Kerema, Gulf of Papua District; POKIO, of Poluro, Manus District, Councillor of the Manus NLGC; WINTERFORD UMBUTU, MM, of Kokoda Village, Northern District, vice-president of Milne NLGC.

Moresby is a narrow road of terrifying curves and grades, enough to scare any driver in fine weather. The rain and the countless cars and lorries and buses turned the dust into slippery mud.

Patient queues formed while innumerable vehicles were hauled out of water-holes and ditches.

For Moresby folk, it was a long, tearisome, bedraggled homecoming. But no car went over the beckoning recipices of the Sogeri gorges and—if we count the hours only from daylight until lunchtime—it really was the best show we ever have seen in the Pacific Islands—R.

'Aoniū' Now on Regular Schedule

All ships of the Tongan Government have now been brought under the control of a Shipping Control Committee, with the Harbour Master, Captain John Sutherland, as Chairman.

Oversight will be given to the general running of the vessels and the tables have been prepared to have overlapping, and to provide a regular service around the Group.

The *Aoniū* is scheduled to make monthly visits to Suva and the cabin passages have already been booked out to the end of the year.

Her first scheduled voyage out of Suva was on September 27, with a return departure from Suva four days later.

Cook Islands Woman Found Guilty

Mrs. Veia Love Lowry, daughter of a leading Cook Islands family, and wife of a Mormon missionary formerly of Rarotonga, was sentenced to two years gaol by a Canadian Court in September, when found guilty of the manslaughter of her daughter Blondie Takau Lowry, aged eight years.

The child died from head injuries on April 7.

Mrs. Lowry visited New Zealand last year and took the child back to Canada with her at that time.

Now Tourist Fares On Coral Route

TEAL announced at the end of September that tourist class fares, applicable for several years past on most overseas airline routes, would also apply on the Coral Route service from Fiji to Tahiti as from October 16.

The tourist fare is 20 per cent. less than first class. The service will undoubtedly be rushed by the many people of the low income group, who, through very restricted facilities for sea travel, are forced to travel by air—especially Cook Islands residents who can often ill-afford the heavy cost of the first class fare and are quite prepared to

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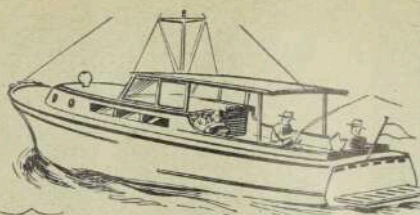
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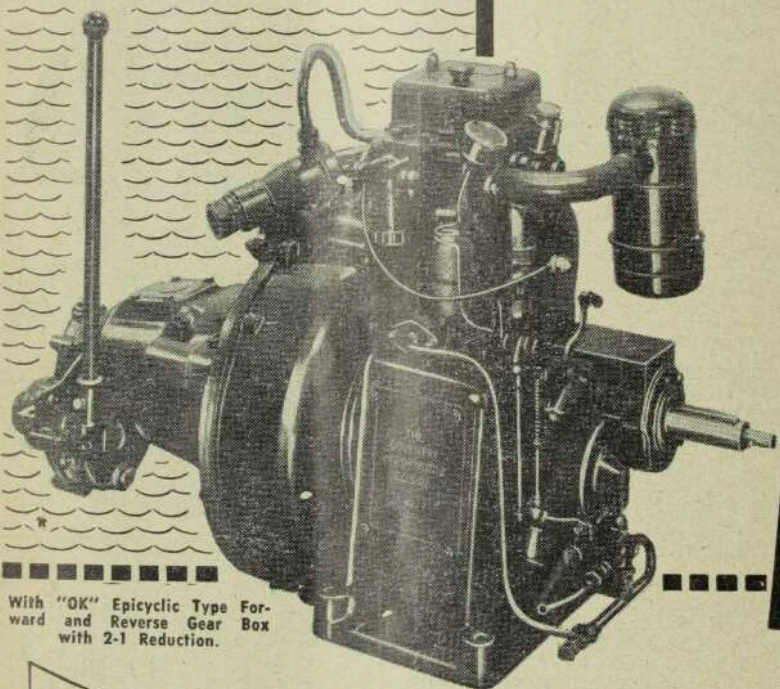
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BATTLE OF BRITAIN DAY AT TARAWA

TARAWA, in mid-Pacific, didn't forget to commemorate Battle of Britain Sunday in September. It wasn't a very big service—but it was a moving one. A Sunderland-load of RNZAF men from the RNZAF base at Laucala Bay, Fiji, flew up to the Gilbert and Ellice Islands for the occasion, and paraded with Gilbert and Ellice Administration officers. Bugler Samasoni Lopati, of the Gilbert and Ellice Constabulary, sounded the Last Post as the flag was lowered. At right, two of the RNZAF men—Squadron-Leader E. J. E. Tompkins, with Wing-Commander R. L. Scott (who conducted the service). Below, Mrs. R. Davies, Mr. P. J. Deix, Mr. R. Davies (officer-in-charge during the absence of the Resident Commissioner) and Mr. R. Turpin, assistant secretary-general of the Gilbert and Ellice Administration.—RNZAF photos.

accept tourist class conditions. (First class single Auckland-Papeete is £NZ107/10/-.

A major refit was completed to TEAL's sole Coral Route Solent flying-boat in September and the aircraft departed from Auckland on September 30 to resume the Suva-Satapuala-Aitutaki-Papeete service.

A chartered Ansett-ANA Sandringham flying-boat had been operating a shuttle service between Suva and Satapuala (W. Samoa) since early August. Due to the failure of Civil Aviation Bureau radio facilities at Aitutaki the sector beyond Samoa was closed to flying from August 5 for about six weeks.

The chartered Sandringham made one full flight to Papeete following the reopening, and TEAL's own Solent was to carry on thereafter.

And New Directorate For Teal

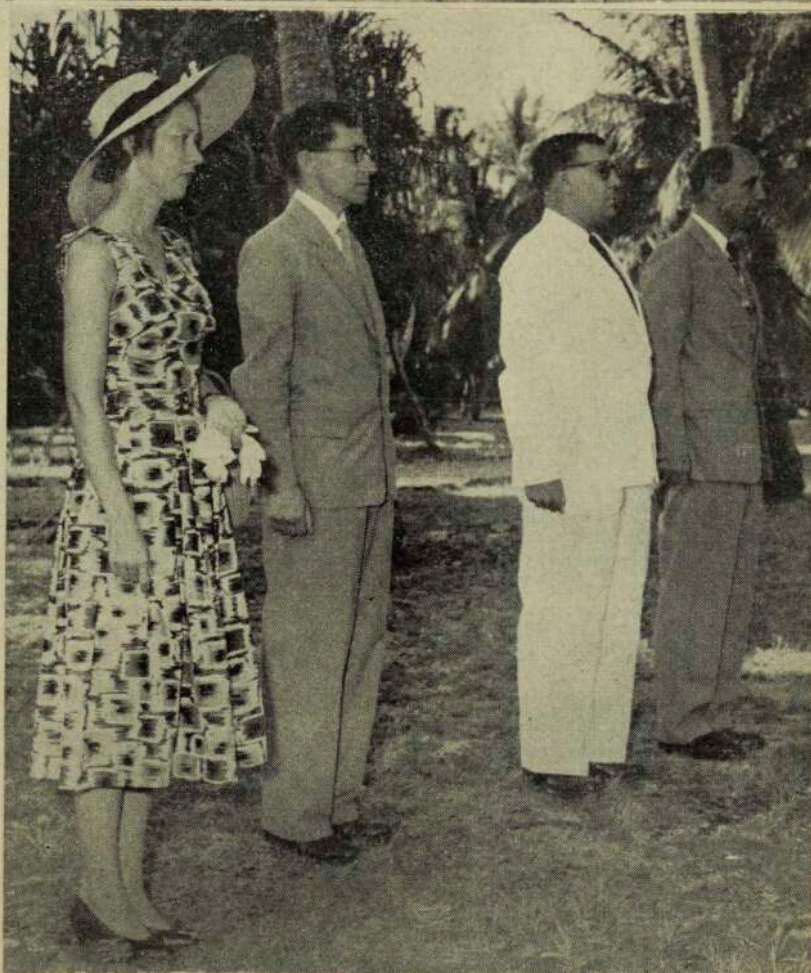
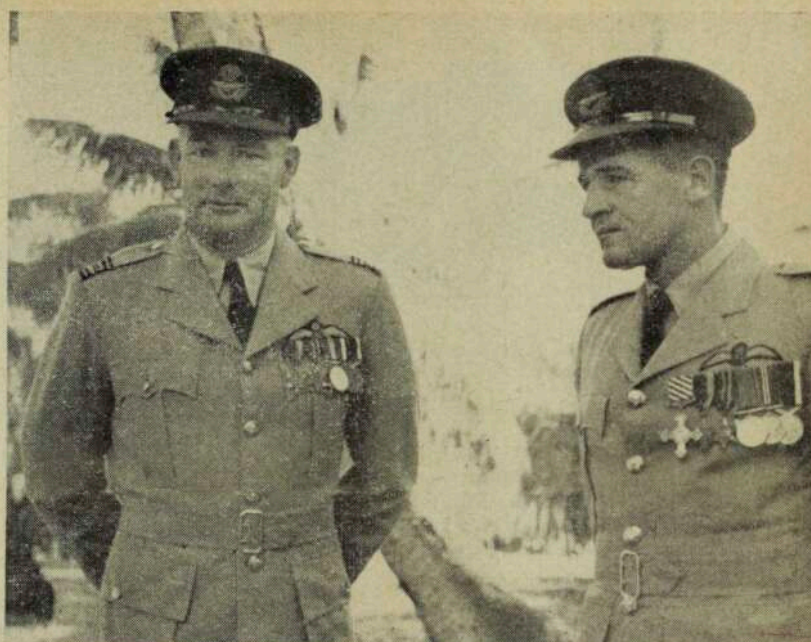
Two new directors have been appointed to the board of Tasman Empire Airways Ltd. They are Mr. A. M. Finlay, a former Labour MP and a barrister and solicitor of Auckland; and Mr. G. N. Roberts, who until his recent retirement, was general manager of TEAL for 12 years. They replace Mr. N. B. Spencer and Mr. T. A. Barrow.

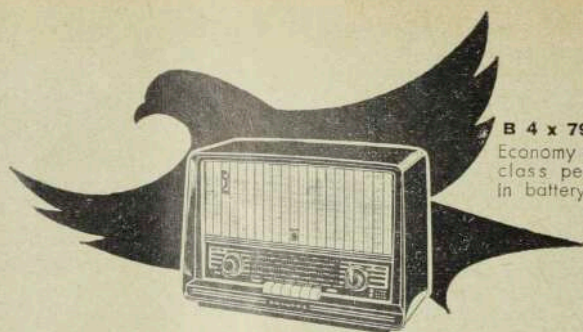
The appointment of Mr. Roberts apparently caused some heartburning in Labour circles in Auckland where the Labour Representative Committee questioned it on the grounds that he was not sympathetic to the Labour Government.

However, his political sympathies were discounted in favour of the fact that he knows the airline business and this was evidently allowed to carry the day.

New P-NG Laws On Rape

The P-NG Legislative Council in September abolished the death penalty for rape in P-NG and brought the criminal law in line with the laws existing in Queensland and the United Kingdom.

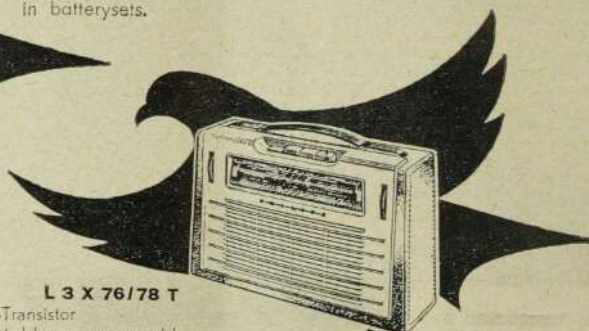




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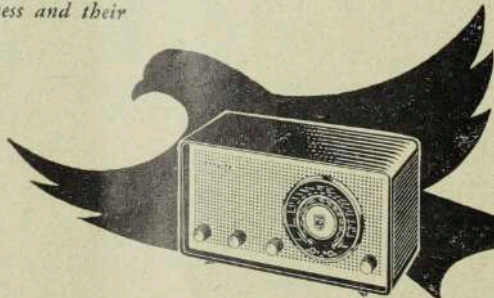


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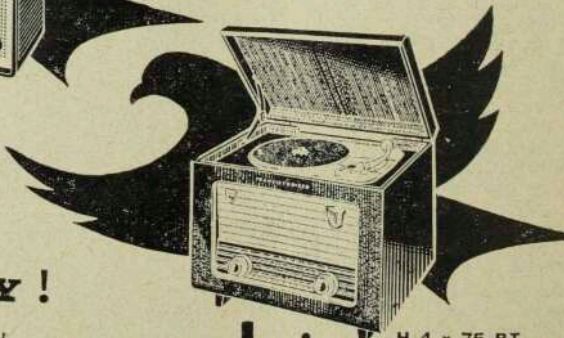


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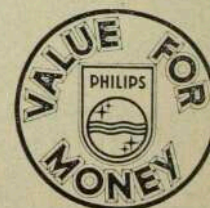
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Etablissements Ballande, Noumea, New Caledonia.
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Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby, Madang and Lae.
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IT'S ON AGAIN. The Tokelaus and the Northern Cooks are the scientific rendezvous for the observation of the eclipse of the sun this October. Best sighting point will be at Suvarrow atoll, where a big Japanese team is busy. Other IGY scientists will make duplicated observations at other atolls so that best results will be obtained. On October 21, 1930, the central Pacific observed another eclipse of the sun—but the best viewing point then was at Tonga's Niuafoou, better known as Tin Can Island. An American group, using what was then the largest camera in the world—65 ft. long—had successful viewing in perfect weather. This photograph shows the American camp, and celebrated camera.

Previously there were conflicting laws in the Territory.

In Papua, rape of a white woman was a capital offence and of a native woman carried life penalty.

Other amendments to the criminal law included reduction of the sentence of death in Papua, or a life sentence in New Guinea for attempted rape, to 14 years; and reduction of life sentence in Papua, or 14 years' gaol in New Guinea, for indecent assault on a female, to two years. All amended penalties carry the option or including whipping in the sentence.

Keeping Things Quiet On Australian Waterfront

The British Phosphate Commissioners have evidently decided to go quietly and not attempt to buck the Australian Maritime Unions—as did the Colonial Sugar Refining Co., when it brought out its new vessel *Rona* with a non-Australian union crew, last year.

Round about 54 Australians went Glasgow-wards, by air, on October 6—officers, cooks, engineers, AB's—to bring out the new phosphate carrier *Triellis*. Conservative cost of the jaunt is estimated to be about £26,000, which is probably cheaper than having a black ban placed upon the vessel—which was what happened to the *Rona* when she got to Australia.

One of the tourists is Communist secretary of the Victorian branch of the Seamen's Union, W. Bird.

Triellis, of 12,000 tons, was launched in Glasgow last May, should sail from the UK at the end of October and reach Melbourne by mid-De-

cember. She will then go on to the Ocean Island-Melbourne phosphate run.

At the same time that the *Triellis* crew was preparing to take off, a Select Senate Committee presented its report on indemnity payments to the Australian Parliament. (Indemnity payments are those made by ship buyers or their brokers to Australian unions to get them to allow foreign crews to deliver ships).

Between 1955 and 1957, said the report, £47,275 had been paid to maritime unions as indemnity payments. In the opinion of the committee, extraction of such payments was a breach of the Crimes Act. It was recommended that the unions involved be prosecuted.

Some months ago the ACTU held an inquiry into indemnity payments but failed to clear the matter up, although ACTU president, A. E. Monk, went on record as saying they were immoral. When the Senate committee findings were tabled in

Parliament on September 30, the unions concerned said they showed political bias, and that they wouldn't accept them, anyhow.

In Search of Ape-Men Eighteen Feet High

A Dutch expedition into the Southern portion of NNG, to inspect the comparatively little known Star Mountains area (near the centre of the island of New Guinea), now looks like getting into the area next April.

The expedition was originally planned to take place at the beginning of last year, but it was twice postponed because of money troubles.

Private Dutch interests promised a big part of the total amount needed, but the organisers still needed another £A50,000. This now has been found following an agreement with a French film company who will be allowed to go on the expedition.

The company had already planned to shoot a film in the central highlands of NNG, in any case. Two French film men who will take a leading part—Mr. Pierre Dominique Gaisseau and Mr. Toni Saulnier—have both visited the Australian and Dutch areas of NG.

Mr. Gaisseau gained fame of a sort a few years ago when he entered a restricted area on the Australian side, near Tari in the Southern Highlands, without a permit.

Entrance of the film company to the Star Mountains expedition has already resulted in a lot of publicity in Europe—of a kind the original promoters probably didn't expect.

Some of the would-be explorers have been quoted on some of the things they expect to find—such as prehistoric animals and ape-men 18 ft high! This has made good light reading for Territorians on both sides of the border.

Meanwhile an airstrip in Sibil Valley, close to the Star Mountains, has been established, and has already been used by one of the supply aircraft, a Twin Pioneer.

It's The Hawaiian Kind Of Sack

When the inaugural flight of Pan-Am's new DC7 service reached Sydney on September 30, the three air hostesses had dispensed with their usual trim uniforms in favour of a garment that was probably the progenitor of the sack.

It is Hawaiian and is called a muu-muu. It hangs straight down from chin to ankle, and apart from the fact that it is patterned over with giant hibiscus or strilizia, looks like a Victorian nightshirt. It was probably invented about the time Hawaiians were giving up grass skirts and missionaries were having an undue influence on Islands' fashions.

PAA hostesses regularly wear these garments on US-Hawaii flights—but for our money we'll settle for the old uniform. If young women go in and out in the right places, why cover them up in a sack?

Three French Alouette helicopters will also be used on the expedition. An Alouette holds the world height record for helicopters—25,000 ft—and should be able to handle with ease the work in that area, which will average about 10,000 ft.

Fewer Visiting Norfolk Island

The number of tourists visiting Norfolk Island is on the decline. The Norfolk Tourist Bureau's latest set of figures show there were only 632 visitors in 1957, compared with 1,203 the previous year and 634 the year before.

In 1952 there were 1,216 visitors,

in 1953 there were 1,467 and 1954 there were 1,168.

The Bureau, which gets an Administration subsidy, shows a credit balance this year of £79.

Transpac Extends Its Flights

New Caledonia's internal air service, Transpac, extended operations in September, linking Noumea to Koumac, on the west coast. Its services previously have all been to the Loyalty Islands.

Transpac announced, too, that one week in September it had carried its 20,000th passenger.

Exhibition for Rabaul and Honiara

With much of her space devoted to an exhibition of Australia's primary and processed products, the big Swedish vessel *Delos* leaves Australia in October for the major ports in Philippines, Borneo, China and Japan.

With her, to explain and demonstrate the exhibition, go a round dozen of Australia's leading businessmen, with numerous assistants.

It should bring an increase in Australian-Far East trade. It ought to—the organisation of the exhibition and the hire of the ship and maintenance of the personnel.

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THE DARLING BUDS OF MAY, by H. E. Bates.

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Papuan Girls Look Things Over

It is not only Papuan and New Guinea men who are having free, escorted tours of Australia. The girls got a turn, in September, when 10 Papuan women school-teachers toured Queensland.

As the Brisbane newspapers exuberantly put it, five of them were "peroxide blondes".

On their 22-day trip, to see how things are done in the South, the girls are the guests of the Queensland Chamber of Manufactures. They are in charge of Miss Agnes Neal, of the New Guinea Department of Education.

The girls visited schools, baby clinics, clothing factories and so forth—but unlike the Tolai trippers (PIM, September, p. 123), no lawn-mower factories. Which is probably short sighted of the Chamber of Manufactures. Who said lawn-mower pushing wasn't women's work?

is costing Australian taxpayers "packet".

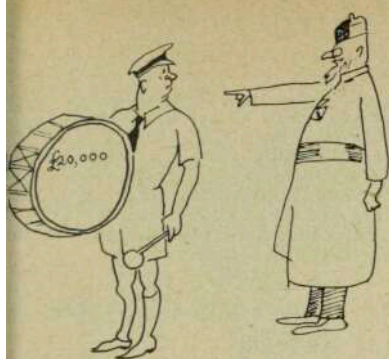
On its way back, the *Delos* will call at Rabaul, in New Guinea, and Honiara, in the Solomons; and the exhibition will be open to all the residents of those Islands districts.

The Salvation Army Steals a March

The Salvation Army, invading the P-NG missions field, in Port Moresby, the Highlands and elsewhere, seems to have stolen a march on the older religious organisations.

It now is completing the erection of a welfare centre and transit camp at Koki, near Port Moresby, to the cost of which the Administration has contributed at least £20,000.

Koki is the well-known port of the coastal (lakatoi) people, and they increasingly need some super-



"It's My Turn to Beat the Drum!"

While Father Dwyer, in the P-NG Legislative Council, was voicing a firm protest against a grant of £20,000 having been made to the newly-arrived Salvation Army from a Welfare Fund about which the old-established Missions knew nothing (but from which they would very much like to have similar grants), the incorrigible Keith McCarthy was "doodling" at his LegCo desk. Then the cunning pencil took shape and purpose and, before the little debate was finished, the above typical McCarthy cartoon was in circulation. Actually, it is the property of Father Dwyer, who chuckled gleefully over it; but the PIM man "pinched" it temporarily, for purposes of reproduction.

vision over their recreational activities.

Hundreds of natives, going to or coming from labour contracts, pass through Moresby; and a well-managed staging camp for their accommodation has been a real need. That, apparently, was why the Administration subsidised the Salvation Army enterprise.

But the older Missions did not like it. The Rev. Father Dwyer, in the Legislative Council, in September, said he understood this Government grant came from something called a Welfare Fund.

He directed at the Administration a series of questions, in an effort to find out whether there actually was a Welfare Fund from which such subsidies could be paid; why the older Missions had not been made aware of the existence of such a Fund; and why the newly-arrived Salvation Army had been subsidised in this generous fashion to provide the service, when the other old-established Missions would have been quite happy to do the work, if similarly assisted.

The Administration's reply was short, and did not convey much. It said that the Government had a substantial Welfare Fund, from which grants could be made for native welfare purposes, and that the existence of the Fund had not been concealed in any way. A grant was made to the Salvation Army when that body submitted detailed plans for a much-needed native labour transit or staging camp, and a recreational centre for the Koki native community.

The Salvation Army's Koki establishment was formally opened on

September 27. It occupies a very suitable site in a native amphitheatre in the hills immediately adjoining Koki village. There are dormitories, kitchens, wash-rooms, storehouses, etc—enough to accommodate 100 travelling natives—and generous recreational facilities for the native people, both local and travelling. The buildings are arranged around a central garden or lawn, in such a way that all are under constant supervision.

The man immediately in charge of the establishment—he planned

and built it in six months—is Major Keith Baker. He is assisted by his wife, Mrs. Edna Baker, who did Salvation Army work in China for some years.

Topinit on Taxes

Tolais, taxes and native discontent were the chief current conversational topics in Rabaul, NG, in September.

Only a handful of immediate witnesses were attending the Commission of Inquiry's sittings at Navuneram after the first week, the

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B156

rest having returned to the usual daily round.

Council taxes are next on the list, and once again, there appears to be some doubt regarding peaceful payment, with everyone watching the other fellow.

Topinit, Luluai of Navuneram village, told the Commission that the Navuneram trouble was caused because the Administration had not told the natives the use to which the tax money would be put. They thought (said Topinit) that it would mean automatic inclusion in a Council area, and Navunerams just don't seem to like Councils.

Later in the month, the New Britain District Commissioner, Mr. J. R. Foldi, told the inquiry that one of the frightening things about the Navuneram incident was that similar tax trouble could spread unless the Administration was in a good position to hold native confidence.

ADO Eric Wren, describing the incidents at the day of the shooting, said police had fired their rifles at an angle of 45 degrees, and when the cease-fire order was given the natives had pulled back, and their screaming had changed to an angry roar. He said the natives had fought with the police "like demented people".

The P-NG Police Commissioner, Mr. C. Normoyle, said there had been an upsurge of sorcery among some sections of the Tolai people.

Hawaiian Tourist Expert Advises NZ

Mr. James H. Shoemaker, chairman of the Hawaii Visitors' Bureau and vice-president of the Bank of Hawaii, was visiting New Zealand in September-October at the invitation of the Reserve Bank of New Zealand, to investigate and advise on aspects of the tourist industry.

Mr. Shoemaker said that the whole Pacific area would soon see a great expansion in tourism, especially tourists from the United States, where the trend in travel at present was to head westward.

A Grave-Stone for Flier Kevin Parer

The memory of a young man, Kevin Parer, well known and respected in the goldfields community before World War II, was honoured on September 14, when a little party (Jim and Ray Murtagh, J. Vivian Woods and Fred Mayos) left Lae in Mr. Mayos' boat.

They proceeded down coast to Salamaua (once a flourishing port, now entirely deserted) and in the old-overgrown cemetery "around the point" they searched for and found the grave of Kevin Parer, and placed thereon a headstone sent to

them by Parer's brothers.

Kevin Parer ran his own little airfreighting service; and he was at Salamaua airfield early in 1942 when it was raided by Jap planes. Kevin got out and ran for a slit trench but was cut down and killed by machine-gun fire. He was buried by friends, among whom was Dick Tebb (an MM, MC, MID of World War I); and Mr. Tebb supplied data which helped the party to locate the 16-years-old grave.

Racehorses and Puppy-dogs For Papeete

The Matson freighter *Alamea* was turned into a modern Noah's Ark before she left Brisbane mid-September with a mixed bag of Australian animals for Tahiti.

Amongst the animals, who will change their nationality, are 12 cows, three offspring, and one bull from Victoria; nine pups from NSW and 10 racehorses from NSW and Queensland. To feed them, *Alamea* was equipped with 250 bags of concentrated American cattlefood as well as lucerne and hay.

Mr. Harrison Bourke of the Comptoir du Pacifique Sud, Papeete, went to Australia to arrange buying and shipment of all the animals which was the first which Matson Lines has carried to Tahiti.



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Mr. and Mrs. Monty Stobo, after their marriage in Port Moresby, with the bride's mother, Mrs. J. M. Cliff. See story below.—Papuan Prints.

He Wasn't Really Incorrigible

The outstanding social event of September in Papua and New Guinea was the marriage, in Port Moresby on September 18, of Mrs. Joan Lock and Mr. Monty Stobo, senior Inspector in the Territory for Messrs. Burns Philp (NG) Ltd. Mr. Stobo had been a bachelor in the Islands for so long that he was accepted as incorrigible. But, a few months ago, Mrs. Lock came along on a *Bulolo* cruise. She is the attractive daughter of Mr. and Mrs. J. M. Cliff, once well-known planters in the Solomons, and now living in Queensland.

Mr. Cliff is ticketed "valuable" at BP headquarters; and Mr. Stobo was one of the NG executives who got a private request to assist the Cliff daughter in every way possible. That was the end of his bachelorhood.

The wedding took place at the house of Mr. and Mrs. Bernard Ryan (BP Port Moresby manager), and a large section of the PM community was present. Also there were Mr. and Mrs. J. M. Cliff.

Next day, Mr. and Mrs. Stobo flew to Madang, where he is acting as manager while Mr. Pym is on leave. Thence they go, on a similar mission, to Samarai.

Samoa's Public Servants Are Happy Again

Public servants in Western Samoa will not, after all, have to suffer a 10 per cent. cut in salaries from January 1, 1959. The Government has reconsidered the matter and will make economies in other directions instead.

The cuts were announced some time ago and raised a storm of protest from the local PS Association

which held a special protest meeting in August.

It can be said that their protests bore fruit—but only to a degree because they are going to have it taken off them in another way. Scales of increment—which are now said to have been of too generous a nature, anyway—are to be lopped.

On the long term the Government is going to be better off; but in the short term, which is right now, the W. Samoa public servants are again happy.

Melanesian's Fate Likely To Remain a Mystery

The Commission of Inquiry, set up to deliberate on the disappearance of the Solomon Islands vessel *Melanesian* last July, has been unable to say what caused the disaster,

and the fate of the vessel and the 62 people who sailed on her is likely to remain a mystery.

When this issue went to press, a full report of the finding of the Commission was not available, but the Commissioners had stated at the end of the inquiry, which began late September and lasted about two weeks, that there was nothing to show that the sinking of the vessel was due to a submarine, mine or explosion.

They recommended the establishment of a better system of radio contact between local shipping and shore stations; and the provision of a fast rescue vessel.

The Commissioners were: M. J. C. Saunders, Senior magistrate of Fiji, chairman; Captain E. W. Harness, Suva Harbour Master; and M. E. Palmer, planter of the Russell Islands, BSIP.

The Inquiry considered hundreds of exhibits—most of them flotsam taken from the sea in the area where *Melanesian* disappeared; and witnesses, European and natives, gave evidence.

A European plantation manager, Mr. J. L. Smith, told the Commissioners that he had seen what he believed was a submarine off Kaukau Bay, Guadalcanal, on July 14; and some Malaita natives described some explosions they had heard two days after *Melanesian* was reported missing. Neither this, nor any other evidence, was held to have thrown any real light on what had happened.

(*Melanesian* with over 60 people on board, including seven Europeans, was on a routine voyage to Sikaiana on July 10. She reported at 9 a.m. on that date that she was 25 miles off her destination. Nothing more was heard of her. When she still had not reported, on July 12, to her next

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R. L. Stevenson's Tomb a Memorial Reserve

An acre of the area surrounding Robert Louis Stevenson's tomb on the summit of Mount Vaea, behind Apia, has been created a memorial reserve.

Another 118 acres adjoining it have been set aside in perpetuity as the Mount Vaea Scenic Reserve.

The West Samoa Legislative Assembly in September passed an ordinance providing for the maintenance of the reserves, "in a style befitting the memory of R.L.S.," who died there in 1894.

The acre of land for the memorial reserve was given to the Government by the descendants of Stevenson's wife, Fanny, whose ashes are buried with Stevenson on Mount Vaea.

From Stevenson's old home, Vailima, which is now Government House (there have been extensions and alterations since), the track to the summit passes through the new reserve. Most visitors to Apia manage to make the climb, which takes about 30 minutes, and is best done in the early morning, because the going is more difficult in the heat.

Port of call on Malaita, a general alarm was raised. In the next week every ship in the area, and aircraft from New Guinea, were diverted to search for her. Pieces of broken timber, damaged life-boat and raft, and finally the mutilated body of one of the natives were picked up west of where he was last reported. None of these gave any clue as to what had happened to the vessel. *Melanesian* was well-found, built in Hongkong and only two years old. A few months previous to her disappearance she had been surveyed and pronounced safe at Lloyd's.)

Norfolk Is. Thinks About its New Council

The proposed new Norfolk Island Council—which is to supersede the

old Advisory Council and is designed to give the Island a larger measure of self-government—is still in the discussion stage.

The Administration itself, through its news-sheet is trying its best to stimulate interest by describing what is in store, as a sort of serial running through several issues. For the average Islander, of course, the crux of the matter is how much more this increased amount of self-government is going to cost.

It is proposed that the Council will have eight members including the President and Deputy President.

It will be a paid legislature, too—but before anyone runs away with the idea of taking up NI politics as a career, it should be explained that although the president may get up to £150 per annum, the Councillors may not get more than £1 per month.

Elections will be held every two years but only four councillors will retire at a time—which should at least allow the old hands to pass on their knowledge to newcomers.

To be eligible for election, candidates must have resided on the Island for six months and be eligible as voters. President and Deputy President will be elected by the Councillors within two weeks of an election.

Voters must be 21, British and have resided on the island for six months.

It is proposed that the Council will have control of all roads and road work, drainage, tree-planting; operate electricity supply and water supply; conduct stevedoring and lighterage operations; conduct public baths, bathing sheds and recreational facilities; conduct wholesale and retail liquor stores, and provide for payment of old age and invalid pensions.

To pay for all the above—which, in total, is a tall order, in any language—it is proposed that the council will raise revenue from business undertakings, land rates, licence fees etc.

Japanese Buy BSIP Copra

The arrival in Honiara, BSIP, on September 11, of the 5,000 ton Japanese Merchant Vessel *Kowa Maru* of the Nitto Line created much interest.

The vessel was the first Japanese commercial ship to call since war days and the cargo was the first copra sold to interests outside the United Kingdom.

Plying regularly between New

T is for Timbrock HARDBOARD

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Zealand and Tokyo, the *Kowa Maru* called to pick up a cargo of 700 tons of copra sold to the Japanese importing and exporting firm of Dai Ichi Bussan Kaisha.

Mr. D. S. Corner, secretary-manager of the BSI Copra Board, has also announced that, following a recent visit to the Protectorate of two Japanese copra buyers, a further 1,000 tons of copra has been sold forward to the Dai Ichi Bussan Kaisha, for delivery mid-November.

The buyers arrived in Honiara on a vessel chartered in Rabaul (*MV Gona*), and were amongst a party of six Japanese.

Two of them were journalists and two University professors, specialists in marine biology. After the two

copra buyers were dropped off in Honiara, the rest of the party carried on, in *Gona*, to the New Hebrides.

Bringing the Word— In Three Languages

Mr. B. D. Lakshman, an Indian gentleman connected with the Fiji trade union movement, gave a widely-advertised speech to the sugar workers at Churchill Park, Lautoka, in September. But he turned out to be singing the same old tune, one that went to the strain of the "Rich Get Richer and the Poor Get Poorer".

He delivered the whole of it—13

foolscap pages of close type-script with a certain amount of competition from a Fijian religious service in a nearby church and a wrestling bout ("Gorgeous George" v "Elphant Boy") on the other side the park.

He ploughed solidly through version in English, despite hiccups from the CSR train on its way through the town and wild cheer from the wrestling arena.

Then he followed up by playing over loud speakers, a 20-minute Fijian translation which had been previously tape-recorded. Then he finally came a recorded full Fijian translation also over loudspeakers.

But by this time, the audience of 150 to 200 had thinned out considerably—driven home by the noise and the mosquitoes.

Mr. Lakshman noted on copy of his speech he later distributed in Suva that the audience was 1,200. But he probably confused Gorgeous George's meeting with his own.

Hit-or-miss Executorship is asking for trouble



The private Executor who bungles and blunders deserves most of the bitter criticism hurled at him by the beneficiaries. His good intentions are no excuse; his first mistake was obliging a friend whose ignorance of Executorship matched his own. A refusal to serve may or may not have protected the Estate. But some sound advice could, if accepted, have avoided all the trouble.

Before making any decision about Executorship, you will do well to read "Hands That Never Leave The Wheel". This 20-page booklet explains an Executor's duties, and makes it very clear why these complex obligations should become the fulltime responsibility of Burns Philp Trust Company Limited. This experienced, enduring, solidly-financed institution can and will protect those whom you plan to help. Ask for your free booklet at any branch of Burns Philp (South Sea) Limited, Burns Philp (New Guinea) Limited, Burns Philp (New Hebrides) Limited, or at the Trust Company's nearest office.

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SQUINT-EYED COCKATOO

An advertisement in a *Hollandia (NNG) news-sheet* in September asked for the return of a pair of spectacles stolen from a Dutchwoman — by a white cockatoo.

There was no reply (so it may be presumed the cockatoo can't read, or anyway can't read Dutch) but inquiries revealed the cockatoo had swooped down and picked the spectacles off the lady's face—and later on had tried the same thing with somebody else, but missed.

What the cockatoo needs with more than one pair of spectacles nobody seemed to know.

Trust Estates Contributes To Samoa's Finances

It was news in Western Samoa in September when the Trust Estates Corporation ended its first year by making a grant of £\$30,000 to the Western Samoan government.

A year ago it was the non-appearance of an expected grant of £\$126,000 from the Corporation (just then recently renamed from "NZ Reparation Estates", as handed over by NZ to the Samoan Government that started the Territory's financial crisis.

When the Estates belonged to New Zealand the whole of the profits were handed over to the Samoan Government for benefit of the Samoan people. When they were transferred to Samoan control they became a separate entity that had to stand on its own feet. The Corporation then needed its pro-

for its own reserves—particularly in its first year of operations.

All this is explained at much length in the Corporation's first annual report and balance sheet, for the year ending March 31, 1958.

Progress and profitable results of the first year's trading are reported, although profits were down on the previous year. (Net profits for 1957-58 were £\$70,720).

Various reasons are given for the falling off of profits in the current year, in comparison with previous years when the estates were under NZ control. Mostly it is attributed to a fall in the price of cocoa and the fact that the Corporation's coconut plantations are now 60 per cent. very much over-age (planted 40 or more years ago). Ravages of rhinoceros beetle are also considerable.

A vigorous programme of replanting and rehabilitation becomes urgently necessary, says the report, and so also was the necessity to revalue all assets of the Corporation. A Special Committee undertook this task and reconsideration of the value of lands, buildings and other assets resulted in a reduction of over £200,000 in the total value of fixed assets.

Indignant Over The Machine

Many NG Highlands residents reacted indignantly to the treatment of John MacGregor by Port Moresby officialdom in September.

MacGregor, and Frederic Anderson, two former Administration officers from the Gollala district of Papua, were in the news last year when the Administration had them charged following allegations of ill-treatment of natives.

MacGregor was acquitted, but Anderson was sentenced to 21 months' imprisonment—a sentence which was considerably reduced, to six weeks, on appeal to the High Court of Australia. Both young men were—and are—held in high regard in the Territory.

MacGregor left the Administration employ last year and got a job as a traffic officer at Banz with Hibbes Sepik Airways. His wife worked as a teacher there. But he was recently retrenched, because of a general cut down of staff, and was given a job in the Highlands as an Administration road supervisor.

However, two weeks later he was dismissed from that position—apparently on instructions from Port Moresby.

As individuals, P-NG Administration officials are generally highly regarded, but the machine itself can operate in a way that does the service no credit.

Education Record

(Continued from page 22)

certainly the most energetic man engaged in P-NG administration:

These people have a dominant desire to achieve the riches of our living, to emulate us. The most universal demand is education.

Teach them English, English, and more English—this is what they want. I would condemn those who do not use English in every teaching technique. There is a crying need for mass education, and those who persist in using Pidgin English or "Police Motu" are thoughtless, or are conceited in thinking they are bi-lingual, or there may even be some wicked enough to wish to slow down the development of the people.

If those extracts represent the thinking in high places, why in the name of commonsense has so little been done to establish simple English as a common tongue among all the villages in controlled areas?

Why should it be necessary for Father John Dwyer, a leading missionary-educationalist, to make this protest at the P-NG Legco sitting on September 17:

Twelve years after the war the Administration and the Missions together are giving primary schooling to one out of every eight children of school age in the Territory.

The number of children in attendance at approved schools is 47,000—30,000 of

these in Mission schools, 17,000 in Administration schools.

Teaching these children there are 1,500 registered teachers; 500 of these are Europeans and 1,000 are natives; and of these qualified teachers 700 belong to the Administration and 800 to the Missions.

In addition to the 47,000 children at approved schools, there are approximately 150,000 other children who have some contact with literacy through Mission teachers, many of whom will soon be granted permits to teach.

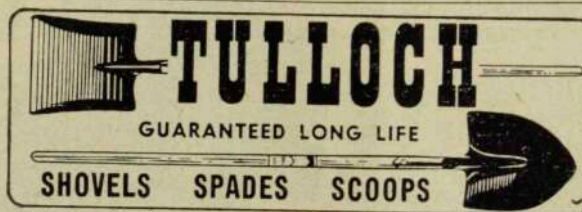
An estimated 200,000 children of the Territory in controlled areas have no contact whatever with any form of schooling.

To the work of education in the Territory over the last few years, the Administration has given an ANNUAL grant of approximately £1,000,000. Of this, £300,000 has been spent on secondary schooling in Australia and on European schooling within the Territory. Approximately £200,000 has been given annually to the Missions by grants-in-aid and also for schools. The remaining £500,000 has been used on salaries and administration and native education.

The Missions can and do train native teachers to Administration standard and can and do maintain qualified native teachers and European teachers at one-quarter of the cost of the Administration's own teachers.

At this rate of progress it will be (as Mr. Chatterton wrote recently in the newspapers) another 50 years before we get around to giving schooling to the 400,000 children of the Territory.

Education's greatest need in the Territory is this: Instead of 1,500 there must be 12,000 teachers in the field, to give primary education to 400,000 children.



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"just eating" and
REALLY ENJOYING
your food is



Holbrooks

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Then Father Dwyer, speaking with strong feeling, submitted a plan under which primary education could be brought to 400,000 native children within 15 years, if the output of native teachers over that period could be raised from 300 to 1,000 per annum.

Father Dwyer said that, to achieve this, there must be closer co-operation between Administration and Missions, and Administration must be prepared to maintain at boarding-schools, at Teachers Training Centres, the necessary number of teacher trainees.

There seems to be complete unanimity, among the Territory's thinking men, on the need for establishing simple English as a common language, as an essential

preliminary to the creation in P-NG of a united nation of medium-standard-of-living people.

There is similar unanimity in the condemnation of the Administration's practice of sending native youths to secondary schools in Australia—a policy little short of a social crime. ("Give them all the secondary education they can take—but let the secondary schools be in the Territory!")

On record and performances in relation to education—which is the keystone of the P-NG administrative structure—the Territory needs either a new Minister who is less of a theorist, or a new Administrator who will not be overshadowed and pushed around by the Czars of Canberra.—RWR.

The Money Tree

(Continued from page 23)

Kinjibi is a good plantation, and Highlands coffee-growers general are delighted that the men who established it have made the sale and got the cash. But some of the claims about coffee-growing profits, made in the course of promotional publicity, have had reactions ranging from wide-eyed wonder to jeering ribaldry.

Prices Fluctuating

Growers do not know just what has hit the coffee market. Prices in September, were fluctuating a good deal. Some well-known growers have on hand considerable stocks, for which they cannot get the good prices to which they have become accustomed.

Into this field of uncertainty late in September, came Mr. H. Green, a former director of Robert Gillespie and Co. Ltd., who recently has joined Mr. Alex Hopper in forming A. A. Hopper & Co. Ltd., of Rabaul.

They represent, among others, Abel Lemon & Co. Ltd., of Sydney and Mr. Green has been in the Highlands taking up, for the latter on consignment, a good deal of the coffee that was dragging, with down payment of £20 per 18 pounds bag.

This has given new heart to a few old growers who were getting pessimistic.

"Could Be Brighter"

Nonetheless, the outlook is not bright as it might be.

Australia, having stocked heavily on other coffees while the import licenses were running free, does not want much NG Highland coffee just now.

It probably is a passing phase. But, sooner or later, Fairy Godmother Australia is going to be asked to "protect" NG coffee production, in some way.

Meanwhile, the money-tree Kinjibi does not seem to have been confined to Kinjibi. Two good plantation sales have been made lately.

Mr. Doug Elphinstone has sold his big plantation, alongside that of James Leahy, at Goroka, for the reported £36,000 and has retired happily; and old friend "Jerm" Pentland is reported to have received £17,000 for one of his coffee plantations, and is touring in the East.

The buyer in each case is a well-known man, Mr. Max Hewitt, who acts on behalf of a group called Huva Coffee Plantations Limited.

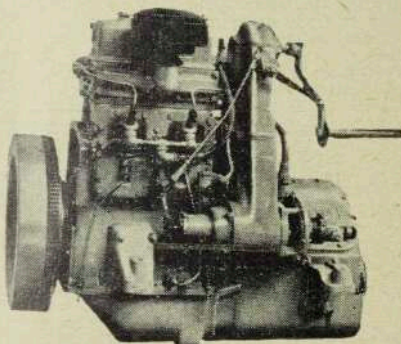
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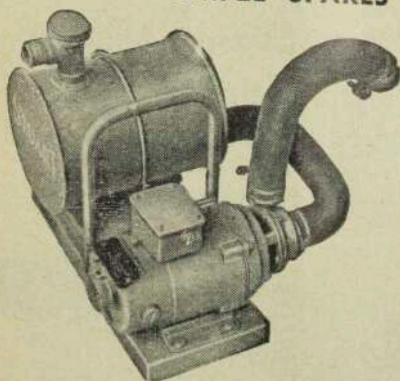
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Noumea Airport

(Continued from page 23)

weigh the extraordinary good safety record that Australian airlines have certainly had (others have a good record, too, of course) against what sometimes seems the unnecessary officiousness of the Australian DCA, and arrive at an individual answer.

A report from PIM's Noumea correspondent states that it is the abruptness of the shoulders of the airstrip that are at fault—the danger lying in the fact that, in the unlikely event of a plane running off the strip, it would cause it to tip.

New Caledonians, he says, find it hard to understand why Australia has stopped its planes from using the strip when the French authorities find it fit to use for DC6 and DC7 aircraft. Just before the ban, both Qantas and PAA were using big planes at Tontouta, during the fuel trouble at Nadi.

Who Mixed that Gas?

This occurred at Nadi in late September.

For over a week the airport was without the high octane aviation fuel needed by Super Constellations and Pan-Am's new DC7-C's, because, on the way to Fiji, a tanker load of aviation gas had become contaminated with motor spirit.

The difficulty was expected to be overcome by October 2, when a tanker of the right fuel was due at Nadi.

The companies concerned got over the difficulty in various ways. On northbound flights, Qantas took on enough fuel in Sydney to fly to Canton with a stop at Nadi; southbound, they stopped at Nadi and then went to Tontouta to refuel for the last hop to Sydney.

Both Qantas and PAA used freighters to fly aviation fuel to Nadi.

Hitch to TAI Services

In October, Transports Aeriens Intercontinentaux were using a local surface vessel and a Catalina flying-boat for the Bora Bora-Papeete stage of their new New Caledonia-Papeete air service. These temporary arrangements had to be made when the Bermuda flying-boat, which was to provide the 130 mile link, and which was recently purchased from Sir Gordon Taylor, became unserviceable.

This temporary set-back to TAI's new service is expected to be of short duration.

Apart from the increased mail and passenger connections provided between French Polynesia and the outside world, TAI's introduction of a tourist class service has had the highly satisfactory effect of encouraging TEAL to adopt a similar

passenger facility, not only for through bookings from Fiji to Tahiti but for all intermediate sectors of its Corial Route service.

The TEAL Solent, recently in Auckland for a major overhaul, has had the two front cabins on the lower passenger deck converted to tourist class by removing the tables between the seating and re-arranging the latter to seat 14 instead of the previous 12.

This leaves seating in the aircraft for 28 first class passengers. The introduction of tourist class seems likely to raise some technical problems in the matter of seating, however, as it is anticipated that there will be heavy tourist class bookings on the Fiji-Samoa-Fiji shuttle service, where a great part

of the custom is from low-income-bracket clients, while the majority of customers on the Fiji-Tahiti bookings are first class travellers.

Alteration of seating in a Solent is not quite as simple as in the more modern land-planes which have been designed with this sort of problem in view.

For one thing, the Solent is divided up into small compartments by permanent bulk-heads which are a safety feature in case of hull fracture when on the water. These bulk-heads restrict spacing adjustment of seats, etc. Other problems are also involved. However these will no doubt be ironed out by TEAL once it is seen just what the demand for tourist class seating is.

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NATIVE HANDICRAFTS & CURIOS
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THE TERRITORY

SOUVENIRS OF PAPUA & NEW GUINEA

Navuneram Inquiry

(Continued from page 18)

women sat under the green tarpaulin.

Another of the Judge's purposes, probably, in holding the Inquiry in the village, was to avoid bringing into Rabaul (nine miles away) the several Navuneram villagers whom he intended to question.

After that, if Navuneram village does not wish to listen in, he probably will hold the remainder of the sittings in Rabaul.

Although they were unsmiling and silent, there was no indication around the court of active native hostility towards Europeans. It was hard to believe that, only five weeks before, there had been savage demonstrations, stone-throwing and rifle-shooting, on that very spot.

But some things could be noticed.

For example, that grass shack had been used mostly as accommodation for the Kiap, when he visited the village; and the open space before it was, traditionally, common ground, where official visitors met the people.

But very recently, holes had been dug symmetrically across the open space, and young coconuts planted therein—there was one right in front of the judge's table, as he sat there in the shack.

"Village Land, Now"

The old hands said it was the villagers' way of saying: "There is no longer a meeting-place between Tolais and Europeans in this village. This now is village property, and planted up as coconut land."

The incident now being investigated occurred at Navuneram Village, near Rabaul, on August 4. The Tolais had consistently refused to pay the new head-tax of £2 per head, and a large official party, protected by armed police was finally sent out in an attempt to collect the tax.

The villagers were defiant, and



EXPLORER'S FUNERAL. Some of the hundreds of people, including the Governor of NNG, who attended the funeral of Dutch explorer-author, Jan P. K. van Eechoud, near Hollandia in September. The service was led by the Bishop of Hollandia. For detailed report, see page 49.

there was some stone-throwing, and some shooting; and, in the course of these happenings, two men, Tovatuna and Touverette, were killed, and one man, Tolilial, was wounded.

It is generally considered that matters gravely affecting the future relationship between the Europeans and the natives of the Rabaul district generally are involved; but these matters may not be discussed until Chief Justice Mann has reported to the Australian Government, in accordance with the terms of the Commission he has accepted.

Scores are Sent to Gaol

Meanwhile, because of the natives' refusal to pay the taxes, other incidents of some importance are occurring.

In the fortnight following the opening of the inquiry at Navuneram, 46 Tolais were sent to gaol for one month for refusal to pay the local Council tax, and a further large party from the Duke of York Islands were similarly punished.

A deputation of five men from the Tolai villagers interviewed Chief Justice Mann, and asked for the suspension or the removal of the threat. He explained to them that the tax was lawful; and, while the law existed, it must be obeyed. The 46 villagers thereupon elected to go to gaol, rather than pay.

It is not clear whether these matters are or are not the subject of Chief Justice Mann's inquiry. They seem to call for comment; but comment at this stage might be regarded as contempt of court.

Masta Ben ...



... and Bukar

DEATHS OF ISLANDS PEOPLE

MRS. SARAH GIBLIN

The death occurred in Suva, Fiji, on September 14, of Mrs. Sarah Giblin, one of the oldest residents of the Colony. She was born Sarah May, at Naqaralevu, Natewa Bay, 80 years ago.

She married first, a Mr. Wilder, and of this marriage there were two sons, Mr. Martin Wilder, of Suva, and the late Mr. William Wilder.

After she was widowed, she married Mr. John Beaumont Giblin, who also predeceased her. Mr. Giblin was associated in the early days with Captain Robbie when the latter was engaged in tea planting on Waimanu Estate, Vanua Levu.

Both Mr. and Mrs. Giblin lived for many years in Levuka, but since his death she has been living first with her son, and at the time of her death, with her grand-daughter, Mrs. F. Golding, of Samabula.

MRS. TILLY M. WILLIAMS

The death occurred in Suva, Fiji, on September 12, of Mrs. Tilly Maude Williams. She was 88, and the widow of one of Fiji's most widely known seafarers, Captain Frank Williams. He was a partner, with his brother-in-law, Captain Harry Gosling, in the firm of Williams and Gosling.

The Williams family is well known in Fiji and widely connected. Mrs. Williams was a Miss Gray. Mr. Thomas Gray, of the Union Steamship Company, Suva, is a brother; and sisters who lived in Fiji were Mrs. A. Nicols, Mrs. H. Gardner and Mrs. Edward Harness.

Mrs. Williams had 10 children, of whom eight survive her; 24 grandchildren and 39 great grand-children. Her surviving children are Messrs. Alec, George, Harry (Auckland) and James Williams (Fiji) and her daughters are Miss Margaret Williams (Suva), Mrs. P. Maybin (Lautoka), Mrs. Arthur Lewis (Auckland) and Mrs. R. C. Christofferson (Sydney).

MR. W. A. MAIDMENT

Mr. Walter A. Maidment, who died at Daru in the Western District of Papua in mid-September, was a highly respected and widely known storekeeper, trader and boat-builder/repairer who had lived in Daru Township since about 1903. See article on page 27.

MR. D. YOUNG-WHITFORD

Mr. Dudley Young-Whitford, a well-known Assistant District Officer with the P-NG Administration, died suddenly in Port Moresby in September in tragic circumstances.

Mr. Young-Whitford took ill in Lae, only a few weeks after returning from a visit to Australia.

He was put aboard a Skymaster to be flown back to Australia for emergency medical attention, but his condition became so poor that he was taken off at Port Moresby—and died there.

Mr. Young-Whitford, who was 34, left a wife and six young children.

As soon as news of his death reached Lae, residents organised an appeal for the family, and within two hours £150 had been collected at the Lae RSL Club. The appeal will be continued until the end of October.

MR. J. P. K. VAN EECHOU

The death occurred in Netherlands NG, on September 7, of Mr. J. P. K. van Eechoud, who first went to NG in 1938. He was a noted explorer. For a full report of his career see page 49, and see also photo on opposite page.

MR. JIM GALLIN

The death occurred in New Guinea in September of Mr. Jim Gallin, a Lands Department officer with long experience in NG gold-mining. He first went to the Territory in 1928.

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In the last few years he had been advising native miners in the methods of winning more gold, especially in the Kainantu area, and recent increases in native gold production have been attributed to him.

Director of Lands, Mr. D. E. Macinnis, said of him: "He had the brilliant knack of winning the native's confidence and making him see the benefit of working small mines. He was extremely patient with them, and would spend hours talking to them about what they could do if they tried. Then they went and did it."

"His death is a big loss to the Territory."

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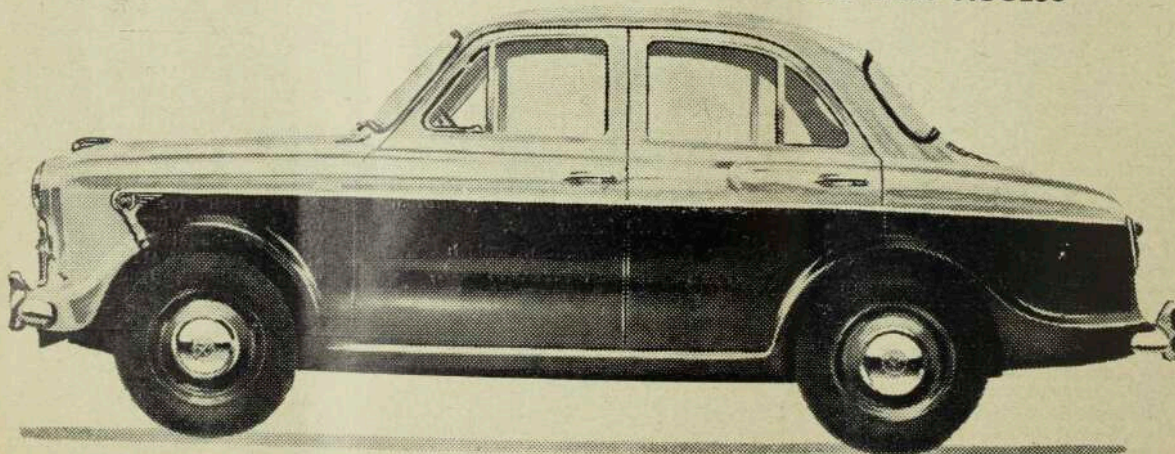
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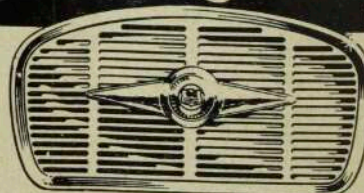
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A touring New Zealand soccer team made the pace too hot for New Caledonia in September. NZ won the Test series, 2 games to 1. NZ went home with £1,000 profit (pay-all, take-all) and with hopes of making the tours a regular thing in future. Here, in a more sombre moment, team members pay homage at the NZ war cemetery in New Caledonia. —F. Dunn.

Sports Review

Some Lively Sport on Vulcan's Shoulder

From R. W. Robson

HAVING seen the Rabaul of late 1937, and the horrible yellow heap of pumice left on the west shore of the harbour and called Mount Vulcan, I was intrigued by the new "Vulcan Racecourse" of the new Rabaul Amateur Turf Club.

The racecourse is constructed on the southwest slope of Mount Vulcan, right alongside the spot where a volcano seethed a bare 20 years ago. It is quite a pleasant place—the hideous volcanic deposit now is completely hidden beneath a light jungle growth.

The men who run this Club and who have re-established the ancient sport (patrons J. T. Allan and Justice Kelly; president M. B. Foley; vice-presidents N. W. Lee and R. H. Moxham; treasurer G. White; secretary E. B. Young; Committeemen F. Chow, T. Hennessy, L. Croyden, J. B. Sedgers, A. Richardson; trustees Father Dwyer and W. R. Paul) have done a remarkably good job. There is a 5-furlongs race-track, a 2-storey grandstand and a stretch of green lawn.

About a score of more or less competent gallopers have been brought in from South, and are owned and trained by a handful

of planters and traders, and ridden by a small group of eager amateurs. There were five 5-furlong races on the September programme (which I thoroughly enjoyed) and, to make that programme interesting and diversified, the organisers had to create some interesting combinations and permutations of the hard-worked horses and jockeys. But both bookmakers (a small group, but venturesome) and totalisator provided plenty of liveliness.

In that situation, there was of course, a cool breeze from the southeast. It added its quota to the day's enjoyment; but what it, plus the immeasurable pumice dust, did to the home going multitude at the conclusion of the day's sport represents another kind of story.

He'll Leave It to The Experts

From Norman Baxter, in Suva

FUJI to Spain is a far cry, yet this little British Colony in the Pacific has an indirect link with the Spanish national sport—bullfighting.

Oscar Wright, a member of a well known Fiji family, and now living in Majorca in the Mediterranean, recently adopted the role of matador—or is it toreador?—and has since decided that the game is not for him.

The bulls he used in training were no lightweights. They tipped the scales at 1,500 lbs, about twice as heavy as a young beef steer. When it came to the real thing, in the bull ring, Oscar fortified himself, apart from the usual accoutrements, with a bottle and a half of cognac.

He thrilled the crowd in his first fight, so much so that they gave him one of the bull's ears. Second time up he had a tougher bull, which forced Oscar to retire, the rear of his trousers missing, and otherwise half naked.

A real champion slaughtered the bull for Oscar, but the Fiji man had so won the hearts of the crowd that he got another ear. So without his trousers, but with his trophies, Oscar has decided to retire from bullfighting.

No Bare-fisted Fight for Lave

KITONE LAWE, the Tongan heavyweight boxer, and an Englishman Hugh Burton, preparing to engage in a fight-to-the-finish bare-fisted contest at Doncaster, Yorkshire, were brought before a UK court in mid-September and warned that what they proposed to do was illegal.

They were each bound over for one month for a sum of £500, forfeitable if they committed a breach of the peace by engaging in the contest.

The magistrate pointed out that a prize fight was totally different to a properly conducted boxing contest. Later, the British Boxing Board of Control suspended Lave for six months for planning to take part in an unlicensed bout.

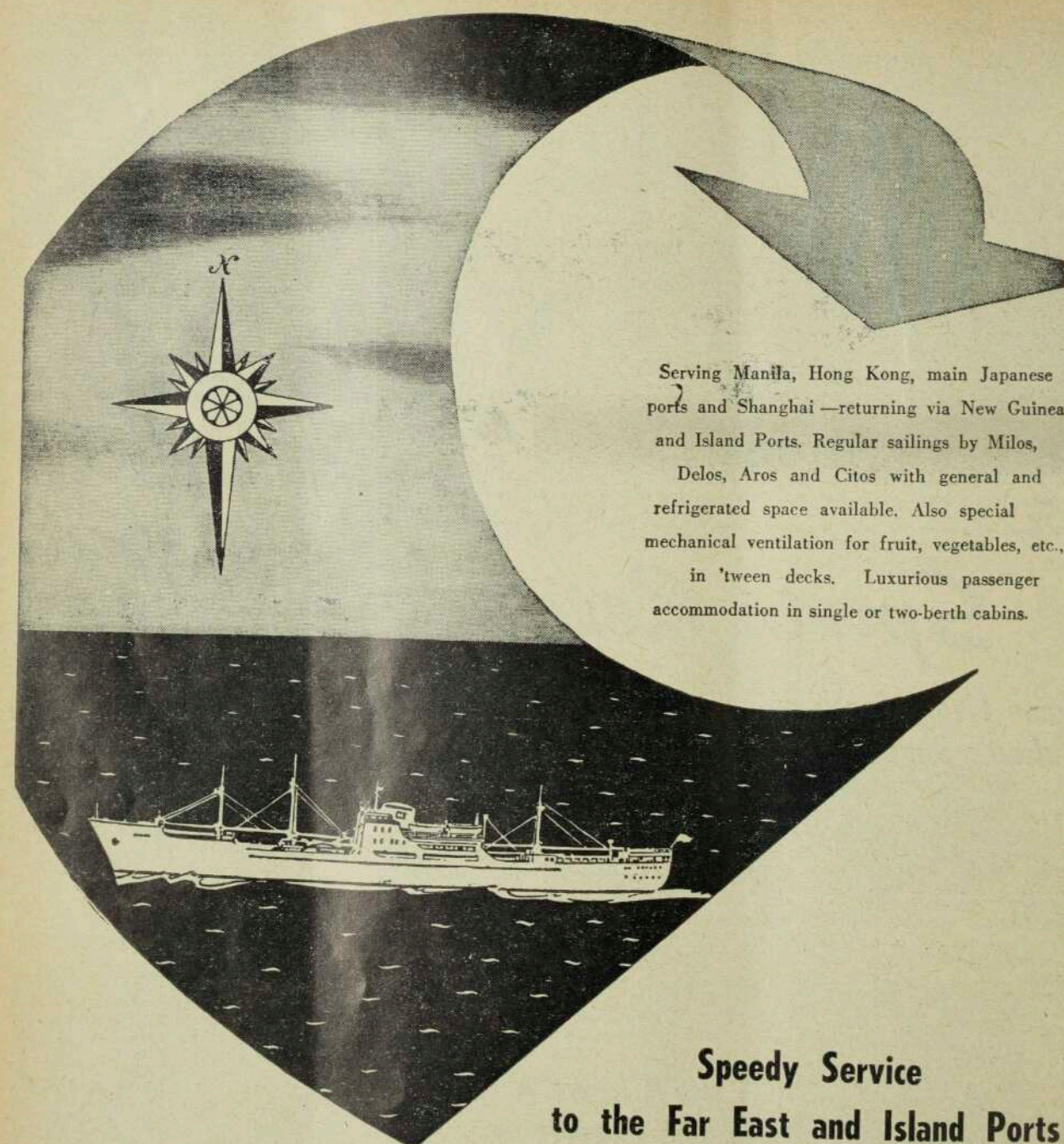
The Game is The Thing

THE Polynesians took to cricket from the beginning. Tonga, probably first of the islands to see it, became so attached to the game in the early days that it threatened to become an economic danger, as the players neglected their plantations to take to the cricket field. Nor was it eleven a side then—but often as many at 70.

So it was merely a matter of turning back the Polynesian clock when in September, Atafu Islanders, in the Tokelaus, north of Samoa, got stuck into a real cricket match—of three teams, 40 a side.

The game was part of three-day centenary celebrations of the LMS Church at Atafu.

Among the players were some visitors—New Zealand and British astronomers at the atoll awaiting the October solar eclipse.



Serving Manila, Hong Kong, main Japanese ports and Shanghai—returning via New Guinea and Island Ports. Regular sailings by Milos, Delos, Aros and Citos with general and refrigerated space available. Also special mechanical ventilation for fruit, vegetables, etc., in 'tween decks. Luxurious passenger accommodation in single or two-berth cabins.

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154

OCTOBER, 1958—PACIFIC ISLANDS MONTHLY

SHIPPING TIME-TABLES

All sailings are approximate and may vary by as such as two weeks.

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby (optional). Next Sydney sailing approx. Nov. 28.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing mid-Oct.

MV Malaita sails from Sydney for Brisbane, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul, Samarai (other ports occasionally, and order of ports varies). Next Sydney sailing, 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. 17.

MV Soochow: Leaves Sydney for Brisbane, Moresby, Samarai, Lae, Madang, Kavieng, Rabaul. Next Sydney sailing, Oct. 17.

MV Sinkiang: Leaves Melbourne for Sydney, Brisbane, Rabaul, Kavieng, Madang, Lae. Next Sydney sailing, Oct. 28.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Rabaul, Port Moresby. Next Sydney sailing Oct. 31.

Details from Swire and Yulll 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 Blak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sibigo, Oct. 10; Sigli, Oct. 31; Sinabang, Nov. 22; Silendoeng, Dec. 12.

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. 26, Sandakan, Nov. 3, Rabaul Nov. 9, thence Santo, Suva, Lautoka, Noumea and Sydney.

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, Noumea and Santo if inducement, Suva Jan. 1, then Australian ports.

Chefoo: Dep. Japan Dec. 24, Hongkong Dec. 31, Sandakan Jan. 7, Madang Jan. 13, Rabaul Jan. 15, Lae Jan. 18, Moresby

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. 17	Feb. 28	Different
SYDNEY	arrive	Nov. 15	Dec. 20	Mar. 3	Route

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Islands with

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SOUTH AFRICA

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- Children's play rooms and deck
- Spacious lounges
- Air-conditioned Dining Room
- Orchestra
- Cinema Theatre • Stabilisers



Travel Shaw Savill

For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

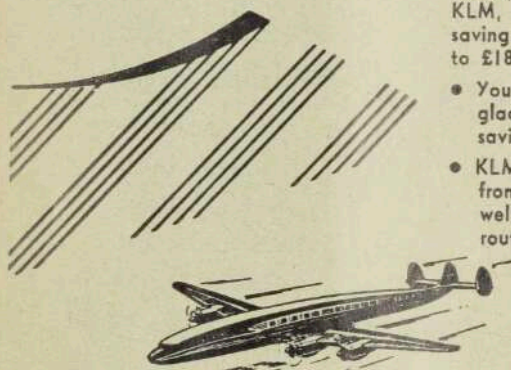
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SUVA stay at



the **GRAND PACIFIC**
Hotel

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Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff from 55/- (Fijian Currency) per day.

Reservations may be effected through any office of the Union Steam Ship Company of N.Z., Ltd., or by direct application to the hotel.—Cable Address: "Granpacif," Suva.

Jan. 25, thence Santo if inducement. Suva Feb. 2, thence 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 Yull 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 and Vila, New Hebrides.

Citos: Dep. Japan Oct. 11, Shanghai Oct. 14, Hongkong Oct. 19, Manila Oct. 21, Sandakan Oct. 26, Lae Nov. 6, Rabaul Nov. 9, Honiara Nov. 12, then Australian ports. Dep. Sydney, Dec. 10.

Aros: Sailed from Sydney northbound early Oct.

Milos: Leaves Sydney, northbound, Oct. 29.

Delos: Leaves Sydney, northbound, end Oct. (This vessel, on this voyage, carries Australian trade delegation to Far East).

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; Messrs. D. J. Gubbay & Co., Santo; Wm. Breckwoldt & Co., Vila.)

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: Nov. 4, 29.

MV Matua maintains a service from Auckland to Lautoka, Suva, Apia, Suva, Lytleton, 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, makes a round trip Norfolk Is., Vila, Santo, Horiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailing, Oct. 23.

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, Tahiti and Caledonien and a chartered vessel, Melanesien. Next Sydney sailing: Melanesien Nov. 21, Caledonien Jan. 4, 1959, Tahiti Feb. 17.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailings: Oct. 24, Nov. 21.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

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138 LEADENHALL ST., CO. LTD.,
LONDON, E.C.3. SUVA, FIJI

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Branch office at SANTO

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Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.
San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC.,
215 Market St.
London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

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Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific

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and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd. NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des LAE—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides. SYDNEY—Birt & Co. (Pty.) Ltd.

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NAC

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

158

OCTOBER, 1958 — PACIFIC ISLANDS MONTHLY

Sydney-S. Africa-UK-Pacific Ports-Sydney

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Suva and Papeete every trip. Current voyage: Dep. Southampton Sept. 11, via South Africa to Sydney Oct. 17-19, Wellington Oct. 22-24, Suva Oct. 28, Papeete Nov. 1-2, then via Panama to Southampton, arr. Nov. 26. She leaves again on Dec. 9, via Panama, for Sydney calling at Papeete (Jan. 2-3) and Suva (Jan. 8).

Details from agents: Shaw Savill & Albion Co., Ltd., 8a Castlereagh Street, Sydney; Burns Philp (SS) Co., Ltd., Suva, Fiji; Etablissements Donald Tahiti, Papeete, Tahiti.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union SS Co. of NZ Ltd.

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some ports depend on cargoes offering.

Thorsisle: Dep. New Westminster Nov. 3, San Francisco Nov. 8, Los Angeles Nov. 10, Papeete Nov. 23, Pago Pago Nov. 29, Apia Dec. 1, Suva Dec. 3, Noumea Dec. 7, Pago Pago Dec. 13, Los Angeles arr. Dec. 26.

Thorshall: Dep. New Westminster Nov. 25, San Francisco Dec. 1, Los Angeles Dec. 3, Papeete Dec. 16, Pago Pago Dec. 23, Apia Dec. 24, Suva Dec. 28, Noumea Jan. 2, Pago Pago, Jan. 9, Los Angeles arr. Jan. 23.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji- Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Ventura, Alameda, Sierra and Sonoma. Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes. Next sailings approx., Sierra, northbound from Newcastle, Oct. 15; Sonoma, due in Sydney Oct. 26, northbound about mid-Nov.; Ventura, due Sydney ex Los Angeles, Nov. 20.

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, Gulf) on Australia-Panama-US Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins.

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): Waikawa, Oct. 24; Waihemo, late Nov.; Waitomo, late Jan.

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: Dep. San Francisco Nov. 19, Los Angeles Nov. 20, Papeete Nov. 28-30, Auckland Dec. 6, Sydney Dec. 9-13, Auckland Dec. 16-17, Suva Dec. 20, Pago Pago Dec. 21, Honolulu Dec. 26-27, San Francisco Jan. 1.

Mariposa: Dep. Sydney Nov. 19, Auckland Nov. 22, Suva Nov. 25, Pago Pago Nov. 26, Honolulu Dec. 1-2, San Francisco Dec. 7-13, Los Angeles Dec. 14, Papeete Dec. 22-24, Auckland Dec. 30-31, Sydney Jan. 3.

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: Left Liverpool Oct. 1; due in Port Moresby mid-Dec.

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 Super 7 Clippers, using Sleeperettes
and Berths*)

Sun., Tue., Thurs., Fri.: Dep. Melbourne for Sydney, Nadi, 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.

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

bound flights at Nadi on Tues. and Fri.; and on Sat., Mon. and Wed. at Nadi for land, NZ, connect with the Qantas north-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: Sydney, 6.30 p.m. Arrive: Brisbane, 9.10 p.m.
Brisbane, 10.10 p.m.

Tues.

Depart: Arrive:
Sydney, 2.50 a.m. Townsville, 1.50 a.m.
Pt. Moresby, 7.35 a.m. Pt. Moresby, 6.35 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.

Depart: Arrive:
Pt. Moresby, 7.35 a.m. Lae, 9 a.m.



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A97/AU

Thurs.	
Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, 11.59 p.m.	
Fri.	
Cairns, 6 a.m.	Pt. Moresby, 8.50 a.m.
Pt. Moresby, 9.50 a.m.	Lae, 11.15 a.m.
Sun. (Thrift Class Service)	
Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.	
Mon.	
Pt. Moresby, 7.35 a.m.	Pt. Moresby, 6.35 a.m.
	Lae, 9 a.m.
SOUTHWARDS	
Mon. (Thrift Class Service)	
Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Brisbane, 7.5 p.m.
Brisbane, 8.15 p.m.	Sydney, 10.55 p.m.
Tues.	
Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Townsville, 4.15 p.m.
Townsville, 5 p.m.	Brisbane, 8.40 p.m.
Brisbane, 9.50 p.m.	
Wed.	
	Sydney, 12.30 a.m.
Wed., Sun.	
Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Brisbane, 7.5 p.m.
Brisbane, 8.15 p.m.	Sydney, 10.55 p.m.
Fri.	
Depart:	Arrive:
Lae, 12.45 p.m.	Pt. Moresby, 2 p.m.
Pt. Moresby, 2.45 p.m.	Brisbane, 9.20 p.m.
Brisbane, 10.20 p.m.	Sydney, 1 a.m.
	(Sat.)
Sat.	
Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Cairns, 3.20 p.m.
Cairns, 4.05 p.m.	Brisbane, 8.40 p.m.
Brisbane, 9.50 p.m.	
Sun.	
	Sydney, 12.30 a.m.

3. P-NG Internal Services

Operated by Qantas
LAKE-HOLLANDIA (Dutch New Guinea)
(DCS)

Alt. Wed. (Oct. 15, 29, Nov. 12, 26, etc.)
Departs Lae 11.00 a.m., calls at Madang
and Wewak, and arrives at Hollandia
3.30 p.m. Every alternative Thurs.
(Oct. 16, 30, Nov. 13, 27, etc.) departs
Hollandia at 9.30 a.m., and with call
at Wewak and Madang, arrives Lae at
3.20 p.m.

PORT MORESBY-KIKORI-BAIMURU
(DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori,
alt. Sun., returning following day via
Kikori, Kerema, Yule Is. (Oct. 26, Nov.
9, 23, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Kerema, Baimuru: Alt. Sun.
returning same day (Oct. 19, Nov. 2, 16,
30, etc.).

PORT MORESBY-DARU (DH Otter)

Via Baimuru, alt. Weds., returning same
day (Oct. 22, Nov. 5, 19, etc.).
Via Kerema, Baimuru, alternative Weds.,
returning same day (Oct. 15, 29, Nov.
12, 26, etc.).

PORT MORESBY-SAMARAI (DH Otter)
Port Moresby, Abau, Samarai and returning
each Tuesday and Saturday, departing
Port Moresby 7.45 a.m. On alt. Sat.
extends to Esa'ala (Oct. 18, Nov. 1, 15,
etc.).

LAKE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU SERVICE
(DCS)

Mon.: Dep. Lae 6.30 a.m., Madang arr.
7.35 a.m. Wewak, Manus, Kavieng
Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fridays: Lae (7.45 a.m.) to Baiyer River, calling at any of: Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., Kainantu. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (DH Otter)

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

LAEBULOLO-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.

Mon., Sun.: Dep. Rabaul 6.45 a.m., direct to Lae, arr. 9.25 a.m.

Mondays: Depart Lae 11 a.m., Finschhafen noon, Rabaul 2.10 p.m.

Wed.: 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 6.45 a.m., Madang, Lae, arr. 11.20 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
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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, Niemoer, 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. (Oct. 24, Nov. 7, 21, etc.):



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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

NOTE: THIS SERVICE TEMPORARILY SUSPENDED FROM OCT. 1 TO FURTHER NOTICE.)

By Qantas, with Skymasters (Weekly)

Wed.: Sydney dep. 11.45 p.m., arriving 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: Nov. 1, Dec. 6. Dep. Wallis Nov. 3, Dec. 8.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sat. (Oct. 25, Nov. 8, 22, 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.

Mon., Tue., Fri., Sat., Sun.: Dep. Auckland 9.30 a.m., arr. Sydney 1.15 p.m.
Mon., Wed.: Dep. Auckland 6 p.m., arr. Sydney, 9.45 p.m.
Mon., Tue., Fri., Sun.: Dep. Sydney 3.00 p.m., arr. Auckland 9.50 p.m.
Wed., Sat.: Dep. Sydney 10 a.m., arr. Auckland 4.50 p.m.
Thurs.: Dep. Sydney, 11.30 p.m., arr. Auckland 6.20 a.m. following day.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Tues., Thurs., Fri.: Dep. Christchurch 5 p.m., arr. Sydney 8.55 p.m.
Tue.: Dep. Sydney 8 a.m., arr. Christchurch 2.50 p.m.
Sat.: Dep. Sydney 3.00 p.m., arr. Christchurch 9.50 p.m.

15A. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Sun.: Dep. Christchurch 11.30 a.m., arr. Melbourne 4.25 p.m.
Fri.: Dep. Melbourne 7.30 a.m., arr. Christchurch 3.05 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 3.15 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.
Note: Last Sunday flight ex Auckland, Nov. 16; last Mon. flight ex Nadi Nov. 17.

Pan-American Airways, with Skymasters

Sun., Tues., Thurs.: Dep. Auckland 10.50 p.m., arr. Nadi 5.50 a.m.
Sun., Tues., Thurs.: Dep. Nadi, 5.30 a.m., arr. Auckland 12.50 p.m.

17. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats. (Service Fortnightly)

Dep. Suva alt. Thurs., 9 a.m., crosses Date-Line, arrives Satapuala (W. Samoa) Wed. 1.55 p.m.

Dep. Satapuala, alt. Mon. at 8 a.m., crosses Date-Line, arr. Suva, Tue. 10.55 a.m.

(Dep. Suva Oct. 16, 30, Nov. 13, 27, Dec. 11, etc. Additional services will also leave Suva on Dec. 18, Feb. 2.)

18. Fiji-American Samoa

Pan American Airways with DC4 Aircraft.

Alt. Sat. dep. Nadi 7 a.m., arr. Tafuna 12.30 p.m. (Fri.).

Alt. Fri. dep. Tafuna 2.30 p.m., arr. Nadi 8.5 p.m. (Sat.).

(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 Oct. 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 Oct. 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., Drovor 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.
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 (Chepenhe), 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 Galacs): Fri. a.m.

Noumea, Lifou, Ouvéa 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.

New Shipping Link for New Hebrides

Calls at Santo and Vila, New Hebrides, will now be the regular thing for vessels of the Australia-West Pacific Line.

This decision follows the experimental call by *Milos* at Palikulo, Santo, at the end of June to load frozen fish from the South Pacific Fishing Company's freezer.

Vessels of the line will now call there about every three months—and also call at Vila. This will give the New Hebrides a direct link with the East and another link with Europe through trans-shipment at Hongkong.

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Pacific Commerce and Produce

New Reports Excite Oil Search Market

MOST Australian observers were puzzled by remarkable fluctuations in quotations for Oil Search shares, in September.

When the big oil companies associated in the search for oil in Papua, through Australasian Petroleum Co. Ltd., announced their decision to abandon the search, Oil Search shares naturally fell to their lowest price—reaching 1/6 early September.

But, late in September, a report was circulating rapidly in Port Moresby to the effect that another international oil group was likely to join with the Vacuum interests to carry on the oil search in Vacuum, and that an announcement from the APC Directors was momentarily expected.

There has been no announcement from APC—but Oil Search shares, September 26, had climbed up to 3/6. By October 3, they were back to 2/10.

It was authoritatively reported in Sydney, early in October, that 20,000 Oil Search shares had changed hands in Sydney and Melbourne at rising prices, on buying orders from London.

OCTOBER 10: Oil Search proposals to raise £5 million to carry on in Papua were announced today. Details are lacking, but it is understood that Oil Search shareholders would have a 50 per cent. holding in the new company to be formed, instead of 10 per cent. as previously—Vacuum or B. Petroleum retaining some interest. Success of proposals depends on whether the investing public will subscribe the £5 million required. APC had spent £29 million on oil search in Papua before the big partners decided to withdraw.

Garua To Become Public Company

It is expected that Garua Plantation, one of the best known copra plantations in New Guinea, and until now owned solely by Mr. Dyson Hore-Lacy, will soon be registered as a public company and listed on the Sydney Stock Exchange. Garua Plantations Ltd. will have a subscribed capital of £110,000 of which half is expected to come from Territory investors

and half from Australian.

Garua (it takes its name from Garua Island, close to Talasea), is of about 1,600 acres; present production is over 800 tons of copra a year and 30 tons of cocoa. Cocoa production will be doubled when present immature trees come into bearing.

Underwriters of the issue will be Wolff Dunlop & Co. of Sydney; the Rabaul firm of chartered accountants, M. W. Fishwick, will act as secretary to the new company; Mr. A. A. Hopper, Rabaul businessman who has been active in the negotiations, is expected to be appointed managing director of the company.

Company ownership of plantations is no new thing for the Territory, of course. But usually company-owned copra plantations—such as those belonging to Burns Philp and Carpenters—are lost sight of in general balance sheets. The only other New Guinea copra plantation company currently being quoted on the Sydney Stock Exchange is Dylup Plantations Ltd. These Madang District plantations were floated into a public company about two years ago when 317,999 ten-shilling shares were offered.

Market value of Dylup shares in early October was around 14/6.

Mariboi's Steady 15 Per Cent.

Directors' report of Mariboi Rubber, Ltd., presented at the annual general meeting in Port Moresby on September 30 showed a satisfactory year (ending June 30, 1958) although the average price received for the company's rubber fell by 3.38d per lb from the average obtained in the previous year. The fall in average price was offset, to an extent, by improvement in production—to 927,200 lb of dry rubber, an increase of nearly 44,000 lb over 1957.

Net profit for the year was £45,532 after providing for amortization of plantation property (£5,000) depreciation (£3,901) directors' fees (£1,083). An interim dividend of 6¼ per cent. was paid in March, 1958; a final dividend of 8¼ per cent., now declared will make a total dividend for the year of 15 per cent., which remains unchanged from the previous year.

BGD Profit Falls Sharply

Poor ground and less of it being treated by the one dredge now in operation, has substantially reduced the income from Bulolo Gold Dredging, Ltd., operations.

Figures recently issued for the year ending May 31, 1958, show a fall this year of almost three million yards of material dredged and a recovery of only 23,939 oz of fine gold, as against 51,827 oz recovered for the same period in the previous year.

Value per yard dropped also—from 22 cents per yard to 15.35 cents. Value of gold recovered this year was 837,865 US dollars—just about one million dollars less than in the previous year.

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For the first time for many years, it is expected that the export of gold from P-G will be under £1 million in value.

BGD's net profit for the year (and this includes income from Commonwealth-New Guinea Timbers, Ltd.) is 48 US cents per share compared with 96 cents per share for the year ending May 31, 1957.

Fiji Air Company Registered

A new air company was registered in Fiji in mid-August. Called Air Viti, Ltd., it will purchase from Bryan McCook the aircraft he now has in Fiji, the licence held by him to operate unscheduled air services in Fiji, etc., and incidental. Capital £15,000 in 15,000 shares of £1 each, 3,000 held by Bryan McCook, aviator, Suva, 2,000 by Frank William Clark, company director, Levuka, 122 by Felicia Gibson, company secretary, Labasa. Registered office, Suva.

(Mr. McCook was formerly a pilot with Fiji Airways, when that company was owned by the late Mr. Harold Gatty.)

NGG Production

New Guinea Goldfields production figures for August, issued in mid-September, show a fall in yield from the previous month. From 4,283 tons of ore treated at the Golden Ridges Mill, 993 oz of fine silver were recovered. (Previous month, 1,017 oz gold from 4,248 tons). Golden Ridges alluvials produced 32 oz fine gold (down 48 oz on previous month). Tributes produced 82 oz, which also was down on previous figures. Timber produced amounted to 1,372,230 super ft.

Steamships Trading Co.'s Year of Steady Profit

Papua's big trading company, Steamship Trading Co., Ltd., after allowing nearly £55,000 for depreciation had a net profit of £179,749 from its numerous ventures in the year ending July 31. This was almost £2,500 more than the previous year, which indicates that its income from plantations, shipping and retail business had not yet been affected by the so-called business recession which is supposed to have been affecting Papua—and particularly Port Moresby—throughout 1958.

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For the eighth successive year, the ordinary dividend has been declared at 12½ per cent.—requiring £88,000. Ten per cent. for preference share-holders takes care of another £5,000.

Queensland Area for Papuan Oil Co.

Papuan Apinaipi Petroleum Co., Ltd., has been granted a prospecting area of about 43,000 square miles in north-west Queensland. The area is just north of another held jointly by Santos, Ltd. (whose shares made a spectacular rise to 17/- in the first week in October), and Delhi Australian Petroleum.

The new Queensland area, plus the decision, announced last month, to pool efforts with two other Australian oil prospecting companies, should enhance its prospects.

Enterprise Erects New Battery

Enterprise of New Guinea Gold and Petroleum Development advised on October 3 that 30 tons of material treated yielded 31¾ oz; and 14.40 oz were obtained from alluvial working, making a total of 46 oz 3 dwt gold in September.

Erection of the additional three head battery is almost complete and will be operating within the next fortnight.

Sandy Creek Production

Advice has been received that during the month of September, 1958, approximately 47 ounces of gold were recovered from 2,394 cubic yards of material treated.

The Stock Market

THE stock market was maintaining its buoyancy at the end of the first week in October, in spite of the fact that, in the last month, the Australian traditional economy had got a couple of kicks in the places where it hurts most. The United States' severe restrictions on the importation of lead and zinc is estimated to be going to cost Australia about £10 million per annum in export income, all in dollars. And, in the first

week of October, wool prices took a steep nose-dive.

Generally, wool prices are from 10d to 14d per lb down on rates ruling at the last sales of 1957-58 season, and estimates are that the wool cheque for the current year will be about £100 million down on 1957-58—which makes any losses likely because of US lead-zinc import restrictions look very unimportant, indeed.

However, in spite of these set-backs, the share market continues to flourish and various theories are being advanced as to why this is so.

The Sydney stock exchange index, at end of first week in October, was 259.01, which was over 4 points below the peak reached a month earlier, but was still very good.

One theory is that Australia now does not live entirely "on the sheep's back". Another is that share market investors are taking the long view—what ever that might portend.

It is probably true enough that the share market does not now react so quickly to fluctuations in the wool market, but it must be equally true that, sooner or later, the loss of over £100 millions export income in one year—with nothing else in sight to take its place—must have a profound effect on the Australian economy. If Australia gets through the next year without further import restrictions it will be a miracle.

Another aspect of the investment market, that seems to be without much reason, has been the boom in oil shares. This boom is in the minor key, in comparison with the wild speculation of a few years ago—but it is a boom. Ampol Exploration, Wapet, Santos, Timor and Oil Search were all in it. During the month Oil Search shares rose from about 1/6 where they had fallen when APC looked like withdrawing from Papua, to 3/8—pushed on by heavy buying from London and by stories from Port Moresby that Oil Search is to be reconstituted to carry on the search for oil in Papua with a new partner. (See page 165).

SYDNEY SALES PRICES

	Sept. 5	Oct. 3
B.H.P.	47/9	69/3
Burns Philp	56/3	57/6
Burns Philp (SS) . .	46/-	45/6
C.S.R.	£42/17/6	£42
Dylup Plantations .	13/6	14/6
Hackshalls	46/3	46/6
Kauri Timbers . . .	21/9	21/-
Kerema Rubber . . .	10/-	11/-
Koitaki	12/6(s)	12/-
Lolorua	7/9	8/-
Mariboi	6/6	6/5
Norfolk Is. Whaling	4/-	4/2
Queensland Insurance	68/9	69/-
Rubberlands	6/3	6/6
Sthn. Pac. Insurance	NQ	16/-*
Steamships Trading .	47/9	47/3
W. R. Carpenter Hold.	15/-	15/9
Timor Oil	4/11	5/5

* The £1 shares were recently split into four 5/- stock units, which explains why shares quoted in August at 56/- are now 16/-.

OIL AND MINING SHARES FIJI

	July 9, '58	Sept. 5, '58	Oct. 3, '58
Emperor	b5/9	s6/-	s6/-
Loloma		b29/-	b29/-

PAPUA-NEW GUINEA

	b35/-	s40/-
Bulolo	b35/-	s40/-
N.G.G. Ltd. b1/9½	b2/-	s2/6
Oil Search b2/6	b1/7½	b2/8
Ent. of N.G. b7d	b6d	b4d
Papuan Apin b9d	b11d	b1/11
do. opt. b6½d	b11½d	b7d
Placer Dev. b86/6	b91/-	s92/6
Sandy Creek b4d	NQ	b3d

ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 168 Pac. Frs.; \$US 2.20-2.30.)

COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by Government; and the Board directs distribution and sales, and makes goes mainly to (a) Unilever (under payments to the producers. Production tract 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. On October 6 prices were, HAD, £F83/2/-; FMI, £F62/7/6; FM2, £61.

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, £A56; 2nd grade, £A54; 3rd grade, £50 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:—At end of September price was 8,800 Pac. francs (£A51/9/2), per ton, delivered Vila/Santo. (Current price, 91,000 Metrop. francs per 1,000 kilos, c.i.f. Marseilles).

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 Oct. 3, was £Stg.285 per ton, c.i.f., London. A large W. African crop is expected this season.

W. SAMOA:—Price quoted October 3, £S315, f.o.b., Apia, but expected to fall in line with above.

P.-N.G.:—Oct. 3: £A360 per ton ex-wharf, Sydney, and falling. Little business being done.

COFFEE:—P.-N.G.: Oct. 3: 3/3 to 3/9 per lb c.i.f. Sydney, was generally quoted, but one firm quoted up to 4/9. Supplies continue plentiful.

Last quotes for Kenya Arabica were in late Sept. when they were, A grade, f.a.q., £Stg.390; B grade, f.a.q., £Stg.385; C grade, f.a.q., £Stg.379; all per ton and c.i.f. Aust. ports.

PEANUTS:—P.-N.G.: Oct. 3: Kernels 1/8 to 1/9 into store; Virginia bunch, in shell, large, well-cleaned up to 1/1 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 Oct. 3, was: No. 1 RSS, spot, 84½ Straits cents (29.29d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Oct. 5: 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:—October quotation by independent pearl-ers for: Sound, £A750; D, £A550; E, £A350; EE, £A175 (in store Sydney). Manihiki, £Stg.500 f.o.b. Rarotonga, nominal.

TROCHUS:—Supplies very light, and possible opening for increase. Nominal price £A350 ex-wharf, Sydney.

GREEN SNAIL:—Nominal price £A350 ex-wharf, Sydney.

London and US Quotations

Copra: London, October 3, Philippines, bulk, October, c.i.f., \$217, seller. Straits/Borneo, fair mer., del. weights, c.i.f., UK/Nth. European ports, October, £Stg.77. New York, October 3, Philippines, \$202.5 c.i.f., US Pacific Coast ports. (£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, Oct. 3, Ceylon in bulk, UK/Nth. European port, c.i.f., Oct. £Stg.119 per ton.

Rubber: London, Oct. 3, RSS No. 1, 24½d Stg. per lb; Jan.-Mar., 25¼d Stg.; Oct., 1959, 24½d 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.

NORFOLK IS.—Commonwealth Bank quotes: Selling, Noumea, 168 Pac. francs Island: 5/- per £A100.

PAPUA-N.G.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Mialang, 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.

D'Escompte de Paris in Sydney June 9, quotes exchange rate Australia-Norfolk 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.

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.

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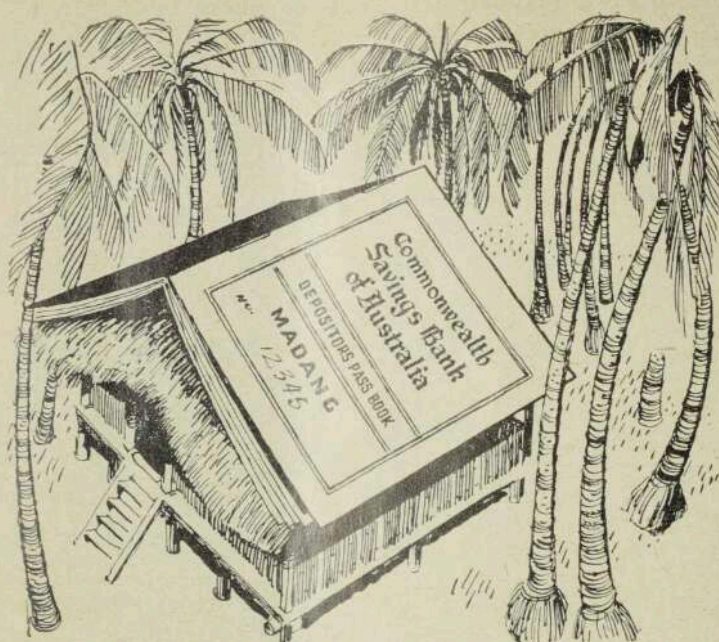
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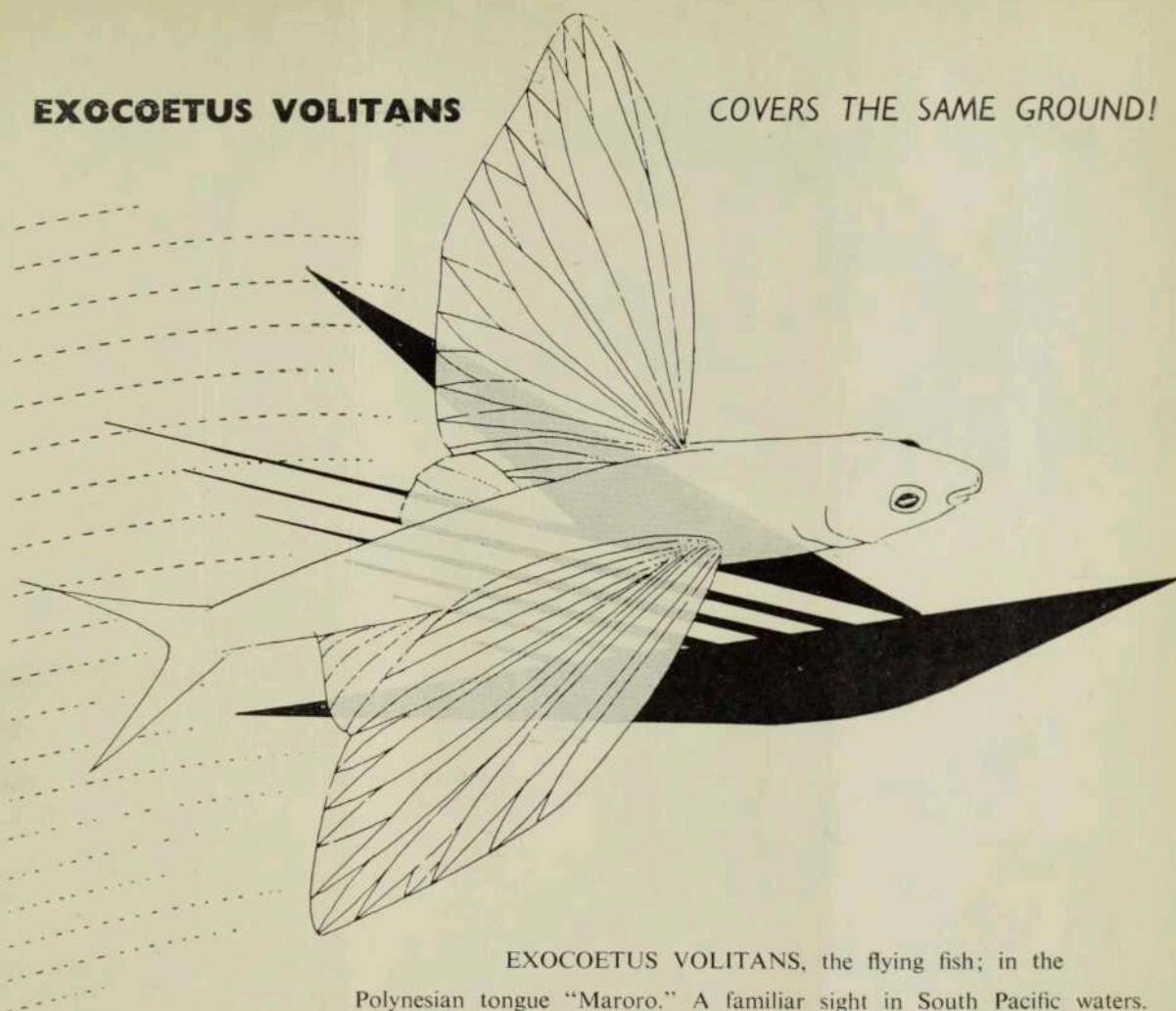
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Index to Advertiser

A.E.I.	110	Kerr Bros.	1
Akta-Vite	118	Kiwi Polish	1
Angliss, W. & Co.	14	Kiwi Ship Co.	1
Arnott, Wm.	54	K.L.M.	1
Aspro	106	Kopsen & Co.	1
Austin Cars	32	Lawrence, A.	1
Aust. Cotton	126	Lysaght, J.	1
Autohall	61	MacRobertson P/L	1
A.W.A.	72	McIlraith's	1
Baker, W. Jno.	103	Marine Spares	1
Bank of NSW	119	Mendaco	1
BALM Paints	50	Merrillees, J. C.	1
Barton, Carlos	41	Millers Ltd.	1
Berger Paints	134	Morris, H.	1
Bethell, Gwyn	157	Morris Cars	1
Black, A. J.	45	Morton P. G.	1
Blaxland-Rae	109	M. H. Ltd.	24, 1
Booth, N. G.	30	Mullarly & Byrne	1
B.O.A.C.	160	Mungo Scott	1
Bradford Mills	108	Nathan & Wyeth	1
Brasso	141	N. & R.	105, 1
Braybon Bros.	5	Nestles	1
Brewer, H. G.	151	N.G. Aust. Line	1
Bristol Myers	44	Nile Products	1
British United	74	Nixoderm	1
Dairies	34	Northern Hotels	1
Broadway Motors	59	N.Z.N.A.C.	1
Brunton & Co.	110	Pac. Shipbuilding	1
Bunting, A. H.	74	Co.	10
Bush, W. J.	157	Papuan Prints	1
B.P. 38, 89, 146, 157	12	Parke Davis 41,	1
Cadbury	165	Parker Pen Co.	1
Caine's Studios	144	Philips	1
Carlton Breweries	94	P. I. Line	1
Carpenter Ltd.	161	Piccaninny Wax	1
Cecil, The Hotel	111	Qld. Insurance	1
Cheoy, Lee	128	Reckitt's Blue	1
Coldstream P/L	90	Ransomes Co.	1
Colgate	135	Rialto Productions	1
Colman's Mustard	124	Rohu, Sil	1
Colonial Meat	142	Scott & Bowne	1
Colyer Watson	168	Seppelt, B. & Sons	1
Cwealth Bank	62	Ltd.	1
Crammond Co.	145	Seward Ltd.	1
C.S.R. Co.	71	Shaw Savill	1
Cystex	151	Silvo	1
Disprin	121	South Pacific Com-	1
Donald Ltd.	125	mission	1
Douglass, W. Co.	56	S.T.C. Co.	1
Dunlop Rubber	107	Stapleton, J.	1
Dunsford, Capt. G.	31	Stewarts Lloyds	1
East Coast Agency	58	S. P. Brewery	1
Econo Steel	6	Sthn. Pac. Ins.	1
Eveready Co.	99	Sullivan Ltd. 40,	1
Everyday Prod.	56	Tait, W. S.	1
Franke & Hiedecke	143	Tallerman & Co.	1
Fraser, D.	121	Tatham, S. E.	1
Frigate Rum	102	Taubmans Ltd.	1
Gardner Eng.	165	Thornburgh	1
Garrett, D. & M.	8	College	1
Gilbey, W. & A.	96	Thornycroft Co.	1
Gillespie Bros.	162	Tongala Milk	1
Gillespie, R.	7	Tooth & Co.	1
Glazebrooks Paints	28	Tulloch Ltd.	1
Goodyear Tyre Co.	55	Turners	1
Goroka Hotel	136	Growers	1
G.P.H. (Suva)	140	Tyneside Eng.	1
Grahame Book Co.	70, 130	United Insurance	1
Grove Ltd.	50	U.R.D.	1
Haddock, C. F.	40	Vacuum Oil	1
Halvorsen, B.	80	Ventura	1
Hari, G. B.	13	Victa Mowers	1
Harvey Trinder	52	Vincent's APC	1
Hastings Diesels	136	Vi-Stim	1
Hawleys Ltd.	78	Walkers Ltd.	1
Hellaby Ltd.	60	Warnock	1
Hemingway Robert-	147	Webster, D.	1
son Institute	104	Western Accept.	1
Holbrooks	150	Westfield Meat Co.	1
Hong Kong Dock	2, 3	Weymark Pty. Ltd.	1
Co.	49	White Rose Flour	1
Howard Cultiva-	96	Wilhelmsen, W.	1
tors	151	Wills Ltd.	1
International	107	Wright & Co.	1
Harvester		Wunderlich Ltd.	1
Jenber Lodge		Yorkshire Ins.	1
Johnson, S. C.		Young, J. P.	1
Kanimbla Hall		Zevenboom, J.	1
Kennedy, Capt.			

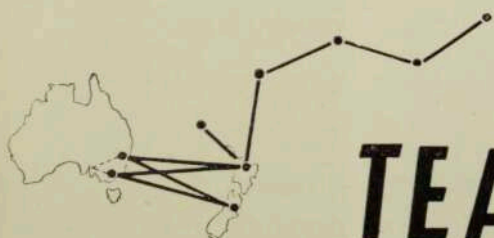
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PACIFIC ISLANDS MONTHLY — OCTOBER, 1958