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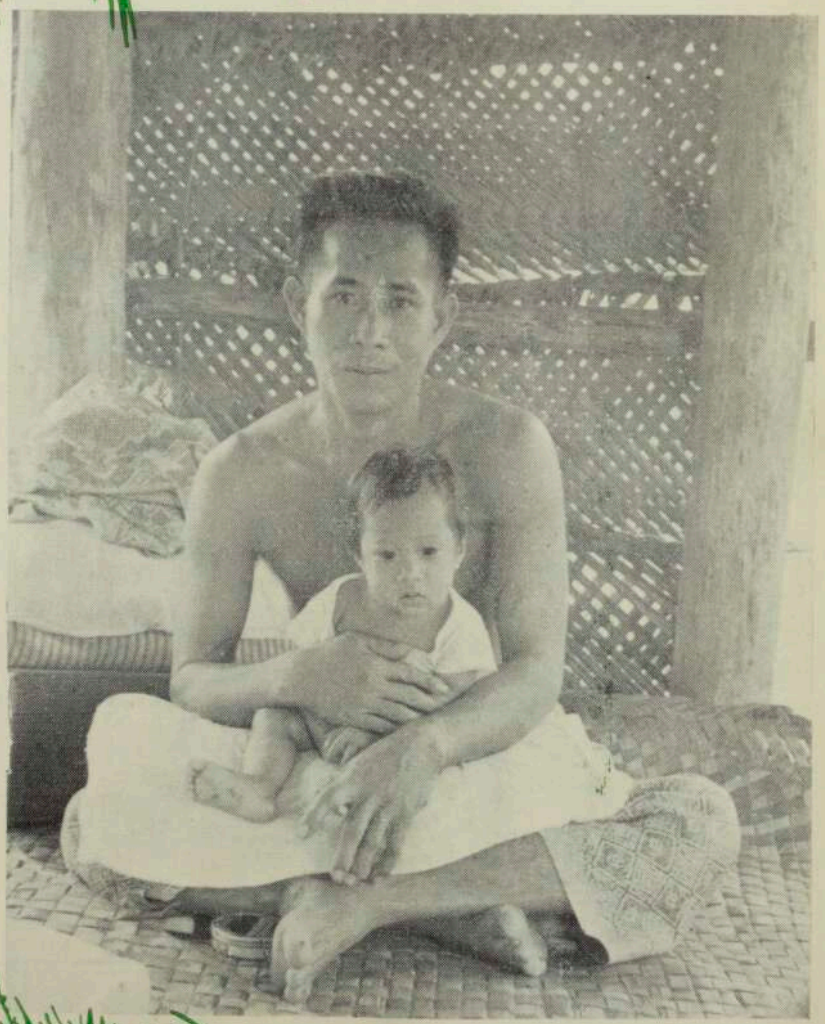
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NATIONAL LIBRARY OF AUSTRALIA

NOVEMBER, 1958 Vol. XXIX. No. 4.

PACIFIC ISLANDS Monthly



Samoan Sundays are quiet. Sunday is Church-going time—and sleeping time. And the faraway look in the eyes of this young West Samoan father and his child is there because they had only just awakened from a Sunday siesta when a PIM photographer visited their fale, near Apia. But they made an attractive family picture.

Established 1930

Registered at the G.P.O., Sydney, for transmission by post as a newspaper.

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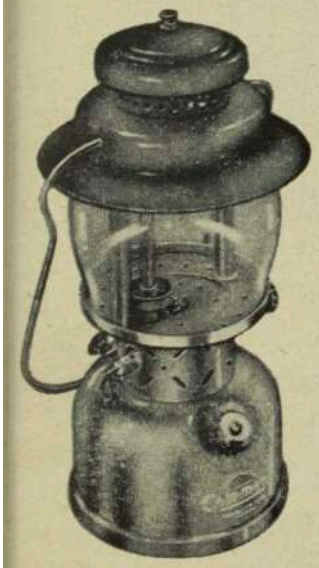
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Coleman Coleman Coleman

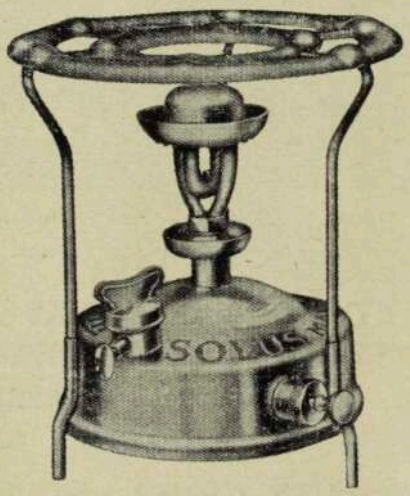
Your Guarantee of Satisfaction Backed by Established Service

Depots Throughout the Islands



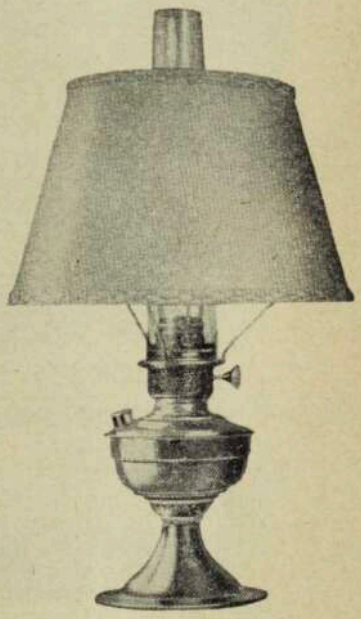
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Designed to withstand heavy usage and exposure to all weathers these Kerosene lanterns have built in automatic jet cleaning needles, safety air-seals on pumps and heat and shock proof globes. They cannot spill and burn safely in any position. Two sizes.



SOLUS STOVES

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



KEROMAN LAMPS

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

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Pure ICE CREAM

Now airfreighted by QANTAS to the PACIFIC

Write to-day for particulars of this new air service. McNiven's famous Ice Cream forwarded to you in special airfreight containers including disposable cans for bulk Ice Cream.

- ROCKETS ON A STICK
- FRESH FRUIT SLICES
- BUCKETS
- BRICKS
- COMETS ON A STICK
- BOOMERS (ICE BLOCKS)

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McNIVEN'S "RAINBOW OR PLAIN DRINKING STRAWS"

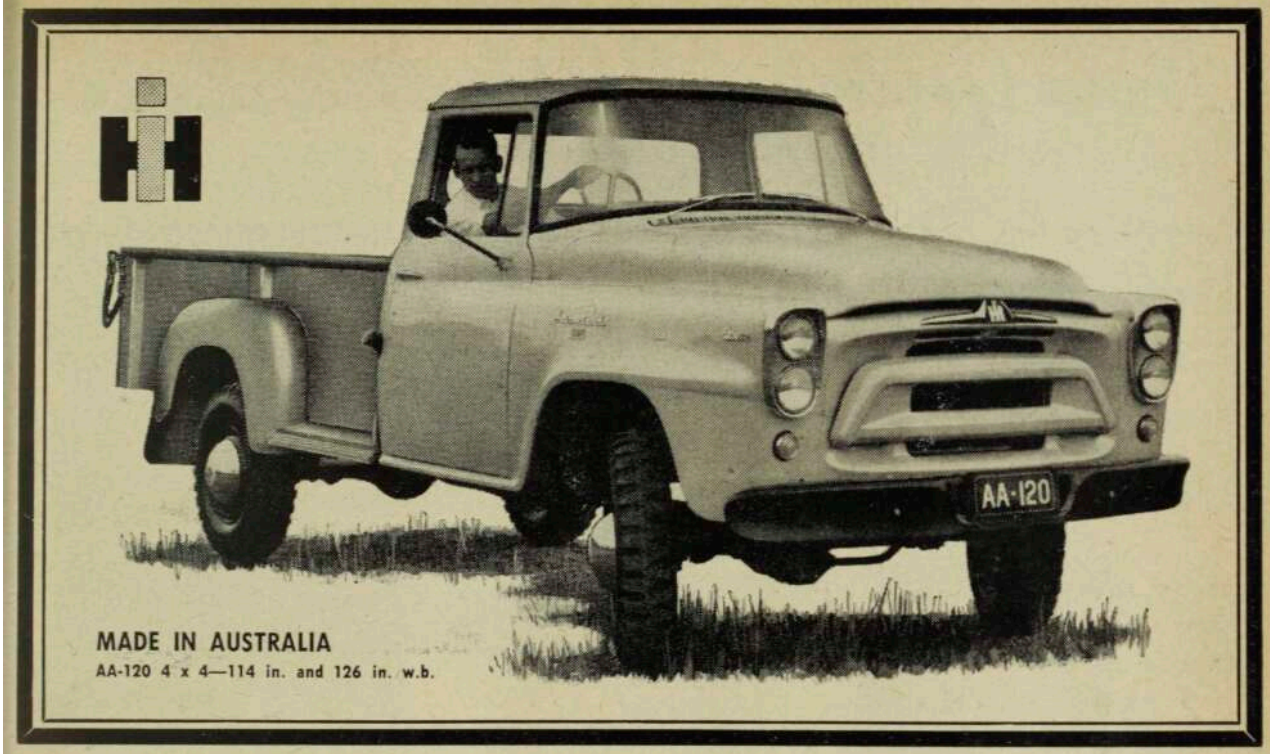
Quality Drinking straws in gay, attractive colours.
Thoroughly tested to withstand a lengthy immersion in hot water, fruit juices or aerated drinks.

Ask your Store for supplies or write to your agent

McNIVEN BROS. LTD.

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Introducing the NEW INTERNATIONAL One ton, 4 wheel-drive truck—

This is a NEW truck from headlights to tail-light—built for comfort, safety, economy and a long life of trouble-free work. A look at the picture will show you why International is justly proud of this stylish new truck.

Study the modern twin headlights, wide, curved windscreen, new air vent and dual self-parking electric wipers. Inside the cab is an ash tray, key controlled starter switch, oil fuel generator and heat gauges, pendant-type pedals; 4-spoke safety steering wheel and deluxe trim.

There is a powerful NEW 6 cylinder tilt valve engine with **"full-flow"** oil filter and increased capacity generator, a strengthened chassis frame, new front cross member, new cab mountings. This is a really NEW International 4 x 4 with 1959 features and styling.

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International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia. Works: Dandenong, Geelong and Port Melbourne, Victoria.

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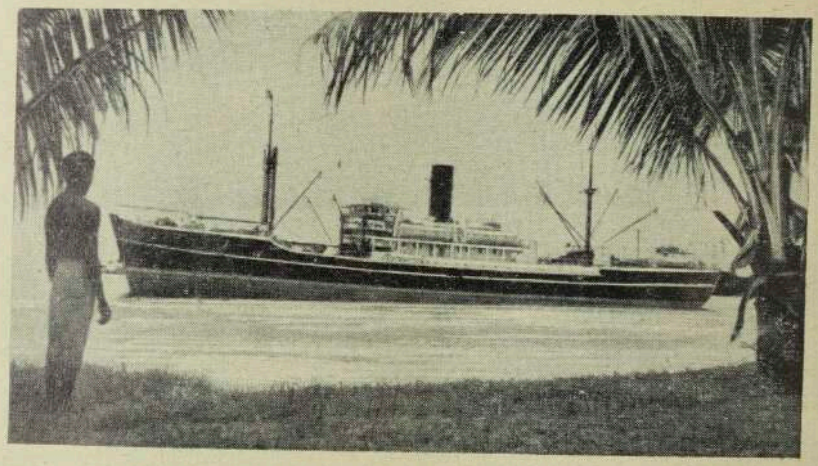
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FIJI: Morris Hedstrom Ltd., Suva. Cable: "Deuba".

NEW HEBRIDES: Comptoirs Francais des Nouvelles Hebrides, Vila, Santo. Cable: "Comptoirs Francais".

NEW CALEDONIA: Etablissements Ballande, Noumea. Cable: "Ballande".

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

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

ADELAIDE: George Wills & Co. Ltd., 33 Gilbert Place. Cable: "Willsandco".

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

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

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CABLES: "SWIRESHIP". BU 1712.

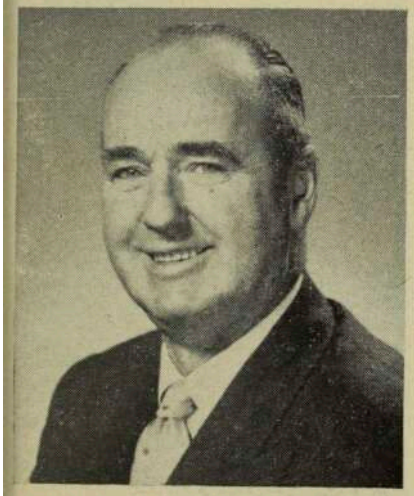
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PEOPLE

Judge A. Morrow, Chief Judge of Eastern Samoa, paid a visit to Pukapuka, Northern Cook Islands, early October, travelling aboard the USS *Fort Defiance*, dock landing ship which was acting as mother-ship to the big American eclipse expedition there. Judge Morrow was able to speak via amateur radio stations at Pukapuka and Rarotonga, to Administration officials in Rarotonga.

* * *

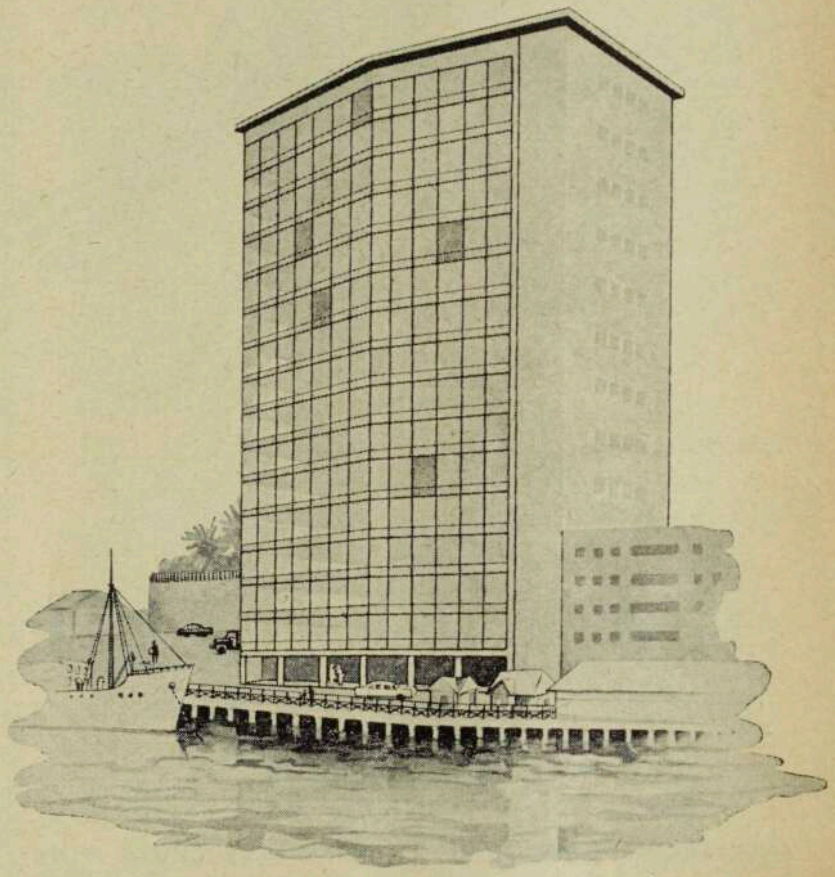
Superintendent W. A. Dix, who has served 32 years in the Police Force of New Guinea and Papua-New Guinea, received the Long Service and Distinguished Conduct Medal from the hands of Police Commissioner Normoyle in Port Moresby at end of October. Mr. Dix was stationed in Wau before the war when that Morobe District town was enjoying gold-boom days.



Mr. Donald S. Reid, a former Official Secretary to the Cook Islands Administration—his wife was formerly Miss Rose Estall, of Rarotonga—has been appointed Resident Commissioner of the Chatham Islands. Mr. Reid is at present a research officer at Island Territories Department, Wellington. His last duty in the tropical territories was as liaison officer between the New Zealand Government and the United States and United Kingdom military units stationed at Penrhyn Atoll, Northern Cooks, during the first British Pacific nuclear bomb tests in the Christmas Island area.

The Tonga Medical Department selected AMP Sateki Tupou to attend the South Pacific Commission conference on tuberculosis being held this month, and also as Tonga's representative to attend a refresher course on modern methods of TB diagnosis and treatment to be held under the auspices of the World Health Organisation at Suva next February.

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UNILEVER HOUSE, Sydney



For the ultra modern Unilever House, Circular Quay, Sydney, Davison Paints were approved (architects Turner & Stephenson) where only the highest quality materials were used throughout. Davison Paints are proud of this fact. Davison manufacture a full range of paints, giving every satisfaction under severe tropical conditions.

So see that Davison Paints and Finishes are specified for **your** new building.

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Obtainable from:—

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Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

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

For Children:

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

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

TREATMENT DOSE—

For Adults:

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

For Children:

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

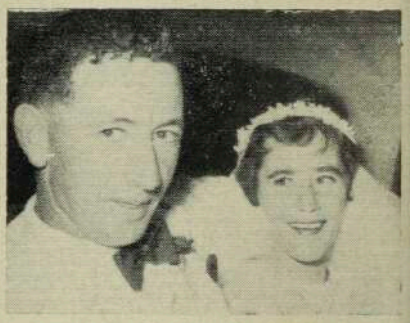
3-5 years, two INFANT FORMULA TABLETS as a single dose.

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

Obtainable from all chemists and suppliers of PARKE-DAVIS products

PARKE, DAVIS & CO., LTD., SYDNEY

To advise the Tonga Government on the establishment of a central and commercial banking system, the New Zealand Government made available Mr. V. D. Stace, economist of the Reserve Bank of New Zealand, who is well known in the South Pacific for his services as an adviser to various governments on economic problems. Mr. Stace was in Tonga in October.

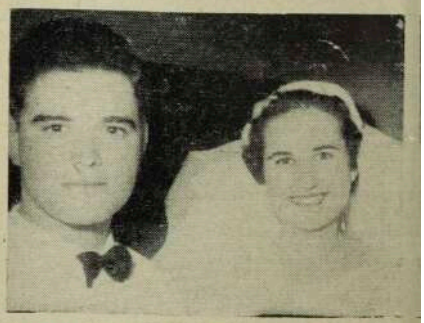


Married in Port Moresby recently, Mr. D. J. Dunston and Miss A. Baker. The ceremony took place at Taurama Chapel.
—Papuan Prints.

Mr. T. J. Dunleavy, who has been editor of the Western Samoa weekly newspaper, *Samoa Bulletin*, for a number of years, relinquished the post in November to become branch manager of a Wellington, NZ firm of printers' suppliers.

* * *

The WHO mosquito eradication project in the Tokelau Is., described last month, has completed its first stage and Dr. Marshall Laird and Dr. L. H. Colless, who were handling the project, left the islands in mid-October. Results of experiments will not be known until early 1960, when the researchers will return. Blood-smears of the population of the three atolls were taken to check on the incidence of filariasis.



Another Port Moresby wedding—this one at t St. John's Church of England. Happy couple a are Mr. Noel Morris and Miss Susan Winckle.
—Papuan Prints.

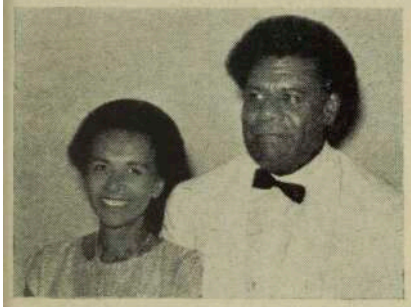
Duke P. Kahanamoku, one-time s world champion swimmer and h Olympic medalist of 1912 (he is a credited with introducing surf board h riding in NSW), and now Sheriff

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of the City and County of Honolulu, was visiting Australia and New Zealand in October. "The Duke"—it's his real name, not a title—caused a good deal of interest in Auckland streets as he made his way about the sport-fishing stores in his broad-brimmed Islands hat. He was on his way south to try his hand at fly-fishing for trout at Taupo. He has been Sheriff of Honolulu for the past 24 years.

* * *

Mr. P. J. Twomey, secretary of the NZ Lepers' Trust Board, has been achieving some notoriety in New Zealand as the country's only recent case of malaria, which is a notifiable disease there. He was having his second bout in October following a visit of Melanesia last summer.



Visitors to a social gathering of the Polynesian Association in Sydney in October—Ratu P. V. Daunibau, with Adi Vuinadi.
—Tele-Photos.

Crown Prince Tungi, Premier of Tonga, arrived in Auckland on October 29, and will remain in New Zealand until November 20. His brother, Prince Tu'ipelahake, together with his wife and family, is expected in Auckland on November 23 and will remain for some months.

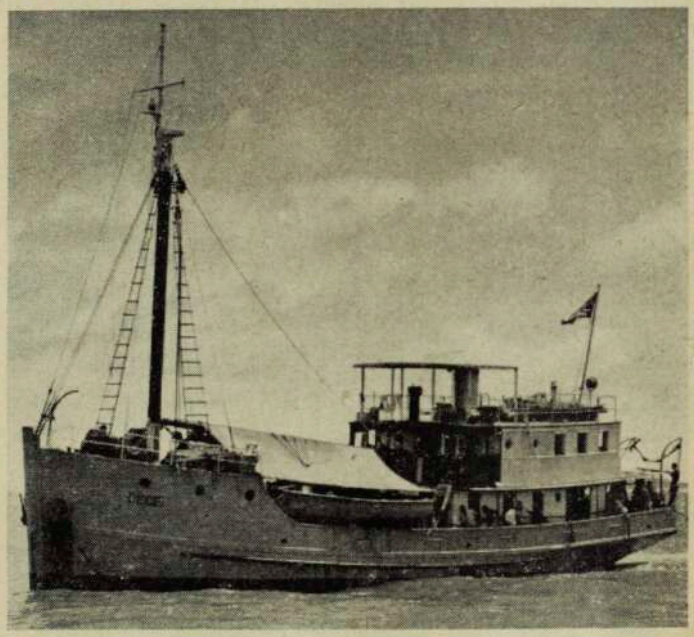


The president of the CWA, Mrs. C. L. Anthony, welcomes the Administrator and guests at the opening of the Port Moresby CWA hostel in October. See page 147.
—Papuan Prints.

THE LEGEND OF "DEGEI"

In Fijian legend "Degei" was an ancestral god—a god who gave protection from the hazards of the sea.

THIS IS THE MODERN "DEGEI"



A twin screw motor vessel owned by the Government of Fiji and now up

FOR SALE BY TENDER

204.92 Tons Gross — 83.41 Tons Net — Length Overall 92 ft. Length B.P. 84 ft. — Beam 23 ft. — Draught 10 ft.

CONSTRUCTION: Timber planking on steel frames, bronze fastenings and sheathed with Muntz Metal

ENGINES: Twin, handed, direct reversing, cold starting, four cylinder, two cycle, Gardner type 4J6 diesels of 96 B.H.P. each.

ELECTRICITY: 110 Volt D.C., 6 Kw., auxiliary generator and 4 Kw. shaft driven generator.

CARGO: Hold 27 ft. x 20 ft. x 8 ft. approximately with hatch 22 ft. 6 in. x 8 ft. 6 in. and diesel engined cargo winch and derrick for 3 ton S.W.L. Diesel driven anchor windlass.

ACCOMMODATION: Master and four deck and engineer officers, two saloon passengers and 11 crew members.

FUEL: Bunker capacity 2,000 gallons. **FRESH WATER:** Capacity 1,700 gallons.

DEGEI is fitted out generally to the requirements of the Fiji Marine Board and has a MARINE BOARD CERTIFICATE issued in April, 1958, following full survey. Quantity of engine spares is included.

DEGEI is at Suva. She can be inspected by arrangement with the Mechanical Engineer.

Condition of Sale "As is, where is".

Sealed tenders are invited for the above vessel and will be received up to noon on Saturday, December 13, 1958.

The successful tenderer will be required to make his own arrangements for delivery.

Tender price offered would be considered to include any customs duty normally payable.

THE HIGHEST OR ANY TENDER WILL NOT NECESSARILY BE ACCEPTED.

Tenders should be marked "Tender for Vessel DEGEI" and should be addressed to the

Secretary, Tender Committee, The Treasury, P.O. Box 2, Government Buildings, Suva, Fiji

C. J. ELLIOTT, SECRETARY, TENDER COMMITTEE.

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only paint with silicone "101"

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

Approach us direct or our Representatives for the Pacific Islands.

DEMKA AGENCIES PTY. LIMITED

2-12 Carrington Street, Sydney, N.S.W.

A popular appointment has bee that of Dr. Hans Thieme as Medic Superintendent of Apia Goverr ment Hospital. Dr. Thieme is member of a well-known Weste Samoa family of German descen He spent many years in Germar and returned to Samoa after th last war. He has given much se vice to the community since his re turn.

* * *

Captain Bryan Monkton, one the partners in Trans Oceanic Air ways, which operated from Australi to the Islands after the war, an who later formed South Pacific Air lines, whose plans were upset whe Britain took Christmas Island ove as a nuclear testing area, was bac in Australia in early October. H and another pilot had delivered small twin-engined Beechcraft plan from the US for an Australian firm They flew via Honolulu, Canto Island, Nadi and Noumea to Aus tralia—quite an undertaking for a aircraft of this size.



Cutting the cake after their marriage at the Catholic Church, Port Moresby, are Mr. and Mrs. R. Leeds. She was Miss E. Baker. —Papuan Prints.

Mr. G. N. Gordon, newly appointed headmaster of Samoa College, Western Samoa, has arrived in Apia to take up his new duties. He was formerly headmaster of a NZ High School and succeeds Mr. Donaldson who has returned to New Zealand.

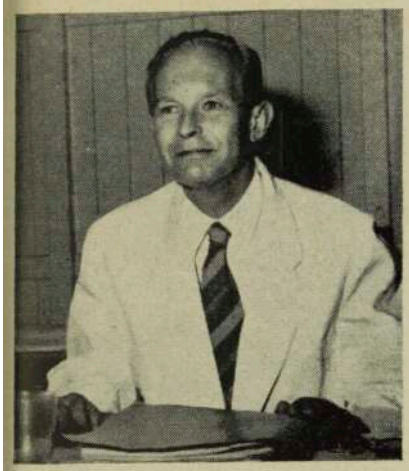
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Mr. G. Bristow has succeeded Mr. J. B. McCraig as District Commissioner of Ocean Island, GEIC.

Mr. and Mrs. Bristow travelled to Ocean Island from Tarawa early October.

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Miss Edith Maxfield, recently of Atauloma, Western Samoa, has taken up an appointment as Head Mistress of the LMS Girls' School at Rongorongo, Beru, Gilbert Is.



Among the Dutch delegates to the Canberra conference on NNG and P-NG affairs in October was Dr. M. W. F. Schregardus, NNG Director of Works and Energy.

Mr. G. T. Bolt, who has recently retired as chairman of the New Zealand Public Service Commission, arrived in Nukualofa in October to take up an appointment as Salaries Commissioner. The last investigation into public service salaries was carried out four years ago by Sir Richard Ramage, and the Tonga Government now considers that a further review is necessary.



In Sydney recently on holidays from the Islands, Mrs. Telesia Bowman (who comes from Samoa), photographed with Miss Ann Wilder, of Suva, at the Polynesian Association.

—Tele-Photos.

Sir John Gutch, who had been attending the 18th Session of the South Pacific Commission, returned to Honiara in October aboard the new Melanesian Mission vessel *Southern Cross*. With him were Lady Gutch, who was returning from leave in England and who joined Sir John in Noumea; Mr. D. J. Derx, of the Colonial Office, and Mr. A. M. Wilkie, the Western Pacific High Commission's financial secretary.



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PREPARED WAX
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FOR LINO, FLOORS, FURNITURE, LEATHER & MOTOR CARS

"Twice the shine in half the time"

Piccaninny imparts a glow of youth and beauty to floor surfaces that might otherwise soon begin to show their age. There is nothing more perfect for linoleum or natural wood floors. Piccaninny's tough wax skin protects surfaces from tropical moisture, wear and tear—saves you hours of work and gives Twice the Shine in Half the Time!

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BROWN STAIN FLOOR POLISH
For Jarrah, Cedar, Stained Floors & Woodwork

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Madang
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Kavieng
Wewak
Bulolo
Lae
Norfolk Island

In addition, 64 agencies operate throughout Papua-New Guinea, 6 agencies in the Solomon Islands, and others at Fanning Island, Norfolk Island, Lord Howe Island, Nauru, and at Vila and Santo (New Hebrides).

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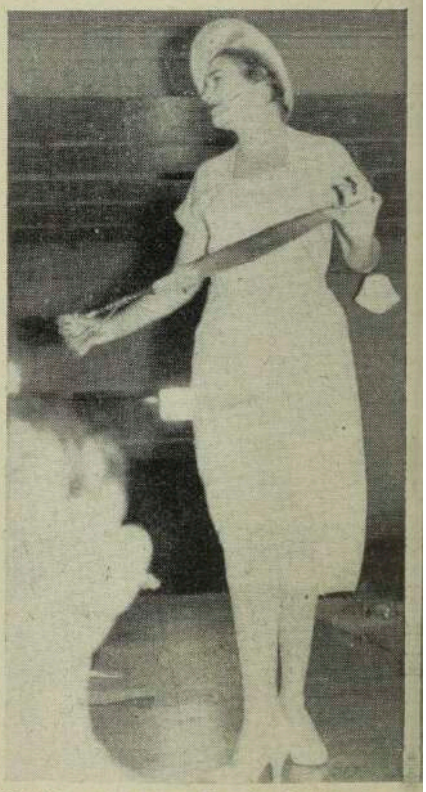
Mr. V. J. Andersen, has been appointed chairman of the BSI Copra Board. He replaces Mr. C. H. Allan, who has been appointed Assistant Resident Commissioner in the New Hebrides.

* * *

Managing director of Buka Plantation and Trading Co., Mr. Drummond Thomson, recently made one of his periodical visits to Rabaul, en route to Bougainville for a short stay before returning to his Sydney home by the *Bulolo* in November.

* * *

Mr. and Mrs. Keith Cummings, former Rabaul residents now living in Melbourne, combined business with pleasure in their October visit to Rabaul. Mr. Cummings is owner of Town Taxis Ltd.



Modelling at a Port Moresby fashion show, popular resident Mrs. A. E. Stephens, wife of the editor of the "South Pacific Post".
—Papuan Prints.

The Australian Minister for Territories has announced the appointment of Mr. E. A. Stanford as a member of the Papua-New Guinea Copra Marketing Board; and that of Mr. F. R. Wilson as his deputy.

No explanation is given as to why a deputy has been appointed—but presumably it is because Mr. Stanford, a well-known New Ireland planter, has some difficulty in attending all CMB meetings. Mr. Wilson, a Kokopo planter, is also well known.

The appointments are to replace

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Mr. Don Barrett, who now has a special job in the Pacific Islands Regiment. Mr. Barrett was one of the representatives of New Guinea planters (the other being Mr. H. V. Quinton).



Mr. Samuel Kruger has had plenty of Pacific experience—including a wartime stint in New Guinea and Australia. These days he's engineer in charge at Pago Radio, American Samoa.

—Pan American Prints.

Mr H. Coppock, a senior Commonwealth education officer, is relieving as acting Director of Education in Nauru for nine months.

* * *

A Fiji girl, Miss Marjorie Branster, earned her doctor of philosophy degree at Melbourne University recently—but she had gone to Canada, and left no forwarding address, before the University could tell her about it. They wrote to her parents in Fiji with the good news.



On a visit to the Far East and Sydney recently —Mr. and Mrs. L. J. Brady, of Aionora Plantation, Kainantu, New Guinea.



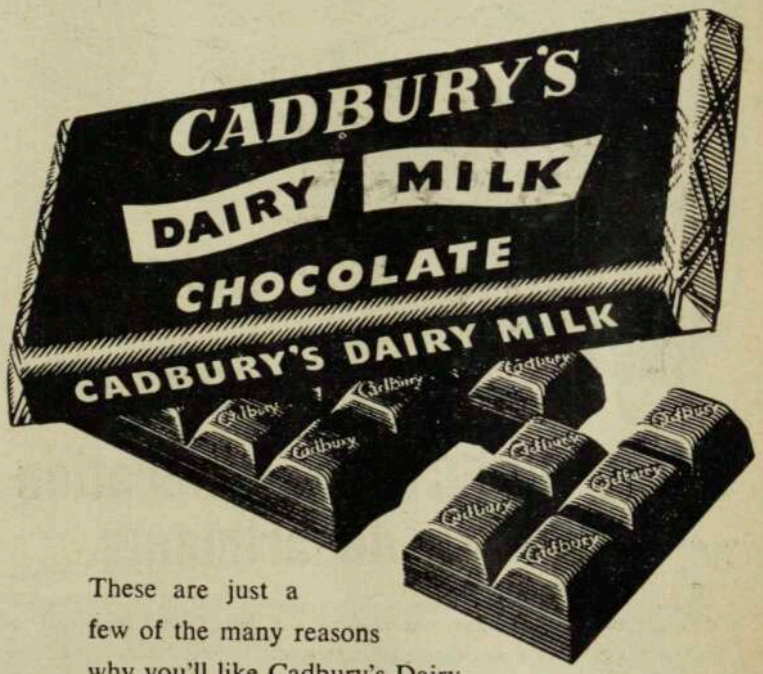
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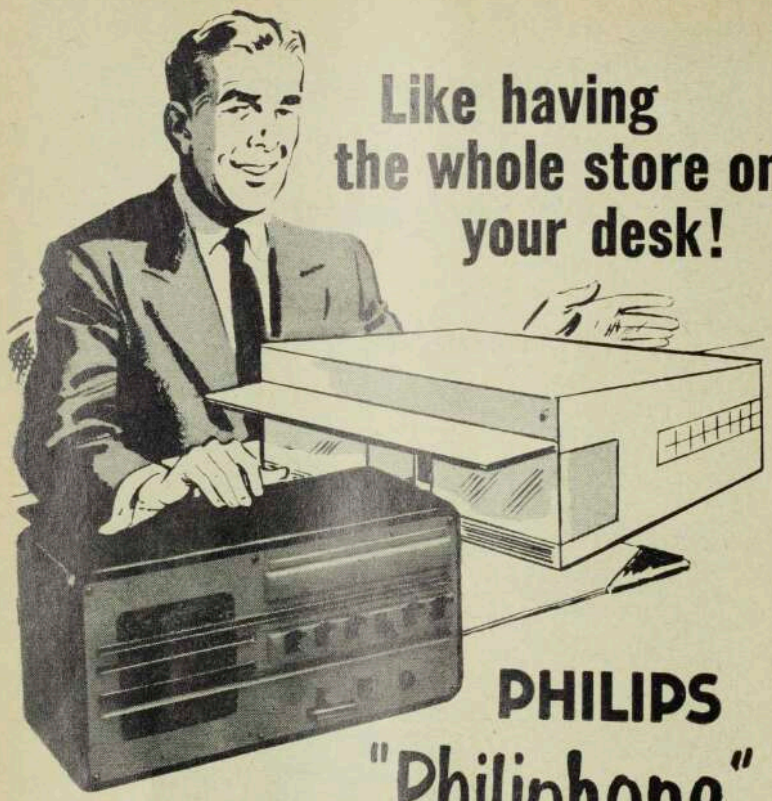


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Mr. Francis Talasasa, of Honiara, recently left Honiara with his wife to spend 12 months at Cambridge University.

* * *

A tree expert from Melbourne, Mr. R. H. Patterson, was visiting P-NG in October, advising on the lay-out of hospital grounds.

* * *

Mr. and Mrs. W. Simmonds, of the Seventh Day Adventist Mission in Fiji, returned to Suva at the end of October after a six months world tour—including a motor tour of the US and Canada. London shops, in Mrs. Simmonds' view, put Paris shops "in the background".



Assistant District Officer Alec Zweck, of Lae, and his bride, the former Mary Fitzgerald, after their marriage in the Catholic Church, Lae, in October. Photo: O. Brabant.

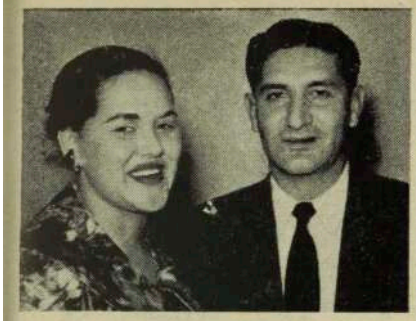
"Local boy makes good" was the theme of a Cowra (NSW) newspaper story in October, giving news that Dr. R. F. Scragg had been appointed Director of Public Health in P-NG. Dr. Scragg, who is NZ born, went to Australia as a boy and attended primary schools in the Carcoar-Cowra district of NSW His father was, a few years ago, the Pastor of the Cowra Seventh Day Adventist Church.

* * *

Mr. E. S. Coles, general manager of the Norfolk Island Whaling Company, flew to NZ in October after the company completed its 1958 season at Norfolk. He announced that Norfolk people had re-

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ceived £16,000 in wages and bonuses during the season, in which 120 whales had been caught in 74 days.



At a Polynesian Association meeting in Sydney, Miss Felicia Emberson, of Suva, with another Suva personality, Mr. Bill Sorley.
—Tele-Photos.

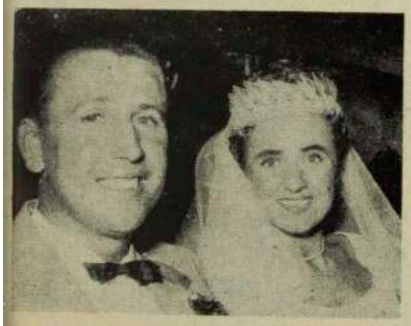
Mr. John Dowling, of Manly, Sydney, a former resident of Fiji, where he was a director of Morris Hedstrom Ltd.—has been seriously ill. Latest reports said he was making satisfactory progress.

* * *

Mr. Reid Cowell, formerly British Assistant Resident Commissioner in the New Hebrides, has been appointed United Kingdom Second Commissioner on the South Pacific Comission, succeeding Mr. H. H. Vaskess, who is retiring from the post.

* * *

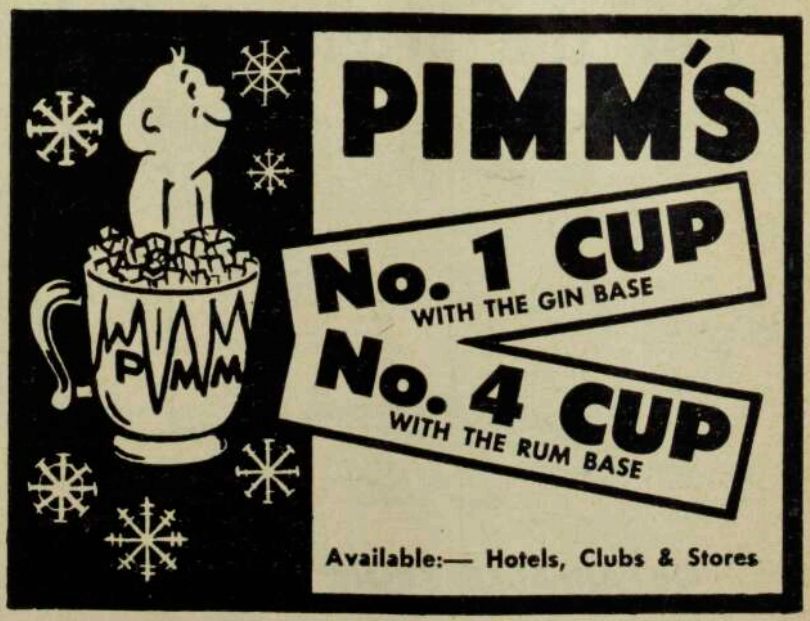
Publisher of the *Pacific Islands Monthly*, Mr. R. W. Robson, in November was visiting Fiji and Polynesia.



Smiling couple are Mr. K. Gardner and his bride, the former, Miss B. Hounslow, after their marriage at St. John's Church of England, Port Moresby, recently.
—Papuan Prints.

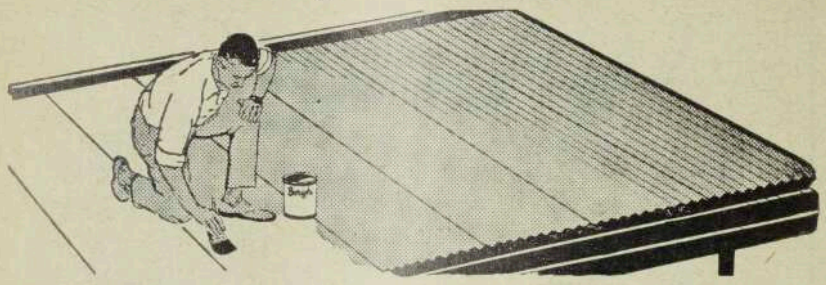
Peter Chan, 15, of Rabaul, was referred to by Brisbane newspapers as a "running machine" after he had scooped the pool at a combined schools athletics meeting, in Brisbane, winning the under 16 years 220 yds and 100 yds, the open and under 16 long jumps, leading his team to victory in the relay and clipping a second off the 440 yds record. Said Peter, "I don't like athletics. I like baseball!"





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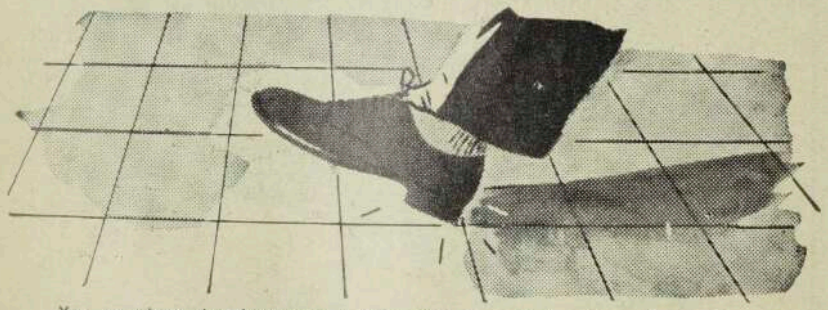
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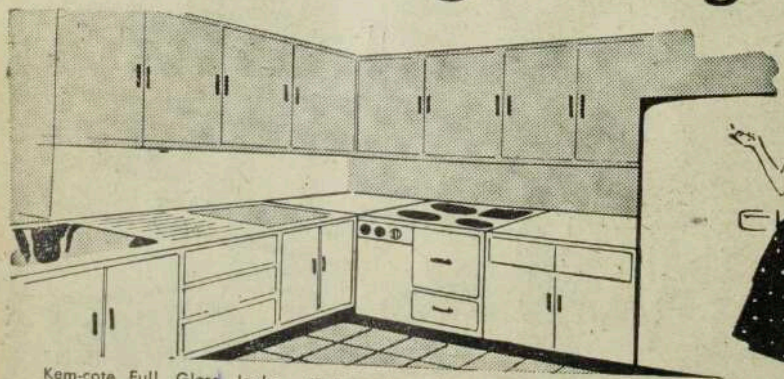
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Contents:

PEOPLE: Personal Paragraphs of Islands' Interest 5
NNG Wants a "Consultative Union" with P-NG 17
Papua Enjoys Oil Fever As Puri Well Strikes Crude Oil And Water 18
Mystery of the Yacht *Annette* 18
Explosions Liven Up Tahiti: Many Arrested 19
HOME BASE: Sydneysider Tells What Made News In The Hub Of The Pacific 20
Bananas Are News In Fiji, Samoa and Tonga 21
Report On Pacific Shipping Slump 22
£3,000 Smile For a New Guinean 22
Fiji's New Governor Is Sworn-In 23
Commission Of Inquiry For Fiji: Chairman Appointed 23
COMMENTARY: The Publisher And The Editors Look At Pacific And World Affairs 25
Pigs Root Up An Early Bronze In NNG 26
Editors' Mailbag 27
Rev. and Mrs. Voyce Leave Bougainville 29
P-NG Association Now Has Its "Book" 29
Cooks Islands' Election Details 31
TERRITORIES TALK-TALK: With Tolala 33
The New Guinea Coe Family 33
A Writer Says: "It's Time The Publishers Rediscovered Louis Becke" 47
New Plan Cuts Out Papuan Alumina Factory Scheme 45
A New Church Replaces A Shed Of Scrap 47
FIJI TALANOA, With Vakatawa 49
Official Angle On NG's Education Problems 52
A Tremendous Task Ahead of NNG 55
Gilbertese In A New Pacific Migration: Story And Pictures 57
A Summary Of P-NG's New Land Scheme 65
Rabaul: The Dog That's Wagged By The Tail .. 65
October Was Eclipse Time In The Cooks 67
There Are No Teeth In P-NG Labour Laws 71
New Type Of Quarters In Honiara 71
Marriage Links Loyalty Islands Chiefs 73
Some Old NG History Needing Attention 73
Trees Are Returning To NG Highlands 75
Getting Around By Sea In The Cooks 77
NG's Head Tax Continues, Despite Condemnation .. 81
NG Legco Is So Futile, "They Might As Well Stay Home" 83
MAGAZINE SECTION: Tropicalities, 85; Crossquiz, 86; Telephone Is A Delight To The Tongans, 87; Do You Remember? 87; The Day The Ambrym Hospital Blew Up, 88; NG Escape Story, 90; Brett Hilder *Profile*, 91; Book Reviews 92
The Month's News Of Pacific Shipping And Cruising Yachts 105
PACIFIC REPORT: Round-up Of The Month's News And Pictures (Index, p. 17) 121
OBITUARIES: Mr. R. R. Haviland; Mr. Norman Lee; Mr. Percy Edmunds; Miss Maud Forman; Mrs. Lilyan Harper; Captain R. R. Kane 159
Sports Review 160
Shipping And Airways Timetables 163
Commerce And Produce .. 173

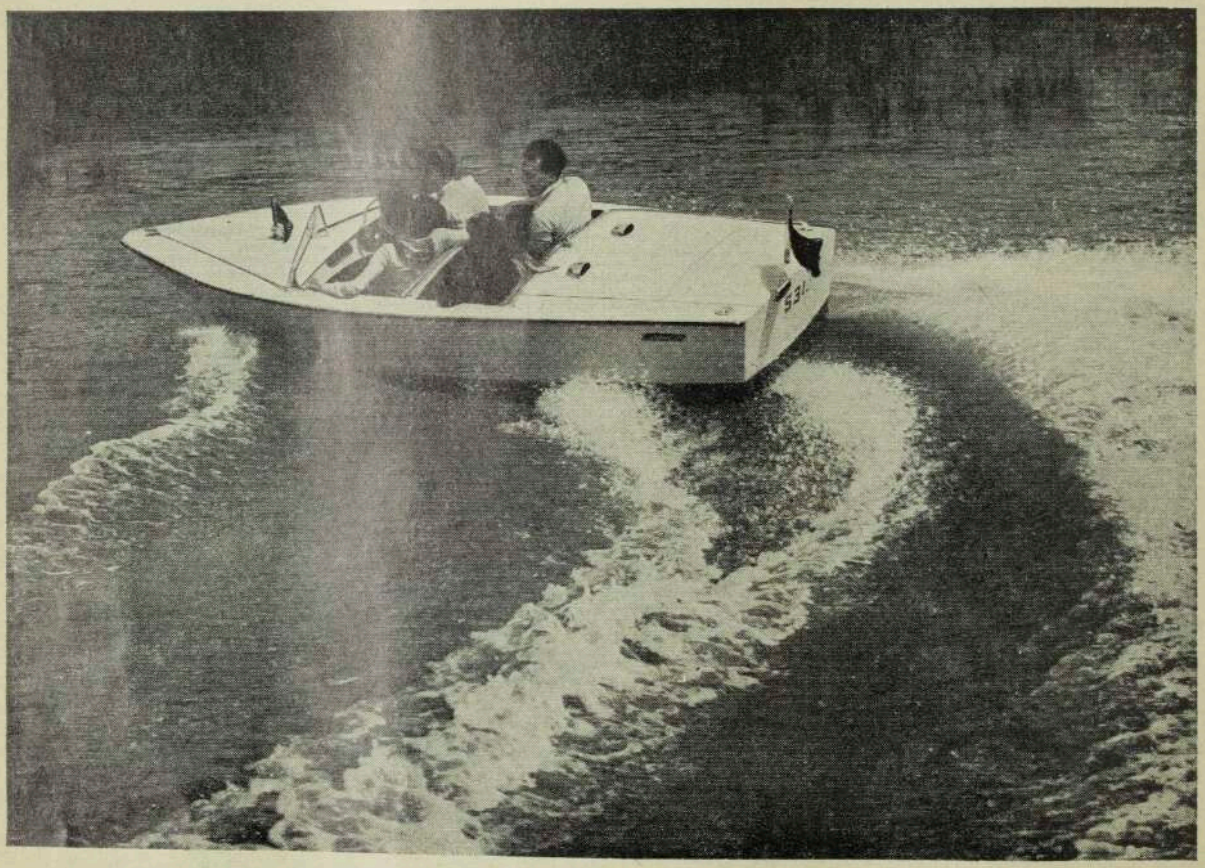
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No Defence Talk at Canberra Conference, But—

THE DUTCH SUGGEST A 'CONSULTATIVE UNION' WITH PAPUA-NEW GUINEA

From a Special Correspondent in Canberra

The over-publicised Canberra conference between Netherlands New Guinea and Papua-New Guinea administrative heads in October introduced a new phrase into officialdom's vocabulary—"consultative union".

BUT it achieved little else of note. The conference was attended by senior officers of both Administrations and their External Affairs representatives.

Thanks largely to work on the sidelines by bland, smiling Dr. A. Helmi, Indonesian Ambassador to Australia, and the Indonesian Foreign Minister, Dr. Subandrio, the talks opened against a background of suspicion from overseas that the Netherlands and Australia were about to decide on some joint defence scheme for the two territories.

And any Australian-Dutch military alliance in New Guinea "would endanger peace in South Asia", declared Dr. Subandrio, on the eve of the talks.

The participating countries denied they would discuss defence. The talks would be purely on administrative problems, they said.

No Defence Talk

And as it turned out, the conference did not discuss defence.

It discussed possible schemes for sending more Australian technical officers to NNG, of improving educational programmes and communications—and similar matters that were an extension of the administrative liaison that is already operating between the two territories.

None of it could have been headline material, even in the sensitive Indonesian Press.

But one note was struck by the Dutch which could have significant implications. They pressed for a "consultative union" between the two territories.

This union they visualised as a joint advisory body to include a representation of indigenous people from both territories.

Not Yet Ready

This body could, presumably, pave the way eventually for something in the nature of a joint federation of both territories, which would ultimately give the native people a large say in the running of their countries.

This end result is not far removed from the policies that both Governments have independently sketched out for their respective territories—that is, that eventually the indigenous inhabitants will be allowed to control their own destinies.

But that time is not yet, and the Australians said so. They said it was too early for such a union to operate—the people were not advanced enough on the Australian side of the border, or, in fact, on either side.

But the Dutch pressed the suggestion.

And as the conference progressed it seemed that the main Dutch aim was to get Australia to agree to some kind of consultative union, and that the other considerations of liaison were secondary.

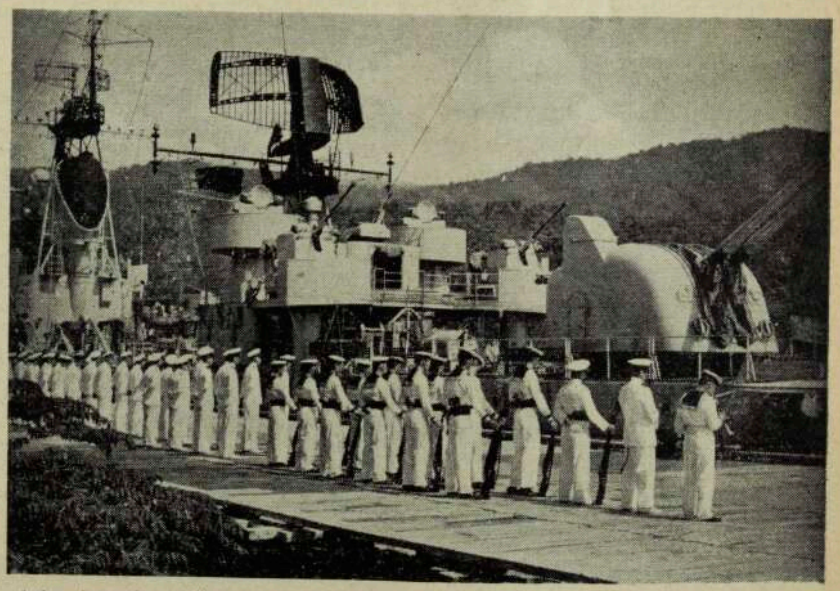
Privately in some quarters in Canberra it was suspected that possibly Holland was looking merely for a way out of her NG problems.

It was a fact that many people at home could not see why Holland held on to New Guinea, but all agreed that Indonesia should not have it.

A consultative union, whatever it might mean in practice, would allow the Dutch eventually to withdraw and save face at home.

Can't Afford Not To

Australia, once she had agreed to a proposal, could be depended upon to take a big share of the responsibility of making such a union work. She could not afford not to, being already deeply committed on her



Indonesian sabre-rattling over Netherlands New Guinea doesn't appear to perturb the Dutch. Nevertheless lately they have been strengthening their defence forces. Latest warship to make a tour is the "Bverussel", here seen at Hollandia.

PACIFIC REPORT

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

Rewa Cane Farmers Reluctant—121; Search For Information On Whales—123; Precautions Follow Polio Outbreak; Science Increases Population and Food—125.

Congratulations For Queen Salote—127; Troubles Of The Copra Producers—128; Fiji Credit Unions Booming—129; They Don't Like Cocoa Control—131; NG Pines May Be Cut Out; Rabaul Wants Beautification Now—132.

Slump Forces Tahitians From New Caledonia; Nickel Prospects Brighter; NZ Has Plenty Of Islanders—133; Contract For Coastwatchers Light; Labour Inspections "Farcical"—135; Pictures Of Islanders In NZ Camp; Thursday Island Pearl Slump; Nondugl Would Do Better With Pigs—137; Food For Fiji's Half-Million—139.

BSIP's New Flagship—139; Irving Johnsons Build A New "Yankee"—141; Hams Will Miss Otto Hornung—143; Plane Came Back By Road—145; Head Tax Inquiry Ends; Mercier Makes A Sentimental Journey—147; Surveyors Needed in NG; New Posts For NZ Officers—150; Big Rabaul Fire—151.

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Now You See It, Now You Don't

Papua Enjoys Oil Fever: And There Is Still Hope Of The Real Thing

November opened spectacularly for Papua. In the course of the first week, the Australasian Petroleum Company struck oil at Puri after 20 years of effort and £30 millions in expenditure; the oil share market went wild; hopes were dashed by an announcement that the well had begun producing water; they were raised again with the news that the major Oil Search partners would not, after all, pull out of the search.



Mr. J. C. Baarspul, Internal Affairs Director of NNG, a leading member of the Dutch delegation to the Canberra conference.

own side of the border.

Australia, though, had no intention of being thus forced into taking over West New Guinea, and a message to the conference from Australian External Affairs Minister Casey rejected the proposal.

Although nobody said so, Australia without doubt does not look on her own New Guinea policy as a separate one in itself. It cannot be separated from the effects of other plans she may formulate in the South Pacific.

"Reappraisal"

And there is at the moment something in the way of a reappraisal of South Pacific affairs going on in Canberra.

Australia cannot fail to take into account developments that may take place in the British Solomons, the New Hebrides and Fiji in the next few years.

Australia, soon enough, will have to decide just what she stands for in the South Pacific.

Decisions affecting New Guinea are going to be vital—especially so if the recent good promise of oil becomes a reality.

BY mid-November—water or not—prospects for a real find were better than they had ever been, as the company prepared for further drilling.

No town was happier at the fateful turn of events—on the last throw of the dice as it were—than Port Moresby whose citizens have always had faith in an oil find in Papua. Main talk was on the effects oil would have on the Territory.

Oil Search shares—the company has a 10 per cent. holding in APC—fluctuated madly during the crisis period—from a few shillings to 26/-.

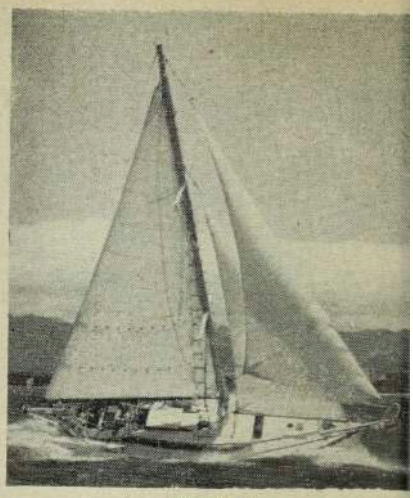
In early September, after the two major partners, British Petroleum and Vacuum Oil, had announced that they would withdraw if nothing encouraging turned up in the next few months, Oil Search shares fell to 1/4.

Highest peak ever reached by these shares was 34/6 during the oil boom in 1954, when there were no encouraging signs of the kind produced by Puri.

Recent history of APC in the Gulf prospecting area is as follows:

- Drilling at Barikewa and Kuru, in the same area as Puri, in 1956 and 1957 revealed an estimated 500,000 million cubic feet of gas.
- In July this year, APC began testing Puri well which had been drilled to 10,000 feet without having met any shows of oil. Directors stated, at the time, that "tests would be made at three upper porous levels" but that the tests were routine. The first test revealed quantities of gas "containing hydrocarbons". The next gave small quantities of "liquid fractions" and a barrel of this oil was sent to London.
- In July, BP and Vacuum decided that they would not subscribe further capital for oil prospecting unless "material encouragement" was obtained. APC thereupon, began gradually curtailing its activities in Papua—some of the European staff was given notice; efforts were made to place elsewhere the natives apprenticed to the company; and

(Continued on page 153)



"Annette"

Fiji Sea Mystery

American Couple Missing

Mystery surrounds the fate of Doc and Dottie Tanner, owners of the cruising yacht *Annette*, which has been discovered sunk on Dibbles Reef, in the northern Lau area of Fiji.

THE Tanners—an American couple, and experienced Pacific yachtsmen—left Apia for Suva on September 24 and expected to arrive in Suva around October 6. When they became overdue, ships in the vicinity of their route were asked to keep a look out, but it was not until the end of October that any real effort was made to locate the missing yacht.

On October 28, a RNZAF Sunderland sighted a submerged yacht on Dibbles Reef, which is about 12 miles north of Vanua Balavu. About the same time life belts bearing the name *Annette* were picked up at Natewa Bay, Vanua Levu; and a life jacket was found by Mrs. Elizabeth Hennings on Naitauba. Both Natewa Bay and Naitauba are in the direct line of north-west drift from where the yacht was found.

Padlocked Cabin

A party of RNZAF skin divers was flown to the submerged yacht on October 30 and they spent a couple of hours investigating the yacht which lies in about 21 feet of water.

They found that everything had been locked up and the spars lashed

(Continued on page 153)

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Pouvanaa and 22 Others Arrested

Disorder, Fire Bombs, Liven Up Tahiti

A series of extraordinary political incidents in Tahiti culminated in October in the arrest of French Deputy Pouvanaa a Oopa and some 22 of his RDPT followers, on charges of terrorism.

FRENCH Polynesia hitherto has been regarded as one of the most peaceful Territories of the South Pacific.

The October trouble seems to have grown out of the administrative friction of early 1958, plus some bitter exchanges between political parties in July-October, in connection with the De Gaulle referendum.

The Tahitians concerned seem to have been badly led and advised. The events of October 10-11, in which the followers of Pouvanaa apparently tried to start fires in Papeete with bottles of petrol ("Molotov cocktails") indicate a policy and procedure so ill-planned and stupid as to be almost incredible.

The terrorist charges seem to be linked with the strong anti-French vote registered in French Polynesia on September 27-28 in the referendum on the new De Gaullist Constitution.

A Background of Trouble

The background of this trouble reaches back a long way.

Pouvanaa a Oopa—a big, handsome man of mixed French and Tahitian blood, aged 63—always has been the centre of a little group of active Leftists. But they counted for little in French Polynesia until in very recent times the French Government of the Fourth Republic (now dead) gave to the French South Pacific Territories a large measure of self-government, based on the common roll, covering all races.

On the basis of the common roll, the majority of the voters in French Polynesia were semi-illiterate or illiterate and were easily brought in as followers of demagogues like Pouvanaa. A general election, at the end of 1957, returned a Territorial Assembly of 34—divided almost equally between the Rightist Union Tahitienne Democratique, and the Leftist Rassemblement Democratique Populations Tahiti (or RDPT).

Revolt Against RDPT

Early in 1958, a Government was formed by the RDPT, Celan Gerusalemy being President of the Assembly, and Pouvanaa a Oopa being Premier.

The new Government brought in a tax on incomes, and made public declarations in favour of breaking away from the French Union, and forming an independent republic.

This was the measure of the RDPT's thinking capacity. Anyone would know that a Territory with French Polynesia's small population and very limited economic resources could not get any advantage through being run as an independent State.



These are some of the weapons, including "Molotov cocktails" which the police allege they recovered from Pouvanaa a Oopa's house.

The Rightist sections of the community rose in revolt against the Leftist extremists.

After two days of civil disorder, at the end of April, the Governor, M. Bailly, took charge of the Administration and the Assembly repealed the new taxation laws.

The Governor and M. Gerusalemy went to Paris in July to report upon the position in Tahiti—which still was strained.

A Provisional Administration—in which the Rightist leaders, Messrs. Poroi and Bambridge were prominent and which included Pouvanaa, carried on.

By this time, General de Gaulle had taken over Governmental re-responsibility in France; and it was deemed wise to do nothing further in French Polynesia until the new Constitution was adopted and functioning.

Referendum and Bad Feeling

Then came the hard, brief campaign in which the Territory's voters were summoned to say either *Oui* or *Non* to the proposition that the De Gaulle Constitution should supplant the Fourth and establish the new Fifth Republic.

New Caledonian Leftist leaders advocated "Yes", and New Caledonia's vote was overwhelmingly "Yes". But a section of Pouvanaa's RDPT



French Deputy Pouvanaa a Oopa is directed into the police van after his arrest in Papeete.

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organisation worked strongly for a "No" vote in French Polynesia.

There were 30,501 voters enrolled in French Polynesia—most of them in Tahiti. Of that enrolment, 25,028 voted. Of the votes, 105 were invalid, which left a valid vote of under 25,000. Results:

For De Gaulle and the new Constitution	16,003
Against	8,920
Invalid	105

That means that the percentage of "Yes" was 62.2, and the percentage of "No", 35.8.

So far as is known, the only larger "No" percentage in the French Empire was in Guinea (West Africa). Guinea, a Territory of 2,500,000, voted 64 per cent. for "No"—and was promptly thrown out of the French Union, and is now floating alone—*sans* finance, *sans* administrative officials, *sans* everything except the ephemeral thing called independence.

Tahiti came close to the same change. If 3,500 persons had voted "No" instead of "Yes", French Polynesia now would be "on its own", in the care of M. Pouvanaa.

Recent arrivals from Tahiti have stated that the Territory authorities there did much to discourage "No" publicity and that, in the outer islands, many of the natives did not even know that there was any alternative to the "Yes" vote.

Some are of the opinion that if Pouvanaa a Oopa's party had been allowed to carry on propaganda for "No", there could have been a majority vote against De Gaulle.

Pouvanaa Followers Use Fire-Bombs

After the referendum (taken on September 27-28) it became clear that a section of the people, led by Deputy Pouvanaa a Oopa, was showing a resentful and ugly spirit.

Within a week, on October 8, the Governor formally announced that the functions of the administrative Council (a liaison between the Governor and the Assembly) had been suspended. The privileges hitherto enjoyed by "Ministers"—such as the use of official cars—were withdrawn.

On October 9, it was reported that clashes had occurred between officials carrying out these measures, and the personal followers of Pouvanaa.

Papeete buzzed with rumours that RDPT members were planning violence. Pouvanaa was sought, but could not be found. The crisis came on Friday night, October 10.

Agitated men arrived at the police station and the Mayor's house between 11 p.m. and midnight to report that RDPT emissaries, armed with "Molotov cocktails", had been ordered by RDPT leaders to go out and set the town on fire.

The Mayor took some of these people to Government House, where Governor Bailly and M. Bruno (a

(Continued on page 155)

HOME BASE

By Sydneysider

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

MOST of Sydney's two million people who have "too many baths, and water too many gardens" were hopping mad when, after the first hot day—at 96 deg., the hottest in October for 10 years—the Water Board clamped down water restrictions over a wide area. Reason for the anger was that, although garden watering was banned through last summer, water rates in July went up 100 per cent. for most. To sweeten the blow, the Board then assured consumers there was water in the dams for a quarter-century of drought years. Now it seems water in the dams is not enough. It has also to be in the reservoirs and pipes. And right now it isn't.

* * *

Injunctions were talked about, telegrams sent to the Prime Minister, and North Sydney aldermen called it the Rape of Kirribilli when Commonwealth Government bulldozers started to rip out a harbourside site for an office to house the Security Service.

No one can understand why the cloak and dagger boys want a home on the waterfront, anyhow—unless, as one local politician put it, they need it to approach in a boat with muffled oars, in an atmosphere of Stygian darkness.

* * *

Equal pay for women, promised by the State Government "before the end of the year," appears to be going to be boiled down to a £1 a week all round for ladies on State Awards. The whole hog would have cost too much; the modest quid is going to cost an unmodest total of £8 million per annum, as it is.

* * *

An enthusiastic amateur photographer who works on the Snowy Mountains hydro-electricity project, accidently stumbled on the remains of an old plane late October and solved the mystery of the disappearance of the *Southern Cloud*, missing these 27½ years. Eight people perished with her up there in the then inaccessible mountains, and the loss—some years before the young photographer was born—dealt the *coup de grace* to this Ulm-Kingsford Smith venture into pioneer interstate air transportation. The company—the original Australian National Airways and no relation to the present company—folded up soon after the *Southern Cloud* disaster. She had been on a flight between Sydney and Melbourne. Most popular theory was that she had flown into the sea off the Victorian coast.

* * *

PROGRESS: Skyscrapers are springing up as frequently as suburban bungalows. Latest is a 23 storey flat block near McMahon's Point, on north side of the Bridge, and a 22 storey office block for the Commonwealth Government to front Elizabeth Street extension and face the new 150 feet high, curved-front Qantas building, opened last year. But the daddy of them all will be the 370 feet high, 25 storey, double-crescent-back-to-back, AMP building planned for the site of an old wool store at the Quay.

DEATH: Well beloved, Anglican Primate of Australia and Archbishop of Sydney, Dr. H. W. K. Mowll, on October 24.

KNIGHTHOOD: For Mr. Justice W. J. V. Windeyer, member of one of the oldest legal families in the country and recently appointed to the High Court.

WILD LIFE: Right on State's busiest highway where it passes through city's salubrious suburb of Killara, a motorist ran over a 6-ft goanna, said goanna having a bantam-hen in its mouth.

AFTER THE PARTY THE PAY-OFF: Following a wedding reception in a Sydney suburb in March, mother of the bride complained that the beer was hot, pink champagne in short supply, turkey and lobster patties totally missing. Mother now has done more than complain. She has sued the caterer for £210, and the court case has been of absorbing interest to newspaper readers.

CONTRIBUTION: Estate of late Sir Charles Lloyd Jones (of David Jones Ltd.) has been valued for probate at £235,000. After tax gatherer has taken his share, most of the rest goes to his family.

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Fijians of Cakdrove province have been operating a co-operative banana venture in fertile Savudrodro Valley, near Savusavu, since June, 1957—complete with their own equipment. A few months ago they cut their first bananas for export, and there was nothing wrong with the quality, as Ratu Ebenezer Lovick indicates at left. However, when these photographs were taken many bunches had been allowed to ripen on the trees. Whether this was due to a poor cutting programme or lack of ships to get them away, was the subject of a mild local difference of opinion.

Bananas Are In The News

And They're A "Very Touchy Subject"

Bananas have become a very touchy subject all over the South Pacific this year—chiefly because Western Samoa's production has in the last 12 months doubled, just at the time when New Zealand decided to cut imports.

UNTIL this year, the New Zealand appetite for bananas seemed insatiable. Then overnight all was changed.

NZ wanted to slash banana imports from Fiji and Tonga this year, but strong protests saved the day—temporarily. But it seems that next year (particularly if W. Samoan production keeps up, and NZ can get what it requires from that source), the axe might fall.

During his recent three weeks in New Zealand, Tonga Premier, Prince Tungi, announced that if New Zealand would not buy, Tonga would export its bananas to Australia instead.

It sounds simple. But is it? Fiji has been trying to crack this particular nut for 30 or 40 years, and if Prince Tungi succeeds where the Colony failed, it will be a minor miracle.

Not as Good

Northern NSW banana growers can generally fully supply the Australian market. They compare well enough in price, but so far as quality is concerned they fall far short of the best Islands' varieties. However, lobbying by banana interests in Australia has successfully kept Fiji bananas out, although there is provision for a reasonable quantity to be imported from Fiji.

Both New Zealand and Australia sell far more to Tonga than they buy from her—in Australia's case, purchases from Tonga are virtually nil, and she should be under some obligation to help balance trade. But the first obligation Australia recognises is to home producers, who have votes.

FIJI PRODUCTION DRASTICALLY REDUCED

Meantime, in Fiji, banana troubles of another kind were exercising the minds of local authorities.

IT seems certain now that Fiji will be quite unable to fill its restricted quota of 200,000 cases of bananas to New Zealand this year. It is estimated that about 150,000 cases will be the total.

Dry weather is mostly to blame for the fall.

Although NZ restrictions have had no real effect on Fiji shipments this year, this fall-off has not given Fiji the talking point it might have had.

In a good year—with no droughts, floods or hurricanes—Fiji can supply anything up to 700,000 cases per annum, and at the time of highest NZ demand an increased production of these dimensions was aimed at.

If only a third of the potential can now find a market, it will give this wholly Fijian industry a bad set-back.

This fall in production in Fiji has come at a time of greatly increased Western Samoan production—that Territory has shown that it could, if it wished, supply the entire NZ market. The Samoans, whose production of bananas has varied widely over the years, have shown that in 1958 they did wish—and this has counted against Fiji which has been unable, through circumstances right outside its control, to reach even the restricted quota NZ gave the Colony this year.

Fiji's banana marketing machinery was recently receiving a critical examination and it is likely that modifications will ultimately result.

Fiji's banana industry has been

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developed under a private buyer system but a modern development has been the marketing by co-operatives and other groups.

Members of the Banana Board feel that the time has come when more control over marketing is desirable—but at a recent meeting of the Board members could not decide how this was to be done. Some members contend that the only solution is to establish a central marketing organisation which would be the sole exporter of Fiji bananas.

Although more controls do not necessarily mean more efficiency, it is obvious that with competition keener and the restricted NZ market still the only one in sight, anything that will ensure better packs of Fiji export fruit is worth trying.

W. Samoa Wants to Sell More Bananas

The members of the official West Samoan delegation to New Zealand who returned to Apia recently after investigation of prospects for Samoan bananas in New Zealand, and problems in connection with shipping and marketing the fruit, have now submitted their report to the Executive Council.

They expect that New Zealand will probably accept annual shipments of up to 750,000 cases of Samoan bananas, but stress the point that considerable improvement will have to be effected by the growers and all concerned in packing, handling and shipping the fruit to keep and expand marketing opportunities in New Zealand, and possibly find other markets overseas.

The main problems facing the industry are the packing of mixed maturity grades, premature ripening and its control, dishonest packing and careless handling, preshipment delay, precooling and correct storage in transit, rapid unloading and delivery—handling, storage, ripening and distribution in New Zealand.

The main responsibility for improving quality lies, of course, with the individual growers, who would be the main sufferers if the market were lost.

It may be pointed out that a great deal of responsibility lies with the Department of Agriculture and with its produce inspectors who inspect the bananas in outside depots before they are moved to Apia for shipment.

Some of these inspectors have been found to be inefficient in passing fruit of inferior quality and even passing fruit without any inspection at all, and some striking instances of neglect have been reported.

It is intended to explore the possibility of finding other markets for Samoan bananas besides New Zealand — possibly Australia or Canada.

The Breeze is Beginning to Blow in the South Pacific

High Freight Rates And The Shipping Slump

After a long period of great activity, if not always high profits, ships manned by high-cost Australian and New Zealand crews are beginning to feel the cool breeze of the current recession in the shipping world.

SOUTH Pacific territories have been largely unaware of the serious world shipping recession which has laid up about 8,000,000 gross tons of shipping or about 7 per cent. of the world's merchant fleet.

The slump has mainly affected tankers and bulk-cargo tramps, and the resulting very low freight rates currently offering should be favourably influencing copra prices in Europe—although they do not seem to be doing so, from the South Pacific.

So far the slump has not greatly affected shipping in regular fixed trades, but there are signs that it may now do so.

One such sign came in an announcement from the Union Steam Ship Co. in October that their wartime-built 7,211-ton *Wairuna*, on the regular Australia-trans-Pacific run is to be laid up.

Main reason for the lay-up is that the freight rate for the usual back loads of timber from Canada is no longer economic for a ship of that age, on New Zealand registry. (On the day of the announcement of the lay-up of *Wairuna*, the Greek motor-ship *Evangelismos* arrived in Auckland with a full cargo of Canadian timber).

At that date the Union Company did not anticipate that any other trans-Pacific freighters would be laid off at present.

A Pacific trade that is prospering is the expanding refrigerated meat trade to North America, Hawaii and Japan, from New Zealand.

The J. Lauritzen Line of Denmark announced in mid-October that they are placing a fourth ship in the trade—*Indian Reefer*. She is a vessel of 2,824 tons gross with a refrigerated cargo capacity of 188,000 cubic feet, built in 1939 and with a good turn of speed like the others in the trade.

In Fiji, at about the same time two inter-island ships were laid up for lack of cargoes. (See shipping section, this issue).



The Start of His Fortunes

That's a £3,000 smile that Police Constable Tagai, of the Royal Papua-New Guinea Constabulary, is wearing. He won that amount with a ticket in an Australian lottery in October. Constable Tagai is station clerk at Goroka police station in the NG Highlands, and has another 16 months to serve in the force. He plans to bank his money meanwhile, and perhaps when his time is up, put it into "his father's copra plantation at Raluana, New Britain".

Subsidising Australian Crews

The shipping recession has had no apparent effect on Pacific freight rates yet, and in New Guinea in mid-October, the Planters' Association Executive had a few blunt things to say about copra freights to Australia and Europe. There was something in what they said although they probably oversimplified the problem. The withdrawal of the "subsidy" (the existence of which seemed to annoy a lot of people) could hardly bring freights down; to the contrary.

The copra freight rate from Rabaul to Sydney is £7/15/- per ton, and from P-NG ports to UK £10 per ton. This compares unfavourably with reputed £3/15/- from Fiji to UK for raw sugar; and £3 per ton on wheat from West Australia to UK. The planters were

(Continued on page 155)

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Commission of Inquiry

NO CHANGES, BUT SOME PLANS, FOR FIJI'S GOVERNMENT

The Commmission of Inquiry to consider the future economic and social needs of the population of Fiji (announced by the Governor of Fiji on August 15) has been appointed by the British Colonial Office.

THE chairman of the Commission will be the well known Sir Alan Burns, GCMG, who was a British Colonial Governor from 1934 to 1947, and Britain's representative on the Trusteeship Council of UNO from 1947 to 1956. He came to the South Pacific, as the head of one of those Trusteeship Council Missions, in 1950, and made a favourable impression in New Guinea and Western Samoa.

Another member is Professor A. T. Peacock, Professor of Economics at the University of Edinburgh. As a member of the Colonial Economic Research Committee, he carried out a national income study in Tanganyika.

The name of the third member of the Commission has not been announced.

The terms of reference of the Commission are wide and simple:

"To examine the surveys of the Colony's natural resources and population trends and, having regard to the need to ensure the maintenance of a good standard of living for all sections of the community, to recommend how the development of the Colony and its resources should proceed."

The Commission is expected to arrive in Fiji in July or August, 1959. It is unlikely that it will report to the British Colonial Office before 1960.

Meanwhile, a new Governor (Sir Kenneth Maddocks, KCMG) took charge of Fiji on October 28. He is due to retire about 1961.

Professor O. H. K. Spate, who has been Professor of Geography at the National University, Canberra, since 1951, and who has had experience in London and in Burma, is now in Fiji, to prepare a report upon the social and economic conditions of the Fijian people, "and the difficulties which they will meet and must overcome in their efforts for economic advancement". It is presumed that this report is for the guidance of Sir Alan Burns' Commission.

See Editorial Commentary, "And The Deadly Inertia of Whitehall".

'DELOS' MISSION COST TAXPAYERS NOTHING

When the Australia-West Pacific Line motor vessel "Delos" set out from Sydney on October 28, carrying the Australian Trade Delegation to the Far East, everyone got credits—except the shipping line, which probably contributed more to the venture than anyone else.

Most people thought that it was a straight-out charter to the Australian Exporters' Federation; PIM said (October issue, page 140) that it would cost the Australian taxpayers a "packet".

But it wasn't a charter; and it isn't going to cost the taxpayers anything. Some time ago, the directors of the Australia-West Pacific Line suggested to the Exporters' Federation that a floating exhibition to the Far East might pay dividends. The idea was adopted enthusiastically.

The shipping company gave free, all the space on the vessel taken up by exhibits. It also gave free the 12 passages of the delegates (who are listed on page 113 this issue), and it did not carry ordinary paying passengers at all on this particular voyage. Finally, it arranged to stay longer in each port so that contact could be made between the travelling delegates and local businessmen, and so that everyone interested could visit the exhibits on the ship.

The Federation chose the delegates —who, of course, do not represent only their own companies, but the whole of their particular industry; and also arranged the exhibits.



Fiji Swears in a New Governor

Fiji's new Governor, Sir Kenneth Maddocks, took office in October. He was sworn-in by the Chief Justice, Mr. Justice Lowe (above) at a colourful ceremony in Suva which was attended by leading Government and private dignitaries.

He is the 20th Governor of Fiji.

An official welcome to Sir Kenneth was extended by the Speaker of the Legislative Council, Suva solicitor Mr. Maurice Scott, who said that at times Fiji had been urged to model itself on other Colonies, but Fiji, which was free of serious internal strife, preferred to retain its identity and be an example to other communities.

Photo: Rob Wright, Fiji PRO.

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COMMENTARY

Events Which Are Now Shaping Our Future

IT may appear that little has occurred in the 'Fifties to affect the political, and economic and social future of the South Pacific's Territories—16 of them, if we include Micronesia.

Actually, much has been happening, in very recent times. For example, the future of practically every Territory has been shaped, in some degree, by one, or some, or all of these events, of September and October:

• Representatives of the Australian Department of Territories, the Netherlands Government, and the Territories of Papua, New Guinea and West New Guinea were in conference in Canberra in the week ended October 27, studying machinery proposed for close administrative liaison between the Territories.

• Indonesia displayed a lively uneasiness about the Dutch-Australian talks on Western New Guinea, whereupon Australian External Affairs Minister Casey suggested that Indonesia's Foreign Minister (Dr. Subandrio) might with advantage make an early visit to Canberra.

• The so-called democratic governments of Burma, Thailand and Pakistan have all been supplanted by Army chiefs. The former British Territories of Ceylon and India are close to similar dictatorships. The future of the South Pacific must be measured against these significant developments in "self-government", which are practically inevitable in Asian countries.

• The character of the future governments in New Caledonia and French Polynesia awaits the shape of the new Administration now being created in France under the Fifth Republic, directed by General de Gaulle. Is there to be continued administration under the *Loi Cadre*, which led in recent months to Rightist revolts in both Territories? Or is the common-roll system to be withdrawn or vitally amended?

• The attitude of the pending United Nations Trusteeship Mission towards Western Samoa's demand for independence (see p. 19 of October *PIM*) could be significant in regard to the future of the other Pacific Trusteeship (New Guinea).

• As a new Governor (from West Africa) assumed control in Fiji, it was noted that preparations are afoot for a new Constitution. A distinguished Australian Professor of Geography already is at work in Fiji, preparing a report on the social and economic future of the Fijian community (now heavily outnumbered by the Indians). Sir Alan Burns will lead a British Colonial Mission to Fiji next year, to examine the problem of whether Fiji's available resources can feed Fiji's rapidly expanding population. (See below).

• Australia, on November 22, has a general election, from which will emerge either a Rightist (Liberal) or Leftist (Labour) Government. Although Australia necessarily dominates the South Pacific, none of Australia's Party leaders has given any indication of a policy—or even of clear thinking—in regard to the political, social and economic future of the South Pacific Territories.

The foregoing outline shows how the South Pacific Territories bristle with problems. There is no machinery to consider them as a whole, and no effort to create it.

The call for something of the kind grows more urgent every year, as the population thrust of Southeast Asia increases, and as the Territories (especially Fiji, Samoa and French Polynesia) reach more insistently for more self-government.

Ten years ago—before Indonesia became a nuisance and Communist China a menace—the six nations which, between them, hold all the South Pacific Territories, created the South Pacific Commission. It is the only thing in existence which has the organisation, and the ability to deal with the South Pacific's problems.

But its value is strictly limited by the fact that it may only investigate social and economic conditions, and report to the six governments. It has no authority; and it is not permitted even to hint at the need for political changes and administrative reforms.

In view of what has happened in the last ten years—and is increasingly happening—the SP Commission should either be given a wider field to work in, and teeth with which to enforce its authority, or wiped out in favour of a bigger and stronger international organisation for the South Pacific.

A Miracle At Puri?

WHETHER the happenings at Puri in early November (see page 18) are the last-minute, happy ending to Papua's 20 years oil-search story, will take some weeks to determine. But even if events do no more than encourage the overseas interests in Australasian Petroleum Co. to carry on with the search—as they announced on November 9 that they would do, thus reversing their previous decision—it will be a reprieve for Papua.

Although the Papua-New Guinea Administration has been "cracking hardy" over the prospective withdrawal of major oil prospecting, business interests in the Territory have been under no delusions about the economic effect.

Since January, when the withdrawal was first mooted, local businesses—particularly those in Port Moresby—began to feel the cold breeze of recession. After July, when withdrawal of British Petroleum and Vacuum was confirmed (unless there was "material encouragement" before the end of 1958), the gloom deepened.

All this was dramatically changed in early November. Reports that the dark-horse well of Puri, which finished drilling months ago without any promise, had produced a flow of oil (although not yet in "commercial quantities" according to the experts) sent hundreds of Moresbyites queueing up outside the local share-broker's office.

The implications of oil discovery in Papua are immense—from the national viewpoint right down to the small stockholder who bought Oil Search early and stuck to his shares.

Oil royalties would turn Papua from an economically poor country, tied to the end of New Guinea's kite, to a rich one. Oil would give Australia the one vital 20th century mineral it has lacked.

Papua would assume new importance to Australia, and there would have to be a new approach to development and new thoughts on defence.

It has taken the events of the first days of November to galvanise the nebulous hopes of the last 20 years into something that could actually happen.

Now, whatever is left after the initial share-buying and selling fever subsides, should be sufficient to show that it was far too early yet to give up the idea of major oil search in Papua.

Fiji: And The Deadly Inertia of Whitehall

NEWS items on other pages show that the British Colonial Office, after lengthy and unexplained delay, now is taking steps to examine the inter-racial and the economic position in Fiji—presumably, with a view to introducing Constitutional changes, although nothing of that kind is promised.

The British Colonial Office is so ponderously slow in its movements, so reluctant to take even the highest of its field officials into its confidence, and so unwilling to give even a hint of its probable plan, that it is quite possible that serious political trouble will develop in Fiji

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before the moguls of Whitehall really get moving.

No less than seven years have passed since the Fiji Legislative Council resolved—

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

It would appear that the Colonial Office is acting upon that request—seven years after it was made.

The Commsision itself will not begin inquiries in Fiji until late in 1959. It certainly will not report until 1960. Probably, another year or more will elapse before this ponderous, old-fashioned machinery—good enough for Victoria's day, but utterly unsuited to the needs of the mid-20th century—will get around to constitutional reform.

Meanwhile, Fiji's administrative machine—which functions as a dictatorship under the British Colonial Office—is increasingly incapable of taking care of the economic and social troubles created by the fact that, since the Colonial Office was appealed to in 1952, Fiji's population has increased from 312,000 to 375,000; that land ownership remains generally with the Fiji community, which is not integrated socially and economically with the fast-growing Indian community; and that although there are elected and nominated members of all the three main races in the Legislative Council, complete legislative authority remains with Whitehall.

All classes in Fiji, conscious that both economic and political troubles are just around the corner—to become an acute embarrassment if they are not dealt with quickly—are not prepared to wait while Whitehall does leisurely in 1961-62 what it should have done, as a matter of urgency, in 1951-52.

Sir Ronald Garvey, returning to Fiji as Governor in 1952, was eager to get on with the reforms which—because of his long experience in the South Pacific—he recognised as necessary and urgent. He never uttered—publicly or privately—a word of complaint; but the logic of the known facts discloses the history of what happened.

Sir Ronald was thwarted and baffled by the deadly inertia of the Colonial Office. The plans which he made are now being dragged at the tails of various "inquiries" and "surveys".

Inquiries and surveys are quite necessary; but they should have been made years ago. The situation in 1958 is too urgent to await the slow-motion preparations of the complacent gentlemen of the Colonial Office.

Australia's Election, And The Islands

THE Australian general election of November 22 could be of considerable significance to the Territories of the South Pacific.

If the Menzies Government is returned, a policy governing Australian relationship with other South Pacific countries (including New Zealand), which now is slowly being shaped by the Prime Minister and his Minister for External Affairs (Mr. Casey), may be developed, and become positive in character.

If Labour is returned, and the politically discredited Dr. Evatt becomes Prime Minister and Minister for External Affairs, Australia's future relationship with her South Pacific Territories and neighbours will be a matter of guesswork.

If the Menzies-Casey regime is continued, we may expect to see early changes in the administration of British Solomons and the New Hebrides Condominium, with perhaps a more direct Australian participation in the future of Fiji and the Gilbert and Ellice Islands Colony. Already, the British economic machinery in all these British-administered Territories is much more Australian than United Kingdom.

Neither Australia nor New Zealand has shown any eagerness to accept new administrative obligations in the South Pacific; but important international changes, like the outwards thrust of the over crowded Asian nations, and growing nationalism among the hitherto subject races of the British Colonies are forcing upon us a general re appraisement of the South Pacific situation.

Messrs. Menzies and Casey appear to recognise this.

There has been nothing at all to show what Dr. Evatt and Mr. Eddie Ward think about it.

We cannot guess how the vote in this election—whether *Oui* or *Non*—will affect the future of Mr. Hasluck the Australian Minister for Territories. He has many admirers—for he is a man of outstanding ability—but, as a Minister, he has few friends. He is heavily equipped with knowledge and theory but, through lack of experience, he seems grievously ill-balanced on the stilts of dictatorship.

When the news broke in Port Moresby that six rebellious members of the Northern Territory Legislative Council had issued writs against this Minister, there was cheering in the clubs and the pubs. "This," they said, "should bring the gentleman face to face with realities." But nothing came of it.

Some believe that Mr. Hasluck is deeply entrenched in the Prime Minister's affection, and (if his Government is returned) he may be moved to a more senior Ministership. Others think he may be moved, for other reasons. Only time, and the general election, will show.

PIGS ROOTED UP AN EARLY BRONZE

From an Hollandia Correspondent

Further archaelogical investigations are to be carried out in the Lake Sentani area of Netherlands New Guinea following discovery of some pre-historic bronzes there.

THE discovery was made at Kwadeware village, which is on an island in the lake—not far from Hollandia.

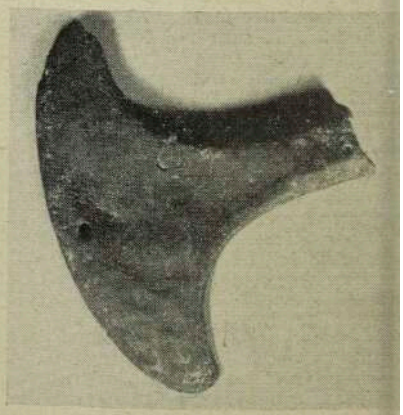
First finds were made in August, when village people found a bronze spear-head near a big mango tree, after village pigs had rooted up the spot.

Following this find, an organised search was made and in September a bronze "shoe-axe" was uncovered at a depth of about 10 inches. This was followed later by the discovery of another shoe-axe, a bronze handle and another spear-head.

Experts here say the objects belong to the Dongson culture—which refers to the entire bronze era of south-west Asia and Indonesia.

In 1903, other bronze articles—a shoe-axe and something which was probably a bell—were found in the village of Assei, in the Lake Sentani area.

Sorong is the only other place in Netherlands NG where a bronze has been found—an axe head more closely resembling an ancient Chinese culture.



The pre-historic bronze shoe-axe found near Hollandia.

The Editors' Mailbag

Papua's "One and Only", Wasn't

Two readers have had something to say about Papua's "one and only" steam train at Misima (September *PIM*, p. 27). Both say that it was only one of two, the second being in the Bootless Inlet area, a few miles east of Port Moresby.

Mr. P. R. Osborne, now of Elizabeth Bay, Sydney, gave these details:

"A short railway was constructed by New Guinea Copper Mines Ltd. about 1920-21 for conveyance of ore from the Laloki and Dubuna Mines to their smelter at Bootless Inlet.

"The system of transportation comprised an aerial ropeway, length approx. 3½ miles, capacity 200/250 tons daily, connecting the Laloki mine with the railway at Wai Wai. The line from Bootless Inlet to Wai Wai—about 3½ miles—continued to Dubuna—a further 3 miles of lighter rails to cope with the light haulage on that section. The ropeway and railway were in operation for five or six years.

"The railway from Bootless differed from that on Misima mainly in that it was built for heavier traffic and ran through dry, comparatively level country, while the country between Bwagaoia and Block 10 mine was wet and mountainous. Also, if I remember rightly, the Misima loco was mainly wood-fired and carried passengers while that at Bootless was fired by coal, and hauled copper ore or supplies only. I know both places well having lived at each for many years."

And There were Hordes of Cars

Our other correspondent was Mr. W. Brian Molloy, now a solicitor of Sydney, but formerly of Papua. Not only does he slay us with this railway at Bootless, but takes us to task for our allegation that the number of cars in pre-war Moresby could be "counted on two hands".

To the contrary, there were "hordes of cars and many interesting stories, too, about some of them".

That's what he says—although we seem to remember somewhere in the mid-thirties trying to hire a car for a day in Moresby, finally acquiring an early model Chev or Overland, and then finding there were, comparatively speaking, no roads to use it on, anyway.

Mandated people always despised old Port Moresby, he says—and hints that *PIM* does too . . . "*PIM* is the main source of historical data for the South Seas but very little appears about old Moresby and old Papua, with the result that frequently remarks are made which probably contribute to the early end of old residents through accelerated hypertension. . . ."

He's dead wrong, of course; we have an affection for old Papua and if Mr. Molloy is harbouring any stories about the Territory, before or between the wars, he should dust them off and let us have them.

The Boyds of Boydtown, BSI and London

It was interesting to learn from recent correspondence that the famous Benjamin Boyd, who left his mark prominently in the New South Wales and Pacific Islands of over 100 years ago was a great-uncle of the Right Hon. Lennox Boyd, the present British Secretary of State for the Colonies.

Benjamin Boyd was a shipowner and trader, with a bold imagination and boundless energy. It was he who selected Twofold Bay (Eden) as the ideal place for a major port on the Australian coast between Sydney and Melbourne, and it was he who there built Boydtown (now a fascinating relic). How right he was in planning that new State and port! He lost his life when he went into the South Pacific Islands in his armed yacht, the *Wanderer*. He went ashore on Guadalcanal, in the Solomon Islands, on October 15, 1851, to shoot pigeons, and the natives seized and murdered him.

Articles about Boyd and the *Wanderer* appeared in *PIM* in May and July, 1957, and April, 1958; and we learned of the relationship when requests came from London for copies of the journal for Mr. Lennox Boyd (who, incidentally, now is the Minister in charge of the British Solomon Islands, where his kinsman was murdered).

The Massacre That Didn't Come Off

Sydney H. Chance, of Brisbane, Q'ld., would like to hear from any reader who knows anything about an abortive native plot to murder all the Australians in Madang, NG, in 1916.

As he heard the story, some scores of native servants plotted cunningly to descend on their masters before dawn on a Sunday morning—when said masters could reasonably be expected to be suffering from the usual hangovers—and spear them. However, the thing fell through because one house monkey thought so well of his master that he got cold feet and blew the gaff. The plot was supposed to have been German-inspired.

Does anyone know any more about this incident?

Just Doodling— Or Antiquities?

A New Zealand correspondent reminds us that the ancient Fiji rock carvings, which have lately caught the eye of the tourist promoters (October *PIM*, p. 123) were very fully discussed, with many photos, way back in *PIM's* issues of June and July, 1934, and in February and July of 1935.

At that time, it was suggested by some that they might be of Chinese origin and at least 2,000 years old. Others thought this idea impossible.

Since then a good deal of new evidence of very lengthy Chinese voyages has been brought to light, which suggests that, from a purely navigational point of view, these cave drawings could be of such origin.

But our correspondent seems to take a rather sour view of tourists, and human-nature generally. He points out the habit of 20th century humans who write on lavatory walls and goes on to say that it would be a frightful sell if someone went to the trouble of disciphering that ancient writing only to find it was just doodling on the walls of a well-preserved Hsiu Dynasty Chinese seamen's convenience.

Tonga Says Thanks For Trees, Copra Board

Here is a sincere tribute, if you like. It comes from a Roman Catholic missionary in Tonga, who, in beholding Tonga's new flagship, "Aoniu", remembers the work of a man who now lives in Papua. The man he remembers is Mr. W. Cottrell-Dormer, first Director of Agriculture in Papua-New Guinea after the war, who later retired from that position and is now an agricultural officer somewhere in Papua.

Our Tonga friend writes:

The people of Tonga are rejoicing. Their flag is on the sea. Pigs are killed, "katoangas" are going on.

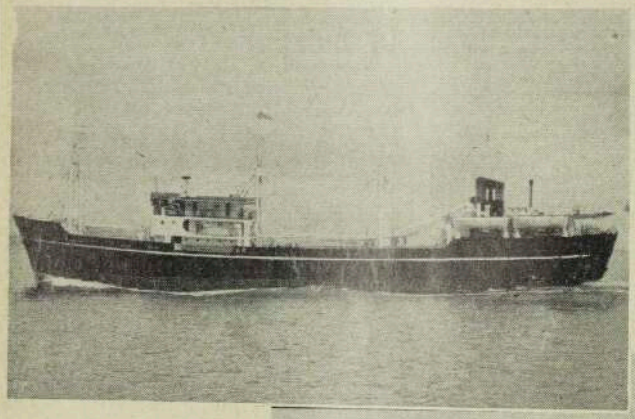
It would be just, therefore, to remember, on this occasion, the man who, with Vilami Tungi, then Premier, was responsible for the Copra Board, which owns the new ship. That man was Mr. Cottrell-Dormer, Tonga's Director of Agriculture.

He trusted the Tongan people and believed that they could dry their copra properly and have the profit.

He introduced peanuts also in Tonga, some even now are growing in the kingdom. Nice trees in Vaiola hospital, Atele and all over Tonga will remind us of him for a long time.

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TAIKOO DOCKYARD, HONG KONG

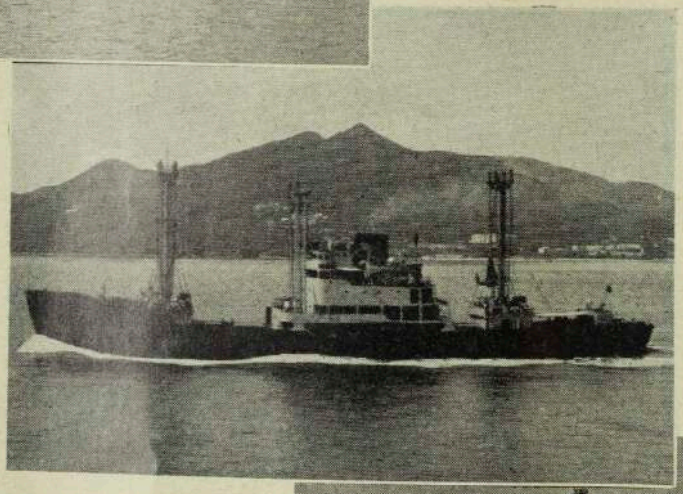


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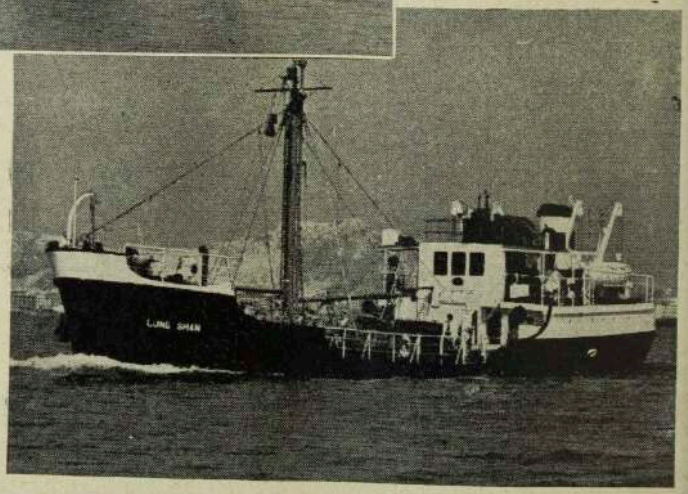
SALVAGE OPERATORS

Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud, Drammes, Norway.



Left: M.V. "TARAWERA", all refrigerated motor vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of the two bunkering vessels built to the order of Shell Tankers Ltd. For use in Hong Kong supplying fuel and lubricating oils to ships at harbour moorings.



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METHODIST MISSIONARIES RETIRE

REV. AND MRS. A. H. VOYCE LEAVE BOUGAINVILLE AFTER 32 YEARS

The Reverend and Mrs. A. H. Voyce, Methodist missionaries in Bougainville for 32 years, have retired to New Zealand.

THEY were farewelled at Bougainville mission station in September, many natives coming 50 miles for some ceremonies.

Mr. and Mrs. Voyce were a young couple when they first arrived through the surf at Siwai beach, in southern Bougainville.

In the landing they lost many of their wedding presents.

In those days they existed almost entirely on native foods. Their mission station's first boat was a whaleboat bought with the pennies given by New Zealand Sunday school children.

Mr. Voyce was noted by the Bougainville natives for his walking feats. In the early days he would cover 500 miles in a trek, leaving some of his native companions behind!

The war obliterated the Methodist mission stations on South Bougainville. Mr. Voyce served as a chaplain with the NZ forces in the Solomons in 1943, but in 1946, with the war over, he was back on Bougainville.

For the next few years the Voyces had a huge task re-establishing contact, and helping the many who needed it as a result of the Japanese occupation.

The Voyces leave behind them a loyal group of 100 catechists, pastors and teachers, and three mission stations at Kieta, Tonu and Kihili.

The P-NG Association

NOW THEY HAVE A BOOK AND A BAR

• For many years, since before the war, Sydney has had its "New Guinea Bar" where men from the Territory have met and swapped information, or looked up addresses in the "New Guinea Book". It's an old tradition.

NOW the tradition has been extended to Melbourne.

Phairs Hotel is the spot, complete with book. The new meeting place there has come into being as a result of the Papua-New Guinea Association which formed in Melbourne last year and was fully constituted this year.

The idea of the association started in early 1957 when two former Territorians, Mr. Gene Mann and Mr. Tom Drury, discussed it over a drink, and formed a pilot association, which later set up a permanent organisation.

Membership has been growing steadily, and 60 people attended a recent buffet dinner in Melbourne. A bigger gathering is expected for this year's Christmas dinner party to be held on December 13.

Membership fees are a guinea a year, and 5/- for associates. Members' wives automatically have the right to become associates.

Members of the New Guinea Women's Association, which supports the new organisation, have become associates.

The Association has a president —but he's called "Lululai"—Mr. Gene Mann, whose address is c/o Macquarie Broadcasting Service, 382 Latrobe St., Melbourne.

Objects

The aims and objects of the P-NG Association are: 1. To further public interest in the Territory of P-NG. 2. To maintain good fellowship with present and past residents of the Territory. 3. When practical, to assist any worthy cause in the Territory.

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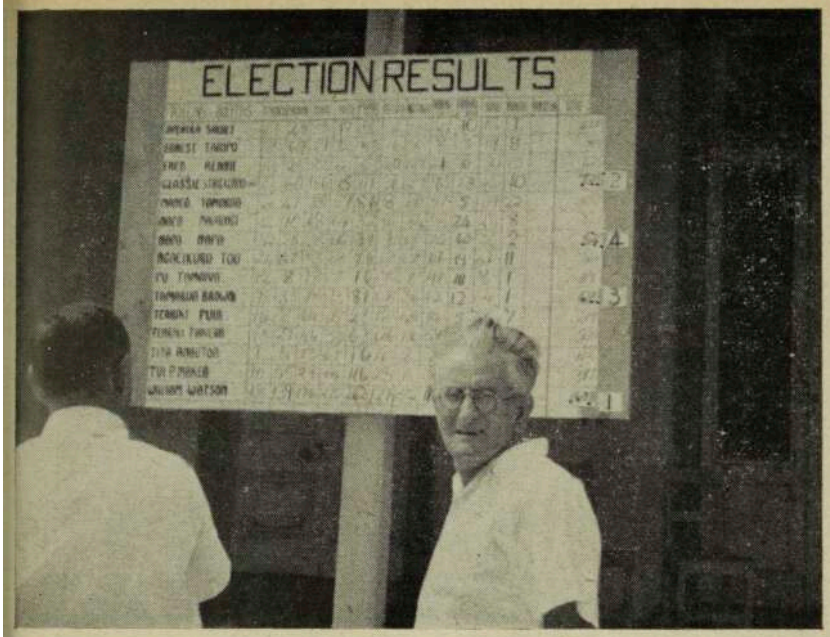
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Mr. William Watson, alias Viri Vokotini (on the right), takes a look at the voting figures on polling day—and finds them satisfactory.

Important Elections In The Cooks

A Scot Named Viri Vokotini

Rarotonga businessman Mr. William Watson, a Scot whose accent has been unimpaired by long years in Polynesia, has changed his status, if not his nationality. He has become a Cook Islander, name of Viri Vokotini—which, if you say it fast enough, is close enough to Willie Watson, anyhow.

THE reason for this change is not immediately apparent from the distance of *PIM's* editorial office, and no CI correspondent has enlightened us. But it apparently has something to do with the new Cook Islands Legislative Assembly, elections for which were held on October 13.

Mr. Watson was European member in the old Legislative Council (which has now been superseded by the Legislative Assembly). But at the recent elections he stood as a native member—and topped the poll with 1,609 votes against his nearest opponent, who polled 725.

The European member (there is only one in the new Assembly) is Mr. F. M. Bateson, who defeated retired Chief Judge McCarthy.

In all, 15 members, representing 11 constitutencies, were elected from 65 candidates; and the new body will meet for the first time on November 3—the session being attended by the Minister for Island Territories (Mr. Mathison) and the Secretary of the Department (Mr. J. M. McEwen).

The elected members are F. M. Bateson, Toka Mataio, Tangaroa Tangaroa, Dave Niovara, Ine Rutera, Ngatupuna Matepi, Vaine Rere, Tuakeu Puna, Urikore Commings, Tama Tetava, Tihua Napara, Glassie Strickland, Joe Browne, Napa Napa—and, of course, our old friend Viri Vokotini.

New Composition

The Legislative Council, established in 1947, had 11 Government-appointed or "official" members and ten Island councillors from the various islands.

The Assembly has 27 members including the Resident Commissioner who will continue to be president of the body; but there will now be only four other official Members, of whom two will always be the Secretary and the Treasurer of the Administration.

The other two are departmental heads appointed by the Resident Commissioner, and may vary.

Of the remaining 22 members, seven are elected by the Islands' Councils—four members representing Rarotonga, and one each from Aitutaki, Mangaia, and Atiu.

The people elect the other 15 members, four representing Rarotonga, two Aitutaki, and one each from Mangaia, Mauke, Atiu, Mitiaro, Manihiki, Rakahanga, Penrhyn and Pukapuka.

The one European member is elected by European voters of the whole group.

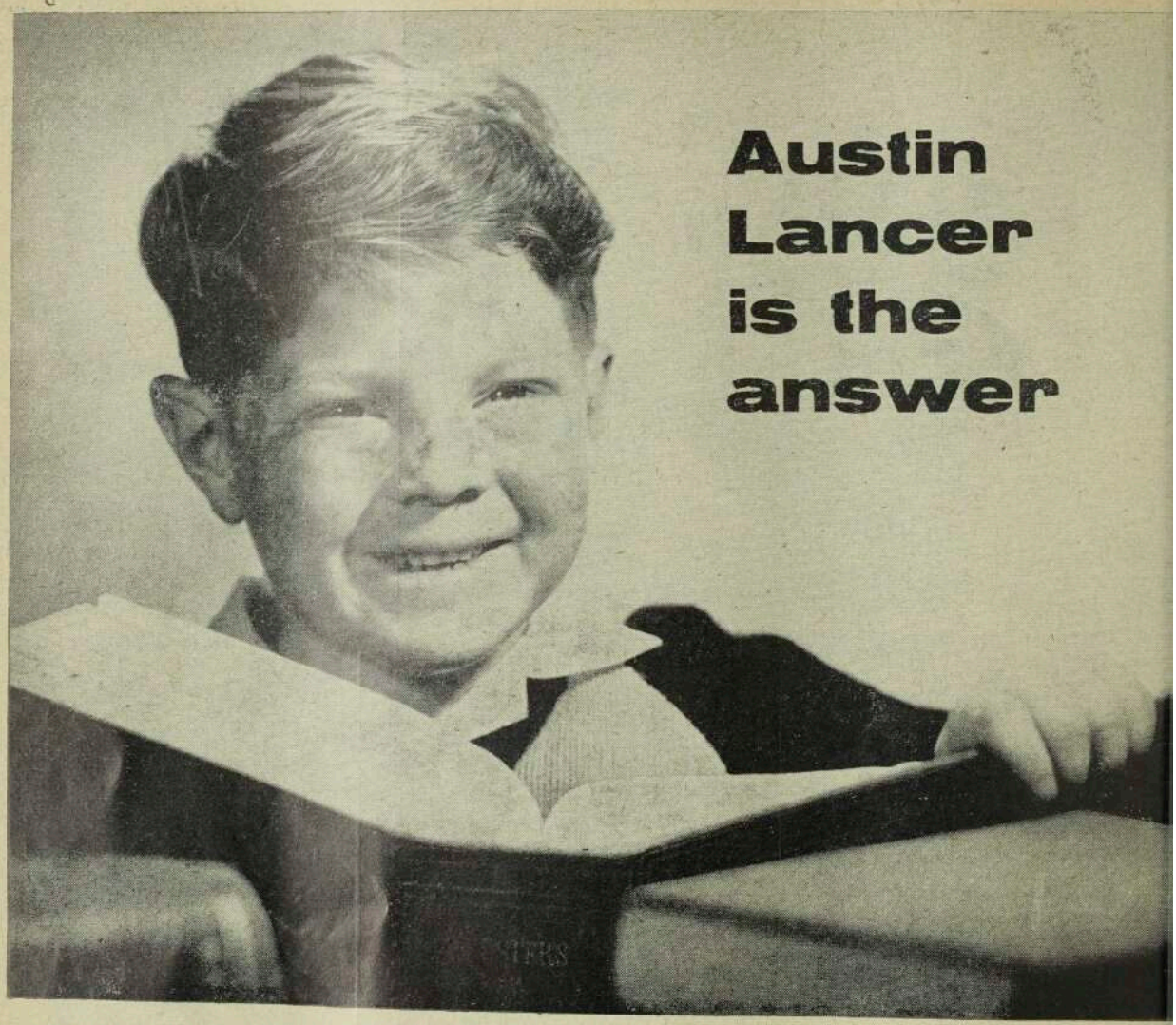
The Councils of the various islands in the Group elected their representatives some weeks prior to the general voting, the elected members being, for Rarotonga: Makea Nui Teremoana Ariki, CBE, Makea Karika Ariki, Mr. D. C. Brown, and Mr. Areora Ira—two women and two men. The Aitutaki Council elected Mr. Katu Mapu; Atiu elected Teariki Vaine, and Mangaia elected Pokino Aberahama. Five of these were members of the old Legislative Council.

First Electoral Roll

An electoral roll was prepared for the first time for this election, voting qualifications being British nationality, minimum age of 18, one year's residence in the Cooks immediately prior to the poll, and, in the case of native voters, Cook Islands status within the meaning of the law (which Willie Watson presumably has) and residence on a particular island for at least three months prior to the poll, if voting for the local member.

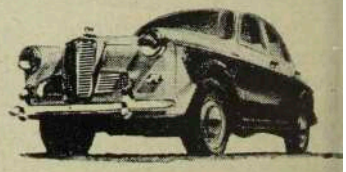


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TERRITORIES TALK-TALK

By Tolala

A side-light of the Navunaram Commission, whilst in Rabaul, was when a thief, described by the local Press as having the name of Ned Kelly, got away with dough belonging to Chief Justice Mann, Bananaland Deputy Crown Solicitor Edwards and Police Superintendent Ron Clammer. It reminds me of the days of Rabaul's first Royal Commission back in 1926 when Commissioner MacGregor was enquiring into the rights and wrongs of the Big Six gold-mining discoveries on the Morobe field.

F. S. B. BOYCE, KC (later Justice in NSW) appeared for the Big Six, and W. B. Simpson (now ACT Supreme Court Judge) for the Miners' Association.

Boyce, staying at the Rabaul Hotel, was high in his praise of the IQ of the house-boys at the pub, with the usual enthusiasm of the passing tourist, until one morning he awoke to find his room had been "done over" by some dusky retainer and all his money was missing.

He was not so appreciative of their IQ after that.

A Memorial Church

The laying of a foundation stone and the fixing of plaques on a new Methodist Church in Rabaul was performed recently by the Chairman, Rev. Wesley Lutton.

It is to be known as the Rabaul Memorial Church and is an attempt to de-denominationalise Protestant worship in the area. It commemorates the work of Rev. W. H. Cox—a former Chairman—as well as the missionaries who were lost in War II.

There was a number of Methodist workers lost in *Montevideo Maru*, amongst them Revs. L. A. McArthur, W. D. Oakes, D. C. Alley, W. L. Linggood, H. J. Pearson, H. J. Poole, H. B. Skelton, T. N. Simpson and J. W. Trevitt and Messrs. S. C. Beazley and E. W. Pearce. No doubt their names will be recorded on the plaques.

Footnote: 'Tis good to see a move towards a united Church. Up unity; Down denominationalism.

Boob Days

Recalling those grim days of Rabaul's fall in 1942 when every conceivable indignity was heaped upon the whites because of their colour, if for nothing else (and what a colour bar it was!) brings to my mind one day when a gang of us were detailed for unloading cargo from a transport with hundreds of little Korean women of the Amenities Section on board.

Our job was to carry down their baggage from the ship to the waiting trucks; in the eyes of the Japs a most degrading task.

But we did it with a laugh to lessen the satisfaction of the Japs gloating over our humiliation.

The job completed we lined up for inspection. The man besides me was that fine old Parish Priest, Father Barrow. He turned to me with a smile and remarked in his Irish brogue: "I wonder what His Holiness would say if he could see me portering for prostitutes."

A few weeks later he died of dysentry.

The Turn of The Wheel

There's no getting away from the fact that the pidgin-English *Rabaul News*, turned out by the local Department of Education, makes every effort to be instructive on topical matters.

Not so long ago it published lists of native motorists who had not renewed their licenses; then there have been reminders for natives to have interest entered in their Savings Bank books, and not so long ago a series of instructive articles, complete with diagrams, showing the Rules of the Road for the native motorist.

The Rabaul motor world has gone a long way since H. R. Wahlen's big, high-powered automobile roared along the Kokopo Road in the early 'Teens between Gunantambu and



NG Members of the Coe Community

Many of the descendants of Jonas M. Coe, once United States Agent in Samoa, now are residents of New Guinea. They are the grand-children of the brothers and sisters of the famous Emma Coe (Forsayth) who went to New Guinea to live with her before Germany annexed the archipelago in 1884.

In this picture are two of the grandsons of Mrs. Phoebe Parkinson (Emma's sister), and their wives and numerous progeny—each has four sons and one daughter. They are, on the left, Mr. and Mrs. A. M. P. Uechtritz and, on the right, Mr. and Mrs. R. Diercke.

Mrs. Parkinson (whose husband, a scientist and author, wrote the famous "Thirty Years in the South Seas"), was a very highly-esteemed old lady, who died in New Ireland during the Japanese occupation. Mr. Uechtritz is a son of the late Dollie Parkinson, by her first husband, and Mr. Rudy Diercke is a son of the eldest Parkinson daughter, Louise.

The photograph was taken at the residence near Rabaul of Mrs. Ursula Harris, well-known "Before", whose daughter, Mary Louise, married Mr. Uechtritz. Mrs. Harris is in the back row, third from the right.

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Rabaul each mornuing, and frightened natives ran into the bush to escape from the "steamer belong bush".

War I Top Brass brought a few cars along with them and the big Cadillac, with Administrator Sam Pethebridge in the back and chauffeur Jim Bell at the wheel, was a regular sight speeding up Tunnel Hill and *through* the Tunnel to the North Coast.

Of brass-bound T-model Fords there were a few.

Major Newport (Diddyman) had one which lasted well into the 'Thirties. Its number plate, I remember, was No. 1.

Another well-known Ford of the 'Twenties was No. 22 with young Bert Perriman behind the wheel driving with irrepressible abandon. It was always a popular conveyance for "a blow to Kokopo" at night as any of the old-timers will recall.

There were no taxis then; Tex Roberts started the first taxi service. And then Time marched on and in the late 'Thirties the number plate TNG 1,000 appeared on a late-model owned by Bert Gaskin.

Yes, the wheels of the automobiles have turned since then.

Our Northern Defences

In August last, RSL State Presidents journeyed to P-NG to attend the first RSL executive meeting there. Said President Sir George Holland: "In the interests of Australia, New Guinea should be guarded to the utmost."

In mid-October the GOC Northern Command (Major-General T. J. Daly) said the future patrols of the PIR would spread further afield throughout P-NG and would "shortly be supplied with a 62-ft. patrol vessel form Brisbane to act as an island waterways transport."

It would have a mounting for twin Vickers machine-guns; would be stationed at Moresby until a crew had been trained, then move to the northern coast of New Guinea, near the Dutch border. It would be stationed at Wewak, where an army base would be prepared.

Well, that's consoling, anyway.

Australians should be able to sleep better now.

Or perhaps we are depending on guided missiles from Maralinga when the cold war becomes hot and some of our northern neighbours repudiate past statements with the same alacrity they have shown in repudiating other responsibilities.

Are we too dumb, or just apathetic in interpreting the writing on the wall?

Beating the Drum

Keith McCarthy's doodling which produced that delightful cartoon of the Salvo's man beating the £20,000 drum before the envious Father

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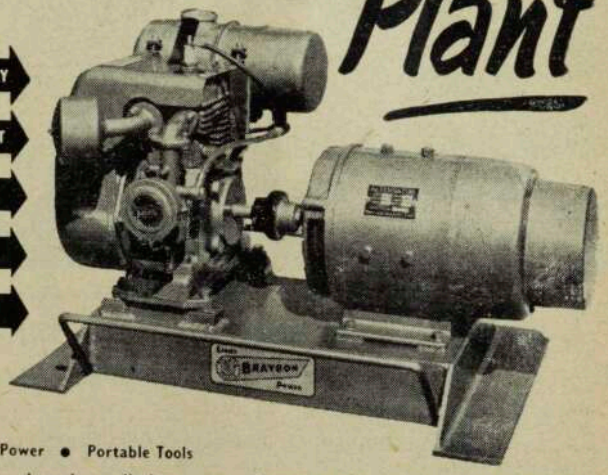
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Geographical Mag.	12 ,,	2	7
Better Homes & Gardens	12 ,,	2	7
American Home	12 ,,	1	16
Amateur Photographer	52 ,,	5	19
Yachting World	12 ,,	2	15
The Gramophone	12 ,,	1	12
Newsweek (by airmail)	52 ,,	4	10
Argosy (English)	12 ,,	1	18
London Magazine	12 ,,	2	13
Observer (London)	52 ,,	2	10
Coronet	12 ,,	1	7
Plays and Players	12 ,,	1	14
Music and Musicians	12 ,,	1	14
Illust. London News	52 ,,	9	13
Sphere	52 ,,	9	13
Sketch	26 ,,	4	5
Tatler	52 ,,	8	7
Modern Photography	12 ,,	3	12
Sea Breezes	12 ,,	1	9
Fortune	12 ,,	6	16
New Yorker	52 ,,	4	15
Ladies Home Journal	12 ,,	3	3
Popular Mechanics	12 ,,	2	0
McCalls Magazine	12 ,,	1	17
Sat. Evening Post	52 ,,	4	19
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Time (special for new subscribers only)	78 ,,	5	3
Life-International	26 ,,	2	15
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(Oct. *PIM*, p. 141) at least shows that all officials have not lost their sense of humour.

More of it in the make-up of the Bumbles of Bureaucracy would be welcome by the Little People of the World.

But reverting to the good works of the Salvation Army—which nobody will deny—if they make as good a job of the Koki centre as they have already shown in the many theatres of war, then there should be no complaint.

Dating from about 1908 the Salvo had a gentleman's agreement to refrain for fifty years from establishing their work in Papua. And now it seems their arrival is opportune, despite the colossal denominational competitiveness within the Territories.

The needs of the civilised people have now become the needs of the near-primitives. The wandering, unattached native, who has but recently been created, must be looked after; and who better than the Salvo to do that job?

A factor that could have tipped the official scale towards that £20,000 is the Minister's experience as a youth.

His father was an ardent Salvationist.

Confusion of Vowels

The Mann Commission enquiring into the Navunaram incident has brought many things to light. One matter on which, incidentally, I have seen no comment, is the varied spelling of the name of the village where all the trouble started.

At first it was spelt "Navuneram"; later in some newspapers it became Navunaram.

A pity there is not some co-ordination in matters of this kind. There must be an official spelling (which, let us hope, is the accepted local native spelling) and where variance occurs in print an official statement should be made.

If the name is a composite one including *vuna* ("the place of") then there can be no argument.

A study of Tolai place-names reveals that some confusion *does* exist in the use of "w" and "v".

This is due to an attempt made by the German government about 1911 when it decreed that the use of "w" in place-names should be changed to "v". It was not rigidly enforced, hence the lack of co-ordination.

Retrogression

Dudley Jones, MLC, brought before the Legco, at the last meeting, the indifferent 'phone service in the Gazelle Peninsula area as compared with 40 years ago; pointing out that a good rural 'phone service was operating in the Kokopo district in the German days.

DJ had something there. In the early 'Twenties Rabaul could call up almost any Kokopo plantation, extending down as far as Tamalili, from which point an incoming steamer could be sighted well down the St. George's Channel. It was the usual custom in those days, before the general use of radio, for Rabaul subscribers to ring Tamalili regarding shipping movements.

In the other direction the 'phone service touched Toma (the old-time German sanatorium) and included Varzin and Gire Gire plantations. Vunavutung was the limit of the North Coast line.

An occasional *bom-bom* would temporarily disrupt the service but Ted Hawnt and his native linesmen would soon remedy that and subscribers dipped their lids to Ted for maintaining an efficient service with a couple of "Malays" and a gang of "boys".

"A Little Wisdom . . ."

If opinions expressed in "Letters to the Editor" in the *South Pacific Post* are a true indication of the present mental attitude of the P-NG native, then it is evident that our western culture (Australian variety) is being rapidly absorbed by the indigene capable of recording his ideas in black and white.

At least one assumes these letters are the genuine expression of native

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opinion and not the work of their hand guided by a European brain.

Such topics as Communism, Mau Mau, equal pay, employment of apprentices and advantages of education present provocative problems to some of the correspondents.

One can only anticipate that if, at this early stage of transition, there are so many curly questions, it appears that in future years the number of Conciliation and Arbitration Commissioners in the Terriory will be legion; and, with the latest ultimatum issued by the members of the auxiliary division of the Public Service, it seems that the job of PS Commissioner will be no sinecure.

"A little wisdom is a dangerous thing," has oft been quoted. But in P-NG it can become an embarrassment to a paternal Administration.

An Old Racket

Two Sydney businessmen discovered that money rolls received from a bank, supposedly containing sixpences, were merely conduit piping wrapped in paper and cut to the length of 40 sixpences.

A very similar stunt was put over in Rabaul back in the '30's when a bird of passage deposited a number of "fuses", each ostensibly £5 of shillings, with a Chinese hotel keeper, and drew against the "fuses" for his spending money.

After several days of high living he suddenly departed.

The publican took the "fuses" to the bank when it was discovered they consisted of galvanised piping, cut to lengths and weighing the same as the ordinary roll of £5 of silver.

Following this fraudulent practice holes were punched in the bank's paper wrappings which enabled a clear view of the milled edges.

A Political Palliative

Considerable disappointment has been expressed amongst European ex-servicemen over the long-awaited Rural Credit Scheme, promised by the government and for which recently only four blocks were made available in the Warangoi Valley of NB, according to reports in *The Rabaul Times* (3/10/58).

Diggers, who are usually fairly long in the tooth and hep to all the usual political gerrymandering, should have realised that the much-publicised grants were merely a kite-flying manoeuvre as a sweetening for the coming elections.

In fact some of the government's developmental schemes for the NT and P-NG have such fantastic conditions attached to them that allow only Big Money—repeat Big—to acquire an interest in them.

The development of P-NG is too internationally complicated for a clear issue to be defined favouring European ex-servicemen. I may be wrong, but I would not put the blame on the shoulders of Paul Hasluck for this involved situation.

P-NG is a major hot potato these days, and we shouldn't forget it.

Bits and Pieces

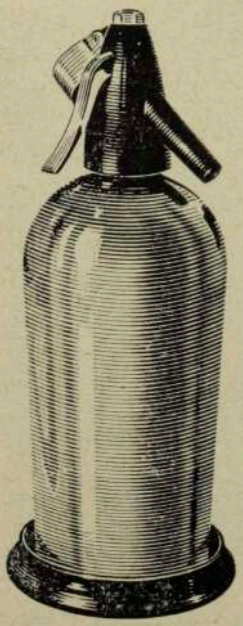
The man more responsible than any other for gumming up Rabaul as a capital site passed away at the end of September—Walter George Woolnough—noted Australian geologist who, with Dr. Stehn (Dutch geologist from Java) made a survey of Rabaul following the 1937 eruption. The latter favoured the retention of Rabaul as a capital site (with reservations) but Dr. W. did not agree. . . Passionfruit growers are complaining of the assistance given to growers in P-NG. Seems the demand in NSW is on the decline. . . Sixty-five per cent. of parcels from Australia received COD by P-NG natives have to be returned as the consignees thought they didn't have to pay, or had already spent their money. Dept. of Education might interpret the letters COD to their pupils and save a lot of trouble. Over to you, Editors of pidgin papers. A note from Dr. Jan Saave, one-time MO at Rabaul, from Edinburgh where he is after his FRCS, tells of "doing" his Diploma course in Tropical Medicine at the Liverpool (England) School of Tropical Medicine at the invitation of Prof. G. E. Macgraith.

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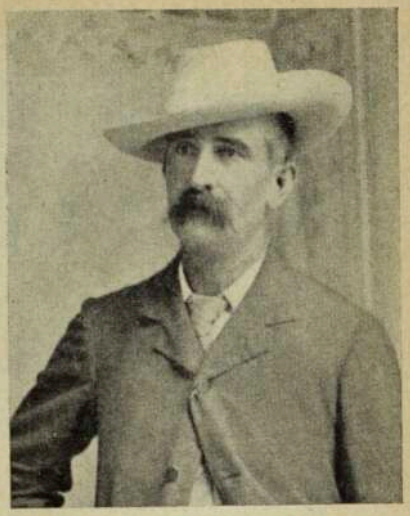
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IT'S TIME THE PUBLISHERS RE-DISCOVERED LOUIS BECKE

By Lew Priday

As a result of an article of mine published in the Sydney *Bulletin* in 1955 to celebrate the centenary of Louis Beck's birth, I have received a request to supply a Paris literary magazine with material for a series of stories about this leading figure in our literature of the South Seas. This is a distinction for the work of Becke.



Louis Becke . . . "in desperation he took to writing after asking McLeod for a job".

THE request gives me an excuse for going further than before into the career of the man Becke, both as trader, and supercargo, and as writer.

In 1955, the most valuable new material I came across was a letter, unpublished at that time, which Becke wrote asking Captain Donald McLeod, the pioneer New Hebridean trader, for a job.

The letter was kindly sent me by Captain McLeod's nephew, Mr. Graham Kerr, of Noumea, himself a veteran trader, and it was his intention later to give it to the Mitchell Library. The letter, addressed to McLeod, at Havannah Harbour, Efate, read:—

c/o R. Pfoeffer, Esq.,
P.O. Box 14,
Manly Beach, Sydney.
October 1, 1892.

Dear Sir,

I respectfully venture to write to you to inquire if you can give me employment as a trader on any of your stations in the New Hebrides. I have had about 15 years' experience in various parts of the islands as trader—Samoa, Tonga, Ellice Group, Line and Caroline Islands and also New Britain. I arrived in Sydney from the Line Islands about a year ago. I am 35 years of age, married (with two children) am well up in all branches of the island trade, a good rough carpenter and used to sail small craft, but cannot navigate. I am also a good bookkeeper and accountant and have very satisfactory references as to my ability and sobriety.

I was in Noumea about 10 months ago, on my way to Sydney, and I heard that you were soon expected there. I am sorry now that I did not remain there and await your arrival, but at the time I had the intention of going on to Sydney and then to Samoa. Since then I have been advised by my friends in Samoa not to go there, as business is so very bad, and I have had to remain in Sydney.

I did endeavour (words deleted) I was advised by Captain Henry and Captain Hawkins to write to you. I saw Captain Hawkins two days ago and he told me that if I wrote to you via Noumea a letter would be pretty safe to reach you. I may mention that Captain Hawkins is one of the references alluded to, he has known me for many years.

I should very much like to return to the islands, either as trader or in some other capacity, and, if I could, obtain a station where my wife could accompany me. If that would not be possible at first, perhaps it could be managed later on.

I would be willing to serve you under an agreement for two or three years. If my wife and children could come with me I would be willing to work on commission, but if they could not I should be satisfied with wages. I have not enclosed you any of my testimonials for fear of their not reaching you safely, but I can refer you to some gentlemen in Sydney to whom I am well known, and from whom you can obtain information as to my character, etc.

Trusting I may have the favour of a reply at your earliest convenience . . .

I am, Sir,
Yours obediently
L. G. BECKE.

This letter deserves a place in literary history. For had McLeod's answer been favourable, George Louis Becke would have continued his trading life in an island group where life was, formerly, extremely hazardous; another year or two in a malarial climate would probably have polished him off for good; Becke, the writer we know, would never have come into being.

In Desperation

McLeod, after so many years in a climate which won the group the title of a white man's grave, was a sick man when he received it; he soon retired to Noumea for medical treatment and a year or so afterwards died there of an enlarged

AN HISTORIC PHOTOGRAPH



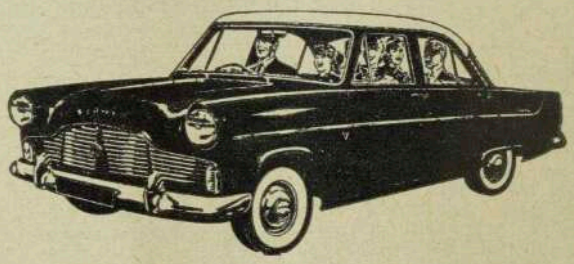
This is Captain Donald McLeod's original store at Vila, with McLeod himself on the right, foreground, holding a cap. The store was halfway between Burns Philp's and Ballandes.

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spleen. The letter was found among his papers a long time after his death.

Becke in desperation took to writing.

He had left the islands with a sick wife and two daughters and a malaria hangover, had tried running a small poultry farm, had tried, too, cutting scrub on contract at Manly, a backbreaking and unprofitable occupation which he quickly abandoned.

Next, his appeal to McLeod having come to nothing, he got a job in a Coogee pub, and it is here that Archibald, Favenc and the *Bulletin* group of writers discovered him one Saturday in the bar, holding patrons spellbound with stories of islands life.

The rest is well known: how Becke went overseas, was taken up by the publishers who found a ready public for his yarns; and later his return to the Pacific and death in Sydney in 1913.

Since the letter to McLeod was published, I have come across a photograph of McLeod's old store in Port Vila. There in the right foreground, with his seaman's cap in his hand, is tough old McLeod himself (identified for me by Mr. Graham Kerr's brother Hugh, who died only last year in Hornsby).

The store itself was situated near the waterfront something like half way between Vila's two other leading stores—that of Higginson's French Company (later Ballandes) and that of the Australasian New Hebrides Company (later Burns Philp).

Edition "Marred"

Angus and Robertson celebrated (if such is the word?) the Becke centenary in 1955 by pubishing an inferior-looking edition of *By Reef and Palm*, quite the most easily obtainable of all Becke's books on the second hand market, where most of his other books are now priced between £2 and £3.

Worse still, the edition was marred, by the inclusion of Lord Pembroke's original preface, full of inaccuracies and mis-statements as it was.

Lovers of the Pacific must feel their favourite author deserves a better memorial. But where is that to come from?

Since Australian publishers have neither the energy nor the enterprise to do the proper thing, one must live in hopes that some top rank English publisher will rediscover Becke and familiarise a new reading public with the exciting Pacific in the trading era of sail.

Someday, surely, a wide selection, "The Best of Becke", will prove a good selling proposition, with a modern introduction covering the known facts about the author's character, life, and "discovery".

It is the fashion among the feeble race of Australian critics to repeat parrot fashion that, thanks to Archibald, *By Reef and Palm* contains the cream of Becke's writing —but how many of these critics are acquainted with his other stories?

Becke certainly wrote many potboilers to keep himself alive, yet here and there are to be found brilliantly evocative pictures of life on the lonely atolls and the waterfronts of the high island ports, that are quite equal to the bulk of *By Reef and Palm* episodes, and these deserve to be preserved.

Off hand, I would mention that inimitable study of a beachcomber, "The Cook of the 'Spreeto Santoo' "; and a word portrait of an old native gossiping with a trader through a moonlight night over a bottle of grog.

The title of the story momentarily slips my memory, but there are a dozen others that are almost as good.

The Best of All

Becke, as the not always accurate *Rascals in Paradise* book by Grove Day and Michener points out, is the best of all writers for those who know the Pacific. This is because he is the most authentic.

Unlike RLS, and Jack London (whose islands stories are so adolescent) Becke didn't live in the islands to write about them.

Before ever he was asked to put pen to paper his retentive mind was chock-a-block full of the Pacific scene, and he is always at his best when his sole effort is to describe the life he himself actually lived, and the islanders he lived among.

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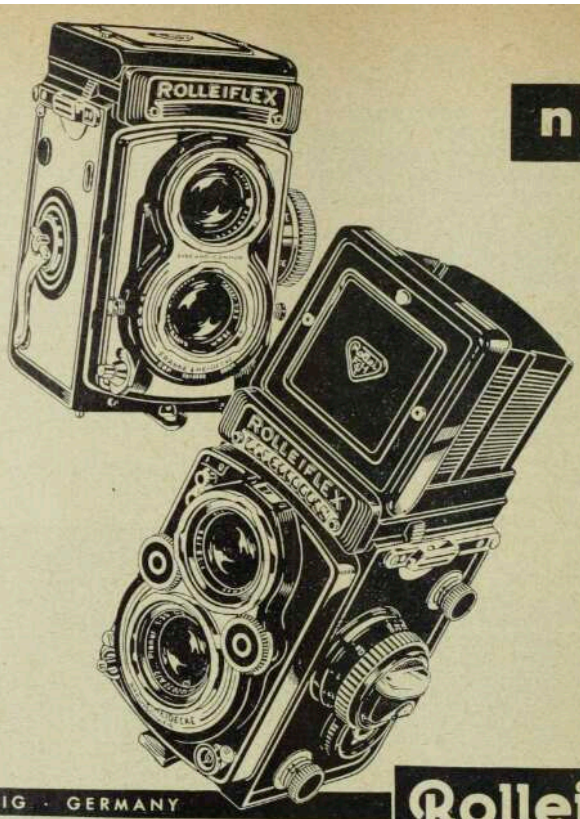
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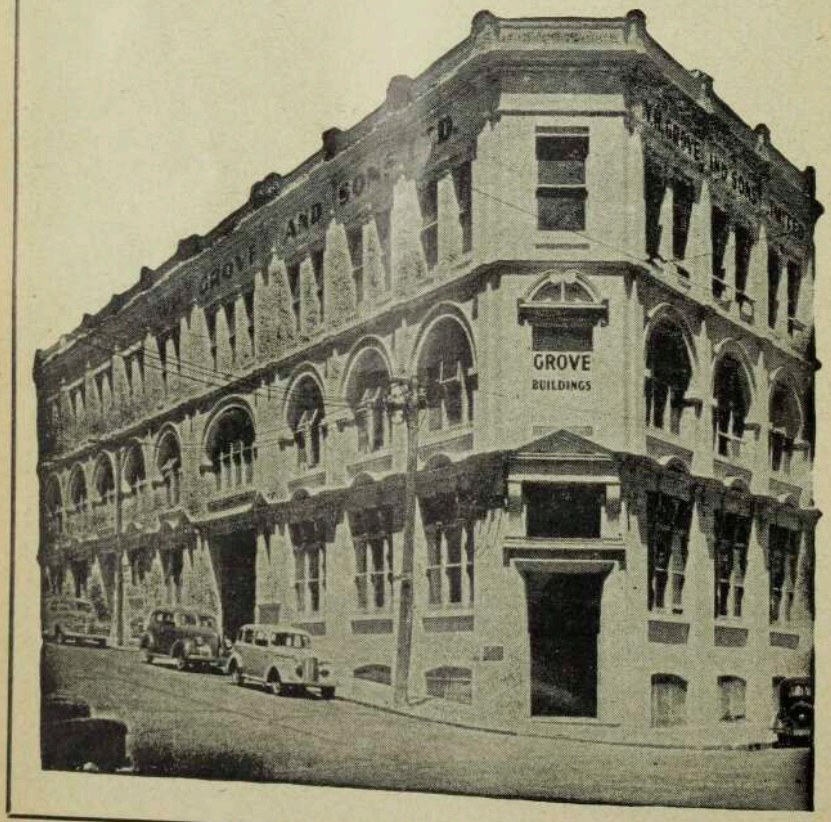
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Becke might have made a fortune; happily for literature he preceded those times, so that one can go to his work for the music of the breakers on the reef, unadulterated by the sugar-sweet wailings of the ukulele.

Islands literature has lost all reality since island life became distorted for scenario purposes. One (Becke) remains, the many change and pass. . . .

THAT ALUMINA REFINERY

New Plan Apparently Cuts Out Papua

According to reports, the Commonwealth Aluminium Corporation (Comalco) has gone cold on the proposal—hitherto in favour—that the partly treated bauxite (alumina) from the Weipa River area (in the Gulf of Carpentaria, at the base of York Peninsula) should be carried across Torres Strait, for final refinement.

IT was proposed that the Purari River (from Central New Guinea) should be harnessed near the Gulf of Papua; that the hydro-electric power be carried across country to refining works at Hall Sound (between Yule Island and the coast of Papua); and that the alumina should be shipped directly from Weipa to Hall Sound.

This was at first considered a better scheme than that of generating massive electric power, for the final smelting, from the coal of the Blair Athol field, in Central Queensland.

It now is argued that the Purari River is generally unsuitable, and that there could be a "defence risk" in placing the refinery on the Papuan coast.

Broad Sound, on the Queensland coast between Mackay and Rockhampton, and about 130 miles due east of the Blair Athol coalfield, now is under consideration as a suitable refinery port. It is suggested that Flock Pigeon Island, in Broad Sound, near St. Lawrence, would be a suitable site for an alumina refinery.

Trebles the Distance

The alumina presumably would have to be brought right around York Peninsula by sea, trebling the distance between Weipa and the Papua coast. It might be possible to build railways to complete a rail link between Weipa and Cairns. The airline distance between the Weipa area and Broad Sound is about 600 miles.

It is stated that Comalco is investigating the plan to generate power on the Blair Athol coalfield, and that drilling of the coal seams is proceeding.

"Idea Impracticable"

A suggestion that the Blair Athol power might be taken across country to Bowen, and the refinery established there, was declared impracticable. A landline greater in distance than that from Blair Athol to Broad Sound (130 miles) would be too costly.

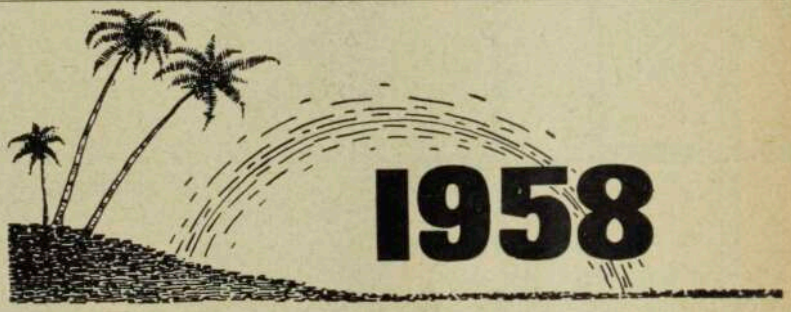
The plan to establish the alumina refinery at Hall Sound, which would have been of great economic help to Papua, apparently is out of favour.

FIJI'S AID TO SERVICEMEN TO CONTINUE

Fiji's After-Care scheme for ex-servicemen will not shut down at the end of this year, after all. A grant of £5,000 per annum (for five years after which it will be reviewed) from the Fiji Government, will permit the work to go on.

Before the grant was made, it seemed that the Fund would have used up all its money by the end of 1958 and that all benefits would have to stop.

The Fund has spent money on such things as maintenance of ex-servicemen's dependents, school-fees, financial assistance to ex-servicemen, hospital gifts, etc.



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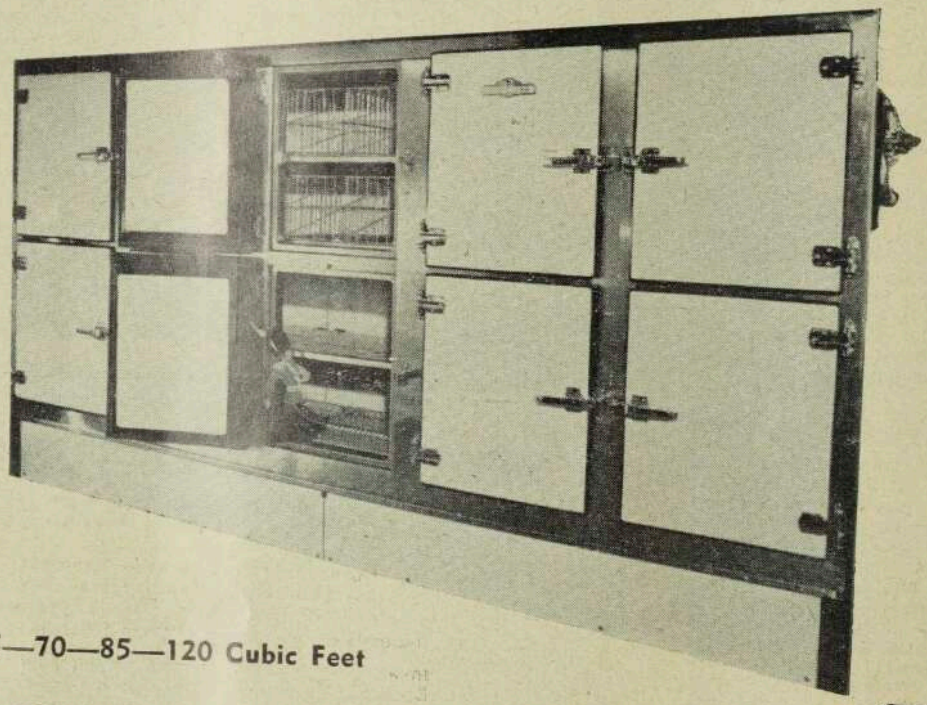
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A New Church Replaces A Shed Of Scrap

One of the largest churches ever attempted in Papua-New Guinea was dedicated at Wewak on Sunday, October 26, in the presence of high civil and ecclesiastical dignataries from all parts of the Territory.

The church is Christ the King Cathedral, a Roman Catholic Church and seat of 46-year-old Bishop Leo C. Arkfeld, SVD, from Iowa, USA, the Vicar Apostolic of Wewak. The Bishop is a Divine Word Missionary.

Leading the list of civil dignitaries at the ceremonies was the Administrator, Brigadier D. M. Cleland, who made the inaugural address, and Mrs. Cleland. The Sepik District Commissioner, Mr. R. Cole, and Mrs. Cole, also attended. Other guests arrived by chartered planes from Port Moresby, Lae and Madang.

Roman Catholic Bishops of Rabaul, Kavieng, Alexishafen, Aitape, and the Superior General of Divine Word Missionaries who staff the vicariate, the very Rev. John Schuette, SVD, from Rome, were present.

Nearly 500 Europeans and 3,000 New Guineans were on hand when the garamut began beating at 7 a.m., and at 7.20 a.m. the four immense church bells, cast in steel in Germany, rang out for the first time from their 60-ft bell tower.

The liturgical procession, blessing of the cathedral, and a Solemn Pontifical Mass by Bishop Arkfeld followed.

The ingenuity of Divine Word Missionary Brothers who are responsible for the cathedral was considerable.

Built It Themselves

With only native help they laid the terrazzo floor and did all their own construction, cement work, and cabinet work.

All lumber used in the construction, in the altars and in other church furnishings was locally produced by the missionaries. Only the plywood for the ceiling, also a New Guinea product, was not made by them.

The Most Rev. James Duhig, Archbishop of Brisbane, laid the cornerstone exactly five years ago. Since then the cathedral was built, nearly single-handed, by Brother Joseph Czubek, SVD, 50, born in Poland, now an Australian citizen. In New Guinea since 1934, he has constructed some 40 mission buildings with native help.

Painting, plumbing, plastering and electrical work were done by other Brothers of the Order.



Wewak's Christ the King Cathedral.

The church has stained glass windows imported from Holland, and two statues of SS Peter and Paul, carved in oak, flank the entrance.

A wide terrazzo main aisle and two terrazzo side aisles sweep up to the terrazzo sanctuary floor, which is five steps above the main floor of the church. The altar is on a terrazzo platform.

Kwila or ironwood, the strongest termine-resisting wood native to New Guinea, was used throughout in the construction. The reinforced concrete foundation, due to the frequency of earthquakes, rises only 7 feet above the ground level, but is 15 feet high at the base of the 60-ft bell tower.

14 Altars

To make this equatorial church as cool as possible, the walls were kept low and roofing was projected some distance beyond the walls. The church was built on a line running east and west so that the tropical sun would hit the roof throughout the day and not heat the sides of the building.

The church has a choir loft, two galleries for overflow crowds, two sacristies, a baptistry, and 14 altars besides the high altar. No organ has yet been donated.

The four immense bells, a gift of the Society for the Propagation of the Faith in Aachen, Germany, and cast in 1953, are each embossed with sacred texts in Pidgin-English the lingua franca of this land of over 300 languages.

One inscription reads: "Biliv + Hop + Laik" (in English, "Faith + Hope + Charity"). The largest bell measures 3½ ft in diameter.

Divine Word Missionaries returning to New Guinea after World War II found that Wewak Mission completely destroyed as a result of the war. They built a new and temporary church from scrap material sold as Army surplus.

This church, more like a shed, has served as the cathedral for the past 10 years, and is now weakened by termites and almost ready to collapse. It will be demolished.

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FIJI TALANOA VAKATAWA TALKS OF THIS AND THAT

The result of the Suva municipal election is being interpreted as an interesting example of something that must always be taken into account by any student of Fiji politics—the solidarity of the Gujerati vote.

THE local prophets turned out to be wrong in their election forecasts. For the vacant Indian seat, they predicted a close contest between Mr. Ben Jannif, owner of Caine's photographic studios in Suva and a man with a long record of public service; and Mr. R. L. Regan, one of the city's younger lawyers.

But it was a political newcomer, Mr. Arjun Jiva, who topped the poll. He is a motor mechanic who described himself in a *Fiji Times* interview after the poll, as a "poor man".

He said that he would try to bring the rates down, or if he could not do this, he would have wages raised. Whose wages he did not specify.

Mr. Jiva is a Gujerati.

The Gujeratis, who come from Bombay, have the reputation, among Indians and non-Indians alike, of being hard, mercenary traders. As a group they are little liked by the Fiji-born Indians. They have never become fully assimilated into the Fiji community and there is not much evidence that they are ever likely to.

Their first loyalty and their main interests lie in India.

With some notable exceptions, they are not liberal spenders and money made in Fiji goes in large quantities to India.

In the Suva elections, voters rode enthusiastically to the polling booth in taxis provided by Messrs. Jannif and Regan. Inside the booth, however, 302 of them voted for Mr. Jivan, who had no car service. The unsuccessful candidates were not pleased.

The political pundits claim that the 302, or the great majority of them, were Gujeratis, rallying to the support of one of their own number.

The ballot maintains its secrets and no one will ever know if the pundits were correct. But they could be.

Mr. Bhindi's Lost Cause

At Lautoka, Mr. Gordon Johnson, manager of the Lautoka Hotel, unseated Mr. Allan Harvie and Mr. B. D. Lakshman, former schoolteacher, former official of the Kisan Sangh (canefarmers' union), former member of Legislative Council, former president of the International Airport Workers' Union and of the Fiji Industrial Congress, replaced the former mayor, Mr. Choy Gopal, who did not seek re-election as a councillor.

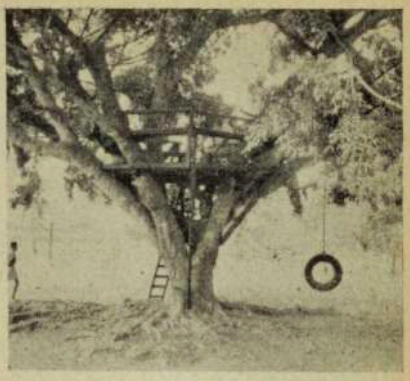
Mr. P. K. Bhindi, who retired from the Suva City Council, will be a loss to the Council. He was one of its hardest workers and established a record of never missing a meeting during his six years of office.

He assiduously studied reports and presented his views with honesty and courage.

But that, apparently, is not the way to gain favour with the electors whom he sought to serve.

When he refused to push personal cases, which he believed were wrong in principle, he became unpopular with many of his former supporters who let it be known that they would have no more of him as their civic representative.

So Suva has lost a good councillor and an experienced and knowledgeable administrator. It is to be hoped that Mr. Bhindi will one day return to office, for he has proved himself an honest and able man, of high principle.



A photograph of a tree house published by "PIM" two or three years ago gave the staff of All Saints' School, Labasa, Fiji, the idea for building this one in the school grounds. It's bigger than it looks, because it accommodates about 40 children, according to the headmaster, Rev. K. Appasamy, who reports that it cost a mere £F3 to build.

Crossed Fingers For Saweni

Fiji fingers remain crossed about the Saweni beach hotel project, but confidence grows that this scheme at least will not fizzle out as others have done.

The Northern Club at Lautoka leased part of the beach and accepted responsibility for keeping it clean and tidy. Some of the members grumbled every now and then about the cost (which included £10 a year for the lease) and the trouble, but the wheel of fortune has brought ample reward.

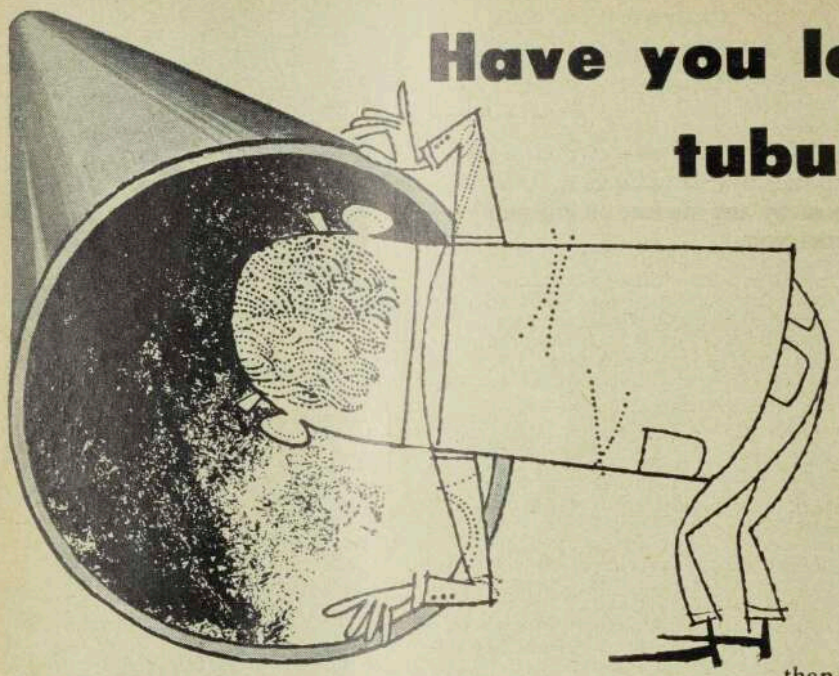
The Canadian investors who want to build the hotel have offered 20,000 dollars for the lease, and have undertaken to provide free parking space nearby and to allow club

Lolohea Speaks In Tokyo



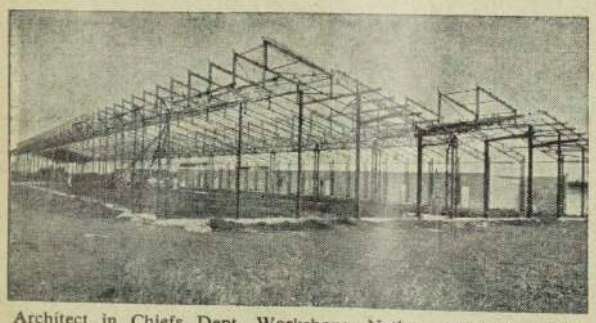
Lolohea Waqawairi, described by Vakatawa last month as a "woman of great character who has long been a leader among her own people," made a name for herself as a result of her success in Tokyo where she recently attended the Pan Pacific and Asian Women's Conference, representing Fiji. She was given a civic reception when she returned home. This photograph shows her speaking at a function in Japan.

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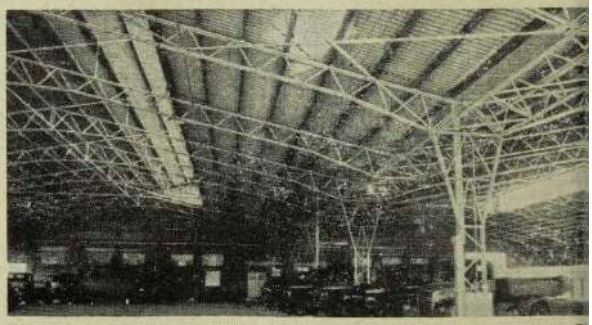


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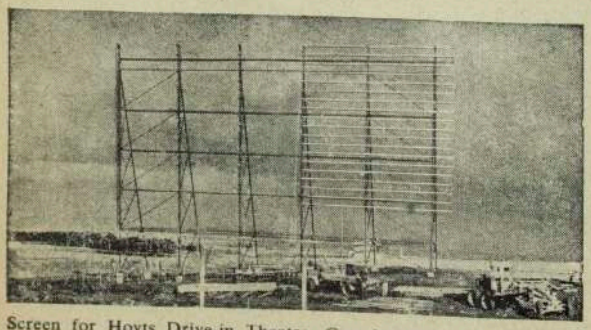
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members and their families free use of the beach at all times for swimming and aquatic sports.

The Fijian owners of the land, which is leased through the Native Land Trust Board, are looking forward to a considerably higher rental than they have had in the past.

The High Cost of Luxury

As Fiji's hotels move towards the luxury that American tourists are *said* to demand, so do prices rise.

At Suva's new Club Hotel, to be opened shortly, the tariff will range from £4 a day (for bed and breakfast) for a single room, to £12 for a suite.

All rooms are air-conditioned. All have private bathrooms and most of them have individual balconies from which to watch the passing scene.

There was none of this splendour in the well-remembered Club Hotel of pre-war days, when Bill Hayward charged £10 a month for full board.

Then whisky was ten bob a bottle and you could have your month's laundry done for 12/6, with deductions for shirts that were lost or damaged in the washing process.

Colonial Office Can't be Bustled

At long last, the Colonial Office in London has stirred slightly and has made the first appointments to the highly important commission to look into the question of Fiji's population and resources.

Sir Alan Burns, a former Governor of British Honduras and the Gold Coast and then a United Nations Trusteeship Council member, is to be chairman. With him will be Professor Peacock, Professor of Economics at Glasgow University.

The Colonial Office is still getting round to appointing a third member, and the whole Commission, which is to study Fiji's most urgent problems, will make its way to the Colony some time next year. Just when, nobody knows.

If a note of impatient asperity sometimes creeps into Fiji comments on the Colonial Office and its little ways, there is reason.

Those Good Old Days

There isn't much point in sighing for these good old days. Yet this column notes that it has been taken to task by a *PIM* correspondent who says that things would be much better in the copra industry in Fiji if only the clock could be put back to the time when German firms competed against each other to buy copra in Levuka.

This column comments mildly that this was half a century ago, and there have been many ups and downs in the copra industry since then, the downs reaching their lowest point when there was nobody to compete, as is the case now, against the Unilever combine.

The price of any primary product depends on the demand for it, and the price is, in general, what the buyer is willing to pay.

Fiji growers are entirely free to sell to any buyer they like. But as the crushing of copra in Fiji gives prices £3 higher than could otherwise be obtained, and at the same time avoids the costs and risks which are unavoidable when copra is stored and shipped as copra, there seems to be a lot to be said for the idea that the Fiji planter is more fortunate than his counterpart elsewhere in the Pacific.

He's Retiring, but He'll be Back

Suva's harbour master, Captain E. W. (Ted) Harness, is on leave before retirement. He intends to come back to Fiji to join the band of pilots who conduct overseas cargo vessels round Fiji's ports.

There are few men with a better knowledge of Fiji waters—or, for that matter, of the waters of the South Pacific.

Ted was in the Gilberts when the Japanese descended on Tarawa. They destroyed his vessel, the *Nimanoa*, and all other craft in the vicinity and then left temporarily, feeling sure that they had cut off all lines of escape.

But they had not reckoned with the resourcefulness of Harness and his men, who patched up an old Burns Philp launch and found a diesel engine for her. A lifeboat from the *Donerail* was also made serviceable, and all who wanted to leave Tarawa set out for Fiji. When they reached Nonouti they were met by the *Degei* which, with Captain Jack Webster in command, had come from Fiji to see what was happening.

Both Harness and Webster later helped to pilot the ships carrying the invading US Marines into Tarawa lagoon.

They're Brewing in Suva

The first beer has been produced at the new Suva brewery. It is not yet on sale, and won't be until early December.

Stocks are being built up by successive brews and draught beer will be in hotels and clubs for Christmas. Refrigerating and dispensing equipment has been installed in preparation.

There will be no bottled beer until January. This policy has been adopted by Carlton Breweries (Fiji) Ltd. to enable merchants to order bottles (or cans) for the anticipated Christmas trade well in advance.

The story of the battle of the cans in Papua-New Guinea (October *PIM*) interests consumers in Fiji.

Cans have so many advantages that they are becoming increasingly popular here, but it remains to be seen whether they will be able to compete with local bottled beer.

Much depends on the price of the local product—and the price has not yet been announced.

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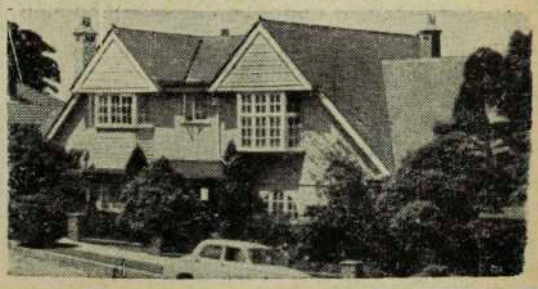
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200,000 Without Schools

An Official Angle On New Guinea's Education Problem

• *The opinion has been expressed in this journal (see "PIM", October, page 22) that the high proportion of illiteracy in the 1¼ million population of Papua and New Guinea is a reproach upon Australian administration. Since the war, Australia has spent nearly £100 million upon P-NG administration, two-thirds of it being grants from Australia.*

The following extracts from the recent address of the new Director of Education (Mr. Roscoe) to the P-NG Legislative Council have a bearing on the subject:

IT is estimated that there are 400,000 children of school age in this country, and of them less than 65,000 are under effective instruction.

At least 200,000 native children have no school of any kind to go to —not even the poorest type of catechist's school. . .

Asian and mixed-race children fare much better than native children; and European children fare best of all.

Wherever a few European children can be assembled, a school is established, and European children whose homes are isolated are provided with tuition by correspondence. The priority given to European children is necessitated by force of circumstances.

Educational progress is not independent of social and economic development. To develop this country, European leadership is essential; and to attract and retain European staff, there must be education for their children. . .

The Department now has 29 non-native schools, with an enrolment of 1,929 and the Missions operate 14 schools of this type, with an enrolment of 1,147. . .

No Segregation Here

Racial integration, which would have been resisted by public opinion seven years ago, is more and more being accepted.

In Lae, with the full consent of European parents, almost complete integration of Asian pupils has been achieved. There is a separate Infants' school for Asian children; but as soon as they have learned sufficient English they attend the Primary school, and sit in the same classes with European children.

In Rabaul, the Elementary and High school is predominantly Asian; but some European parents send their children there instead of to the Primary school, because they think it is a better school.

The Crying Need: Native Teachers

Two hundred and ninety-four thousand pounds is provided (in this year's Budget) for native education. It must be emphasised that the most essential condition of the extension among native people of primary education is an adequate and increasing supply of trained native teachers.

This year, of 100 in training, probably 90 will pass their examinations and become available for posting to schools. Divided among 15 Administrative Districts, this averages out at six per district.

When allowance is made for wastage this means that only two or three new schools can be opened in each district.

We need an output of 200 or 300 trained teachers every year.

The work is greatly hampered by the lack of a Teachers' College. It is not satisfactory to attach a teacher-training class to the Rural school at Vunamami, and another to the Intermediate school at Popondetta, and so on, with one training master at each centre, instead of a complete and competent staff.

It is the intention of the Administration to build the first stage of a Teachers' College near Port Moresby this financial year, but

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Something Missing

A school system without a Teachers' College is like an industrial city without a powerhouse.

An increasing number of Missions is now responding to the encouragement given by the Department to enter candidates trained by themselves for the Teachers' Certificate Examinations.

Provided the candidates pass an entrance examination . . . a maintenance allowance of £20 is paid during the year of training for each trainee. When, posted to schools certificated native teachers holding an "A" Certificate attract a grant-in-aid of £40. Sixty pounds is paid for a "B" or "C" certificate.

This year approximately 300 native teachers trained by the Missions are expected to qualify for certificates.

Of the total of £294,000 provided for native education, £200,000 is allotted to grants-in-aid to Missions.

Relations between the Department and the Missions have never been better, and there is now more co-operation than ever. This has been particularly noticeable in the Education Advisory Board, the Director added.

Where 14 Per Cent. Goes!

The Director said the Budget carried provision for £112,000, secondary education subsidy for European children, and £55,000 for similar subsidy for Asian and Mixed-race children. These are children sent overseas for secondary education and the Administration allows £145 p.a. in respect of each, plus air fares both way.

The Director evidently is of opinion that these heavy costs (14 per cent. of the whole vote for education) could have been at least partly avoided if the Administration had proceeded with its 1951 plan to build a High school at Wau. He goes on:

Action is now being taken to build High schools at Port Moresby and Rabaul, and the first stage of each will be ready to open early in 1959. The Department is naturally anxious to know whether European parents will in fact send their children to these schools, in preference to sending them to Australia.

Territory children who go away to Australia to secondary school generally do well scholastically.

Of 588 European children in secondary schools in Australia, only 20 failed in their examinations last year. There were 161 Asians, of whom only seven or eight fell by the wayside. Sixty-three children of Mixed-race were on scholarships, and only two or three had to repeat the work of the year.

This year 54 students from the Territory will be sitting for matriculation in Australia, 37 Europeans, two Mixed-race and 15 Asians. Most of them are expected to be successful.

The Director said nothing about the growing practice of sending selected native children to secondary schools in Australia.

SPC WOMEN'S OFFICER APPOINTED

Promoting the interests of Pacific islands women will be the main concern of a women's interests officer just appointed by the South Pacific Commission. She is Miss Marjorie Stewart, who since 1953 has been director of the tropical community development centre maintained in London by the Young Women's Christian Association.

Miss Stewart has had many years' experience in training leaders for rural work in the West Indies.

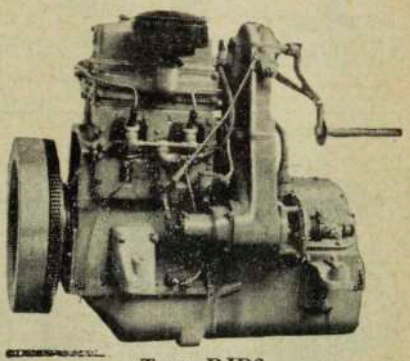
In the Pacific, Miss Stewart will collaborate with village and community authorities in establishing a programme for women's activities that will take account of their home and community needs. She will develop women's groups as one way of furthering their progress towards family and community betterment.

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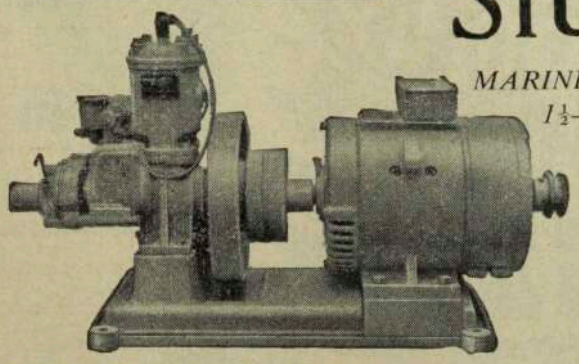
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Hollandia is Built from the Grass Roots

"Tremendous Task" Ahead Of Netherlands New Guinea

G. A. V. Stanley of Port Moresby, who recently visited Netherlands New Guinea, here compares Hollandia, as it was before the war, with the Hollandia that today has become the capital of the Netherlands territory.

BEFORE the war, Hollandia and Vanimo, 17 miles on the Australian side of the NG border, were of about equal importance. One had a Controleur; the other a Patrol Officer. Hollandia had some plantations, laid down by Germans formerly resident in the Mandated Territory pre-1918; Vanimo had a small Government plantation, but otherwise nothing.

Hollandia had a visit occasionally by a KPM steamer; Vanimo had nothing, except a visit every once in a while from the Government schooner *Thetis* from Wewak via Aitape. Until 1924 both centres enjoyed a brisk trade in birds-of-paradise skins, brought in by Malay shooters.

Pre-war, the surroundings of Hollandia, although wild and undeveloped, were, however, well known and well-mapped. Early missionaries and travellers had been attracted there by the good harbour of Humboldt Bay, and by the towering Cyclops Range (7,700 feet high) with Lake Sentani lying along its southern foot.

The military mapping of Dutch New Guinea (1910-1921) and the geological survey of the North Coast by J. Zwierzycki and his colleagues (published by 1930), had completely defined the topography and geological outlines of the country.

The rocks of the Cyclops were known to be of very great age; zoologists suspected that the animals living there had been isolated, as it were, on an island, for a very great period of time.

"Astonished"

Miss Evelyn Cheesman visited the range during the 30's to collect insects for the British Museum; archaeologists had been astonished in 1903 when Dr. G. A. J. van der Sande announced the discovery of a bronze hand-axe and an object which might be a bell at the village of Assei, which is on a small island in Sentani Lake.

The Hollandia area was one of great scientific interest, but of no commercial or Administrative importance. Certainly not any more than Vanimo is at the present day—which is still distinguished by nothing except, perhaps, the fact that a Company of the Pacific Islands Regiment is stationed there.

The War changed everything for Hollandia.

The German planters were interned, and for the second time in their lives, lost their plantations. Then came the Japanese occupation.

An attempt by the Coast Watchers to establish a party near Hollandia failed when a Dutch Officer (Staverman) was ambushed and killed, the disaster being followed by the capture (by natives) of his Australian signaller (Sgt. Sifleet, of the AIF).

"Never Looked Back"

On April 22, 1944, the American 6th Army moved from Base F (Finschhafen) to Base G (Hollandia) and to Aitape, 150 miles eastward of Hollandia, on the same day. After its liberation Hollandia has not looked back.

With the Americans came aerodromes, roads, docks and all the paraphernalia of a great base. With the transfer of sovereignity in the East Indies, and the retention of New Guinea by the Dutch, the obvious place for the capital was at Hollandia.

Held in Trust

Although in no way bound to do so, the Dutch regard their country as a trust, and each year furnish to the Trusteeship Council of the United Nations Organisation a lengthy report on what has been done, just as Australia does for the Trust Territory of New Guinea. But the task with which the Dutch are faced in developing the country and the new capital is tremendous.

It is just as if Australia decided to build a capital *de novo* at Vanimo. The harbour is there; the American roads are there; the airfields are there; innumerable Quonset huts and a great deal of war-surplus material are there. But there is no industrial, agricultural or mining background to the place.

There are virtually no plantations, no exports, and a sparse and scattered native population, more devoted to fishing than to gardening.

Like Canberra, everything has to be planned from the grass-roots.

And a drive around the new suburb of Noordwijk reminds one immediately of some of the newer parts of Canberra or the northern suburbs of Sydney, where houses are being run up by contractors in the middle of bush surroundings, access into the interior being given by a beautifully graded bitumen road abruptly ending nowhere.

The new gardens and ornamental trees are still struggling to take hold in the rich-looking, red soil.

And the brick houses still have a raw look, which only time and the tropical climate will mellow. Something like Boroko, near Port Moresby, but the houses look more substantial. The scenery, overlooking mountains and the sea, is superb.

An Australian lady of my acquaintance, who recently came to live at Hollandia, tells me that her greatest shock was to find that the most up-to-date kitchens do not have any sort of stove—neither electric, kerosene or wood-fuel.

Most Dutch families here cook on a battery of primus-type stoves, some of which do not operate under pressure, and develop about as much heat as a small room-warmer.

My friend's mouth waters for grills and roasts, as a change from the everlasting deep-frying in oils and fats.

Leaning Over Backwards

The aboriginal inhabitants of Dutch New Guinea are still spoken of as "Papuas", a name which, I gather, they dislike, since it is said to connote something of a slave-relationship, or "bus-kanaka" feeling of inferiority.

To the word "Newguinean" there seems to be little or no objection. In official publications I find the word "autochthones" used instead of "native".

Persons of European origin seem to be bending over backwards in the matter, and it will be many a long year before the term "Papuan" is superseded as a short, easily understood term denoting membership of a certain racial and linguistic group of people.

Mystery Origin

The name applied by the Indonesians to New Guinea—West Irian—still is a mystery as to its origin. Some Dutch friends tell me that it is a word in the language of Biak, and implies the gradual appearance of the land of New Guinea above the horizon as the island is approached in a canoe from the direction of Biak. And by implication propagandists see something of the same thing in the thought that (in time) New Guinea will rise out of the Eastern Seas as a great and rich land.

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THEY'RE HEADED FOR A NEW HOME. But first they have to load up th eir belongings. On the beach at Sydney Island everybody helps get the cargo into the boats for transporting to the waiting "Tulagi", which will take the Islanders to fertile Gizo.

A New Pacific Migration

MORE GILBERTESE MOVE OUT—TO BECOME NEW SOLOMON ISLANDERS

By Captain Brett Hilder

The migration of Pacific Islanders is still, for many, a live and present problem—not an academic conundrum to tease the minds of scientists and others. Transfer of islanders, from one Pacific territory to another, is still going on, organised and conducted as it never was in the days of antiquity. The Gilbertese are some of these modern migrants, with a Colony, now 400 strong, in Gizo in the Western Solomons. Most of these New Solomon Islanders got there by way of the Phoenix Islands Settlement Plan.

THE Settlement Plan was entered into enthusiastically immediately the Phoenix Group eight tiny islands, total area 17 square miles) was included in the Gilbert and Ellice Islands Colony, in 1937.

There were two reasons for this: It was a temporary solution to overpopulation in the Southern Gilberts; and it was one way of staking Britain's claim to specks of land that had previously been unimportant.

When trans-Pacific airservices became a practical proposition, in the mid-thirties, a gentlemanly war developed between Britain and the United States over ownership of a number of these Line Islands. The US annexed Howland and Baker, just north of the Phoenix, in 1935; and put in a claim for Enderbury and Canton, which later came under joint control of US and UK.

Three Islands Used

Britain, in 1937, officially took the Phoenix under her wing. Only three of the islands were used for the Resettlement Plan — Sydney, Gardner and Hull. Model villages were built for the 700 migrants, and each family was given land and coconut trees. Unfortunately, the population kept on increasing—even on Sydney, which was never particularly successful as a new home.

Now it has become necessary to move the Sydney people again—this time, to a completely new environment at Gizo, in the British Solomon Islands.

Like Moving the Pitcairners

The change from flat, streamless coral atolls, to a large, volcanic island, with fertile soil, mountains and running streams, might have been expected to completely disorganise the Gilbertese, but they appear to have settled down well.

The first of them made the transfer about two years ago; in September the Burns Philp motor-vessel *Tulagi* transferred the rest of the Sydney islanders to Gizo, in one operation.

The whole thing went off very happily, and was blessed by the most favourable weather.

The importance of this latest phase of the Phoenix Islands Settlement Plan can only be compared with the transfer of the total population of Pitcairn Island to Norfolk Island in 1856. On that occasion the transport *Morayshire* was under charter for several months, part of the charter-price being based on a rate of 1/- a day per person.

The *Morayshire* moved the 193 Pitcairners and their gear in one lift, taking two months to cover the 3,350 miles. The total bill for the job was £4,478/19/6, paid to the agents in Sydney, who were Smith, Campbell & Company.

The 1958 *Tulagi* Operation con-



TYPICAL. A fine example of Gilbertese is interpreter Topeen, who acted as liaison officer for the big operation, working with Captain Hilder.

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isted of the transfer of the 215 Sydney Islanders, with about 80 ons of personal gear and 36 sea-going canoes, over a distance of just 1,000 miles, in the 10 days from the 8th to the 27th of September.

The contract price for the whole operation was reported to be under £5,000.

There was a strong probability that the ship would be delayed at Sydney Island by the usual bad surf on the reef at the landing-place, which has a worse reputation for bad working conditions than the Bounty Bay landing-place.

We arrived off Sydney Island at a.m. on the 18th, and steamed around until daylight showed us what the Gods had provided in the way of weather. These small islands are open to the weather from all quarters, and are affected by storms a thousand miles away..

We had been warned that the surf was as bad as Washington Island, where special boats are used on a heavy moored hawser, so we expected to do all the loading by canoes through the surf.

The last ship to work the island had been the Government vessel *Te Matapula*, and she had spent over a week cruising around the island looking for a safe landing place. She lifted only 17 people in that time, which was not very encouraging for us, as we had to try to embark the whole remaining population..

On the previous afternoon we had picked up Mr. Paul Laxton, District Commissioner of the Phoenix Group, at Canton Island, where we had officially entered the Phoenix Customs District, and where we also borrowed a surf boat which we hoped might be more useful than our own heavy cargo boats.

When Mr. Laxton asked me how many weeks we expected to be at Sydney Island, I replied, "Two or three. . . . days!"

All Persuasion, But No Force

We prepared a 44-gallon drum and anchor to drop outside the breakers, with a boat rope long enough to reach the beach and secure to a coconut tree, but we did not expect to get the boats very close to the shore.

At dawn we steamed in towards the western end of the island, and with the help of the echo-sounder managed to find a precarious anchorage just two cables off the beach near the landing place.

There was no wind to speak of, and a line of breakers along the reef, but they turned out to be only about two feet high, instead of the more usual ten or 20 feet..

The Chief Kaubure came off in his canoe to meet us, and we already had the Native Magistrate aboard, having picked him up at Tarawa. Both these men were named John, spelled "TION" and "TEON" respectively, and pronounced differently, the latter spelling sounding more like "Shawn".

We also had aboard a Gilbertese interpreter named Te Topeen, who was my Liaison Officer for the whole operation. He was provided by the Government, and he was most helpful.

The District Commissioner pointed out the best landing-place, which, like everything else on the charts, was very misleading.

There was a passage blasted through the reef to allow boats to get near the beach even at low water, and piles of luggage, bundles of mats and some canoes were already appearing on the beach ready for the great exodus.

The DC had orders to use all persuasion but no force in the evacuation, but all the natives were not only reconciled to leaving the island on which they had seen so many lean and hungry years, but they entered into the work of embarkation with good humour and happy enthusiasm.

Some of my photographs of the new settlement in the Solomons were viewed with favourable comments, particularly the one of the large village meeting-house or "Maneapa", under construction at the time it was photographed.

The profusion of trees at the new

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THEIR CANOES WENT WITH THEM

home, felled timber and the obvious fertility of the soil were also encouraging factors.

Only the Dogs and Rats Remain

After loading all the heavier baggage we began to wonder if the stream of personal effects would ever stop piling up on the beach.

The DC had laid down that no heavy furniture, houses, trees or permanent parts of the island were to be removed, so we only had a few folding beds and rather collapsible meat-safes to cope with.

There were a few sewing machines, and two bicycles, for Sydney Island had neither trade-stores nor the money to use in them.

The accumulation of copra consisted of one single ton, which we left behind for collection from Canton Island at some later date.

It is unlikely that the Government intends to leave the island deserted for long, and some copra-cutters will probably be sent there occasionally until some small settlement is made there to maintain British sovereignity.

Another problem was the livestock, which I had declined to carry to the Solomons because of quarantine regulations. But we found that all the pigs had been eaten some time before, so that when I permitted the settlers to take their pet kittens along, it left only a few dogs and rats to forage for themselves on the deserted island.

The women and children were loaded aboard by means of net slings fitted with wooden flooring, and then, just as the daylight was ending, we started to load all the canoes into the holds.

Precarious Anchorage

We finished about 9 p.m., with the ship still hanging on to her precarious anchorage. We left the island in the calm moonlight to the melodious strains of groups of singing settlers on their way to a better home.

We spent the next morning at Canton Island, where we landed the District Commissioner and his party, before setting out for a pleasant week at sea on the long track to the Solomons.

During the trip the settlers were dosed every day with the anti-malarial drug provided by the Government, and this turned out to be, to our surprise, nothing less than Atebrin, which, as an anti-malarial, went out of favour elsewhere, in the late war years.

During the first night a child died, aged about one year, but a few days later a birth made the numbers right again, to the total of 216 souls.

We had to restrict the supply of fresh water to the Government ration of one gallon per day per person — much more than the Gilbertese generally have on their sandy islets.

First Running Water

When we reached the Solomons we found that we would arrive at Gizo after dark on the 26th, so we called first at Port Purvis for fresh water supplies.

The sight of the hills and mountains, covered with jungle, and rearing up into the very clouds was a most remarkable sight for people who had never seen any land but sand, and that mostly only 10 feet above sea-level.

We had had a few rain squalls, which gave the settlers a good opportunity for shower-baths, but when we had filled the tanks at Port Purvis we gave them the use of the hoses for an excited burst of washing themselves, each other, and all their clothes—probably the first time in their lives they had seen running water in such quantities.

"A Lively Picnic"

We passed through Blackett Strait at dawn on the 27th, and anchored off Titiana Point, near Gizo, at 8 a.m. in very calm conditions.

We were met by the District Commissioner and a small fleet of boats to assist in the landing, and after the formalities were completed, the disembarkation turned into a very lively picnic.

A new village had been built for the new settlers by the 200-odd Gilbertese who had settled there during the previous two years. The total number of the community is now over 420, and this number will have to be divided in the near future.

The foreshore at Titiana consists of a reef-sheltered stretch of sand and coconuts, to make the settlers feel at home, and the hills of rich soil rise up behind with more timber than can be used and more space for gardens than the Gilbertese could ever have imagined.

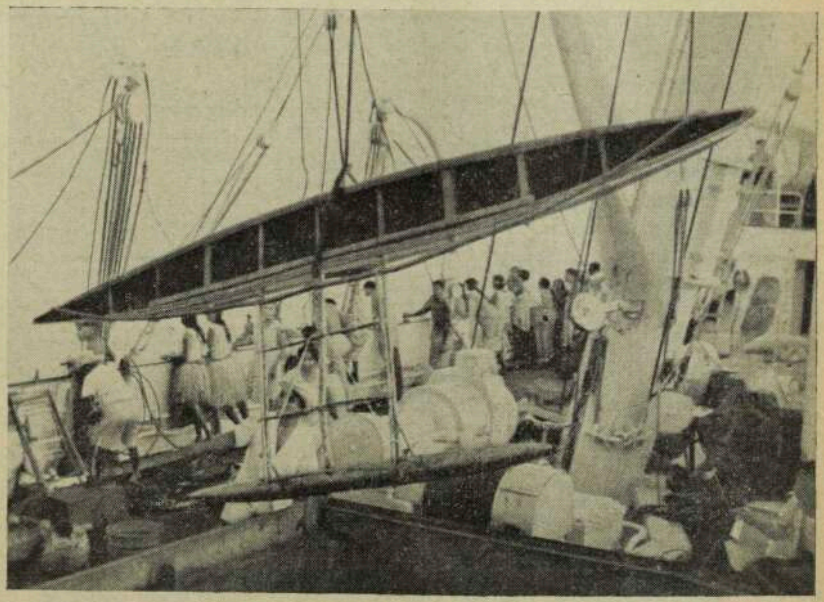
Most of the food crops are strange to them, and they are amazed at the rate of growth of food plants, after the slow and laborious cultivation of Taro in pits of compost in their own islands.

Settling Down

The new settlement consists of houses raised well above the ground, in the fashion of the Southern Gilbert Islands, from whence most of the settlers originally migrated.

About 20 per cent. of the settlers came direct from the Gilberts, the other 80 per cent. being the Sydney Islanders, who had survived 20 years in the Phoenix Group.

I have every faith in the Gilbertese experiment in the Solomons, believing that it is the only solution for the over-population of the Gilberts, and the lack of population in the Solomons. Already there have been a couple of marriages between the Gilbertese and local Melanesian people.



LOCK, STOCK—AND CANOE. As the Gilbertese line the rails of the "Tulagi", no doubt wondering about their new home, the ship's winches begin to handle the 36 canoes which accompanied their owners to Gizo. The canoes were stowed in the holds.

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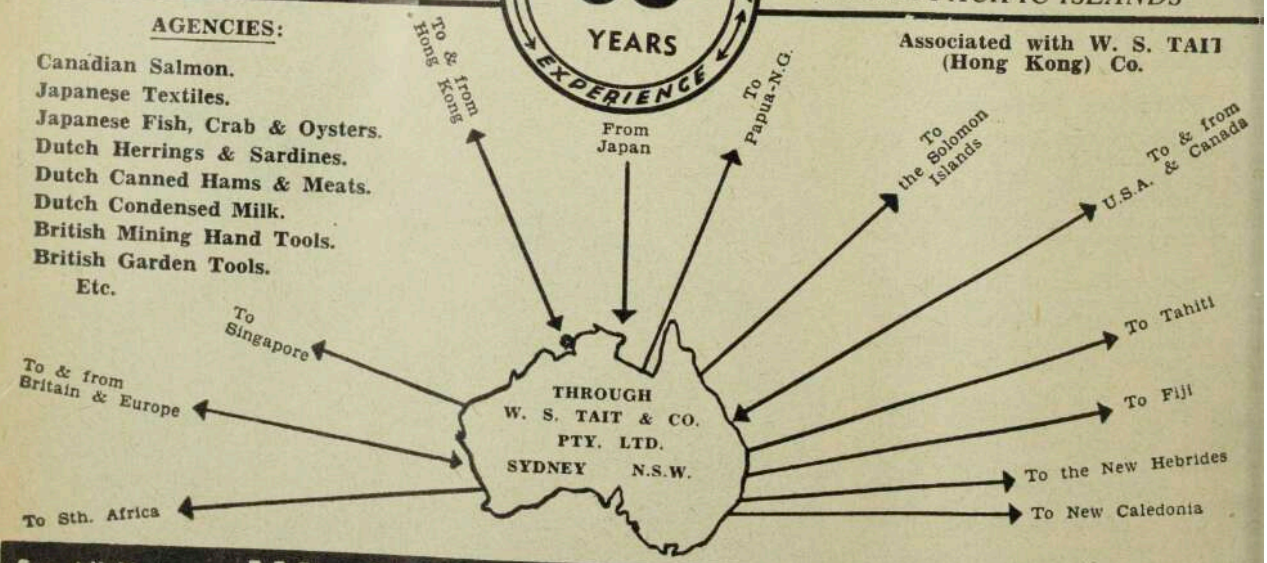
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Summary of P-NG's New Land Scheme

AN APPEAL FOR OTHERS TO SHARE IN IT

• *As questions have arisen concerning the terms under which the Australian Government and the Papua-New Guinea Administration will assist former servicemen to settle in New Guinea, "PIM" publishes the following summary of a discussion which took place at the recent session of the P-NG Legislative Council:*

THE Bill establishing the credit plan for ex-servicemen was introduced by the Crown Law Officer (Mr. Watkins) on Sept. 16. The Commonwealth Government has made available £250,000, to be loaned to former servicemen who first must be selected and approved by an investigating committee.

Mr. Watkins said certain conditions applied. The applicant for a loan must have been a member of the Australian Forces in World War II; or must have served for six months in Korea.

Others could get accreditation in certain circumstances.

He must have been resident for five years in the Territory; he must satisfy the committee that he has sufficient knowledge of agricultural procedure in the Territory; and he must show that land is available for his use.

Loans up to £25,000 would be made available at 3½% per annum. Certain conditions were laid down as a guarantee that the money would be properly spent.

Better Late Than Never

Mr. R. F. Bunting expressed the pleasure of ex-servicemen generally in that this settlement scheme had at last been accepted by Australia—better late than never.

The scheme, he said, would help in the establishment of new settlers in New Guinea—and the right class of new planters undoubtedly would help the natives in making industrial and social progress.

It was hoped that the servicemen to be thus aided would not be confined too strictly to Australian servicemen of World War II—he thought the scheme should be extended, where possible, to servicemen of World War I and to suitable men who had served in any British unit.

"I do hope," added Mr. Bunting, "that some arrangement will be made under which land will be made available for suitable servicemen."

The Administrator (Brigadier Cleland): I think it has been made perfectly clear that it is an obligation upon the Administration to make land available to servicemen under this scheme.

Mr. Ian Downs said that this statement by the Administrator, on top of what had been said by Mr. Watkins in introducing the Bill, made it necessary for the Administration now to indicate where it was going to get the land required under the scheme.

Large Areas Held

Large areas of land suitable for development were now being held by individuals and institutions—and especially the Missions—which were not being developed, said Mr. Downs. The Department of Forests, for example, had large areas of land which were suitable for agriculture and which were not required for afforestation—he referred especially to land in the Wau area—and he thought some of those areas should be made available.

It was possible, also, that some system of preference should be introduced to ensure that suitable persons obtained land.

"The key to the success of this whole thing," said Mr. Downs, "is the Board of Control, and I think it is a great pity that representatives of the ex-servicemen are not to be on the Board."

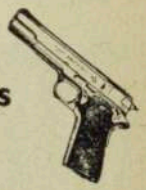
Mr. Fairfax Ross pointed out that it was 13 years since the war ended and some of the servicemen



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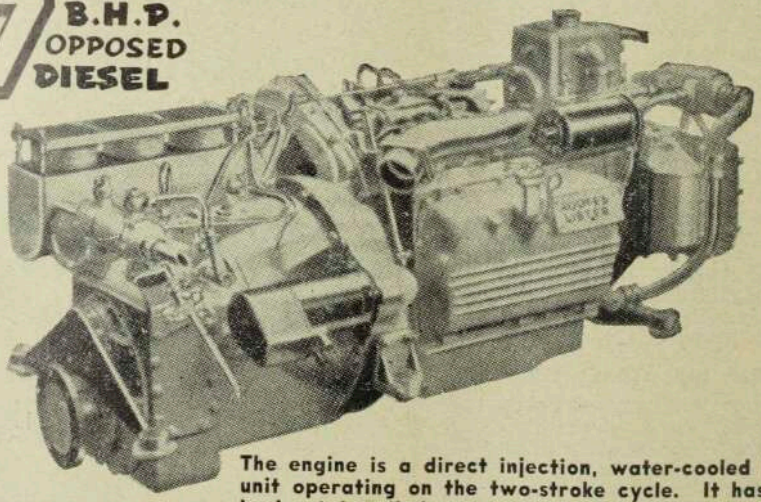
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to whom this Bill applied—and who ought to have been established long ago as suitable planters—were now getting "pretty long in the tooth".

Facilities should be provided quickly for the establishment of these new settlers so that they could begin to earn an income reasonably soon.

He questioned whether £25,000 would be sufficient in some cases to allow a planter to become reasonably well established—the cost of running a staff and a team of 40 labourers, and of providing new housing and equipment, would be not less than £6,000 per annum—and this meant that such a man must have private means.

He urged that help be given to ex-servicemen who wished to purchase plantations which already had been established. One of the conditions of the scheme was that the man receiving this help should make "a reasonable living from a home maintenance area"—and what did that mean? The phrase should be clarified.

Much would depend upon the capability of the Board of Control. Incompetent and inexperienced persons who were incapable of organising and directing native labour, should not be in it.

"The Key"

Mr. Dudley Jones said that the determination by the Board of what is a reasonable standard of living, to be applied to these ex-servicemen, was the key to the whole thing; and he therefore was astounded that representatives of the ex-servicemen were not to be on the Board of Control.

One of the chief problems was the availability of land. In his opinion there was a great deal of suitable land in the Territory which could be used, but was not being made available for use—he referred to 2,000 acres that he knew of in the Bainings, which seemed to be owned by one native woman. There were large areas of alienated land, both freehold and leasehold, which were not being made use of.

Father Dwyer said that as the operation of the Board of Control was the key to the scheme, some means should be found of allowing a representative of the ex-servicemen to serve on the Board.

Mr. Watkins, replying, said that he thought that the matter of representation of ex-servicemen on the Board would be taken into consideration by the Minister.

Adverse Trade Balance Grows

Fiji's adverse trade balance for the year up to the end of September was over £4,500,000—about £3,000,000 more than the adverse balance at the same time last year. Exports in September totalled over £1,500,000. They exceeded imports by £22,000.

Dog Unwillingly Wagged by Tail

Because the bulk of Papua-New Guinea's copra is produced in the Islands section of the Territory, organised coconut planters claim that the headquarters of the P-NG Copra Marketing Board should be in Rabaul, where the necessary communications between planters and Board can be better maintained.

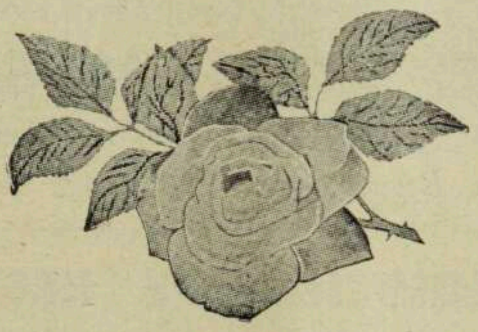
The board does not see it that way. The chairman says that quick communication between Board and Departments is more important than closer relations between Board and producers.

The Planters' Association discussed this matter at its meeting in Rabaul in August and decided to keep up the pressure.

Canberra and Port Moresby insist that the Board is not an Administration instrumentality, but Administration Top Brass will have to make the decision, in the end. Consequently headquarters are expected to remain in Port Moresby.

Emphatically, the Islands section of the Territory—and, to a lesser degree, the Lae-Madang-Highlands section—does not like "being tied to the tail of Port Moresby".

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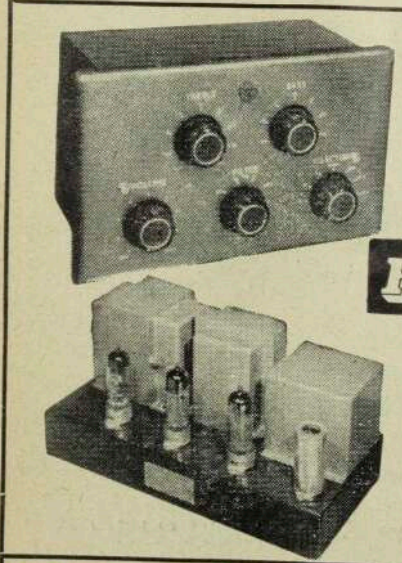
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October was Eclipse Time in the Cooks

And Just About Everybody Got Into The Act

From Gordon Russell, in Rarotonga

Because, at about 9 a.m., October 12, the moon chose to intercept, for four precious minutes, between the sun and the isles of Pukapuka, Nassau, Suwarrow, and five others nearby, both September and October were disturbing months in the Cooks.

OVER that period this cluster of scattered South Sea isles was the playground, not only of Polynesians and romanticists, but of long-haired scientific types on projects, operations, expeditions.

The air was filled not with soft music and laughter, but with nuclear devices, rockets, helicopters, TNT, and other modern playthings.

On August 25, a great mobile laboratory, the USS *Fort Defiance*, moved in on remote, primitive Pukapuka to disgorge a small army of specialists replete with eclipse shooting gadgets, helicopters, amphibious "ducks", bulldozers, TNT, Coca-Cola and chewing gum.

All the best expeditions these days usurp a slice of ocean to themselves, and in early October *Fort Defiance* had its very own Keep-Off zone just north of Pukapuka. It began to probe the atmosphere with instrument laden rockets, designed to rise some 150 miles and, among other things, furnish photographic records should cloud block the view of the scientists below.

For some weeks before this, a detachment of the shore party was busy dynamiting a bigger and better boat passage across the substantial Pukapuka coral reef — using that earth-moving "Take it away, Buddy" style peculiar to US service personnel on assignment.

From all accounts an impressive job was done. About 50 tons of TNT and other labour-saving devices produced a deep and cunningly orientated passage, with a dog-leg course and stilling-pool designed to dissipate the ocean swell that likes to dump heavy laden Pukapukan outrigger canoes against solid coral.

They Left Something

No matter how much this American Eclipse Expedition may have temporarily eclipsed the social, spiritual and economic concepts of the people of Pukapuka, it has made handsome recompense in the form of this permanent passage.

On September 22, there arrived non-stop from Tokyo for a one-day visit to Rarotonga the 600-ton *Oshoro-Maru*, en route to lonesome, uninhabited Suwarrow, venue of the Japanese Eclipse Expedition.

Normally a fisheries research vessel of the Hokkaido University Fisheries faculty, the *Oshoro-Maru*, was on this occasion laden with scientists and students. For nine hours there were many Japanese, well armed with cine and still cameras, bowing and smiling in Avarua township.

A local Advancement of Science Committee took charge of the official Japanese party. Among dining, visiting and sight-seeing arrangements, the Japanese managed to sandwich in an address on eclipse affairs by Dr. Aio Kato, leader of the expedition, and his deputy, Dr. Suemoto, at a well-attended gathering in the local courtroom. By 5 p.m., all the visitors were aboard again, plus one local resident, Jack Best, as liaison officer for the Cook Islands Administration. An hour later the little ship was headed north for its date with the sun and moon at 4 minutes past 9, local time, October 12, at Anchorage Islet, Suwarrow.

First Japanese

Many years ago an ordinance was framed to debar Orientals from entry to these islands and this was the first occasion on which a group of Japanese had set foot on Rarotongan soil.

Polynesians are never rude to guests but there was an air of restraint apparent on this occasion. Many of the Europeans were prepared to extend the hand of friendship, at least on a scientific level.

Locals were rather intrigued with the brand name of the standard



This is how the eclipse looked to some observers in the Cooks. It was the maximum phase seen at Rarotonga.
Photo: Douglas Berry.

How They Fared At The Eclipse

The Amercians, who had spent a very considerable sum in organising and transporting their big IGY solar eclipse expedition to Pukapuka, Northern Cooks, were unlucky.

A thunderstorm swept the atoll during most of the vital minutes, to the bitter disappointment of the assembled scientific observers. They saw the moon for the first eighth of the eclipse, and the last fraction.

However, the other teams— combined UK-NZ small group at Atafu, Tokelaus, and the big Japanese expedition at Suwarrow, experienced good conditions.

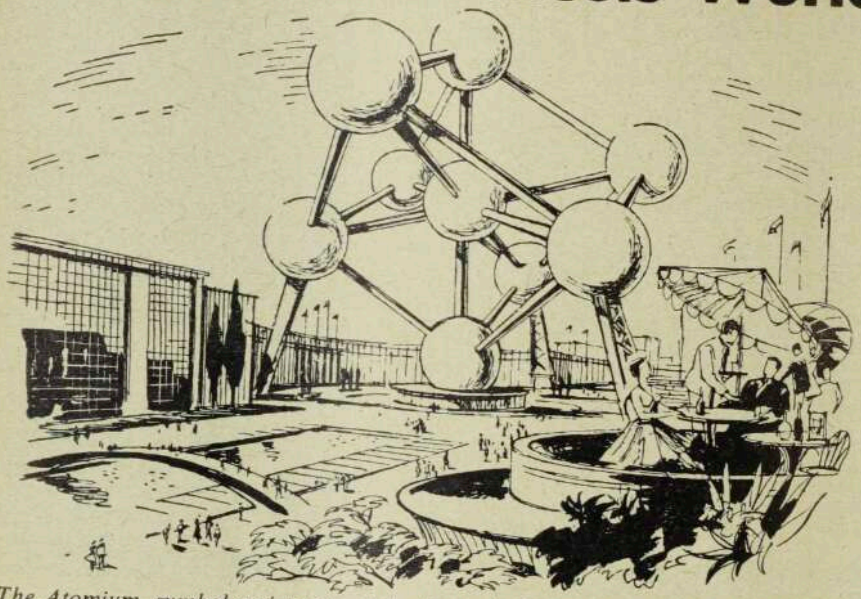
There was perfect weather at the latter atoll during the critical two minutes, and the wide range of information recorded by camera, radio, and magnetometer will take two years to fully process.

Somebody's Sub. Was There, Too

An unidentified submarine was apparently interested in the eclipse in October. On the morning of the eclipse, the sub was seen by many people as it sailed along the entire southern reef edge of Pukapuka, where the Americans were stationed. A few hours later it was seen again about two miles north of Avatiu, on the northern side of the island. *(See Shipping news, p. 112).*

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More than 1,000 Tons of Aluminium at the Brussels World Fair



The Atomium, symbol and centre of the Brussels World Fair, 1958. This 320 ft. high structure represents an elementary iron crystal. The nine large spheres, each 59 ft. in diameter, are made from steel, clad with high purity electrolytically-brightened aluminium. The spheres, which are connected by tubes enclosing escalators, will house exhibits showing the results of research into peaceful uses of atomic energy.

Aluminium is once again proving itself to be the Metal of the Age in this era of scientific adventure. Architects and designers of many nations are using this strong, light, corrosion-resistant metal with imagination and ingenuity at the Brussels World Fair in the national pavilions and exhibition halls. Here are just a few examples:—

58

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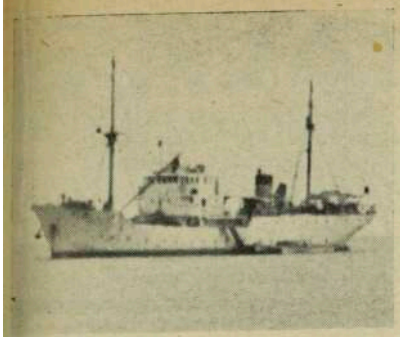
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A danger area was declared in a fan-shaped segment of ocean extending 150 miles out from a point north-east of Pukapuka, Northern Cooks, between September 26 and October 13, because of rocket firing experiments associated with the eclipse. The rockets were fired from the US Navy dock landing ship "Fort Defiance" (above), mother-ship for the American eclipse expedition. Five Nike-Asp rockets fired during the actual eclipse were reported to have given valuable information. The firing point was located on the northern edge of the 150-mile wide zone in which the eclipse was total. At least one of the rockets reached a height of 150 miles.

Photo: G. Russell.

issue Japanese cigarette, "Peace". And some ardent local golfers, addressing their Saturday afternoon ball, were disconcerted to observe the nose of a cine camera projecting from the rear of a truck as it careered the length of Rarotonga's airport. (But golfers are so easily put off their game.)

Aboard *Oshoro-Maru* were five teams of scientists, two from the Tohoku University (astronomical and geophysical), one from the Tokyo Astronomical Observatory, one from the Science Faculty at Kyoto University, and a party from the Japanese Hydrographic office. Each had a specific assignment at Suwarrow.

The Track

The track of this total solar eclipse embraced eight islands; three in the Tokelaus, three in the Cooks, two in the Societies. Britain and New Zealand were represented at Atafu, in the Tokelaus. The Russians were scheduled for Mopelia in the Societies.

An Australian team, earlier expected at Aitutaki in the Cooks—just outside the total eclipse track—failed to materialise.

This 1958 eclipse was rather special, the only one to fall within the IGY, into which so much effort has gone to advance knowledge of the earth's atmosphere and beyond. Best grandstand seat was at little Nassau, just south of Pukapuka, but the hazardous landing conditions on this reef-bound islet ruled it out. Next best possies were Pukapuka and Suwarrow.

See also shipping news, including "Thanks to Uncle Sam", page 111.

Letter to the Editor

Fantasy of the Nordic Imagination

JUST a passing thought on your article headed, "An Opinion On the Subject Of Racial Values" (Sept. *PIM*).

The result of your "Nordic" correspondent's study of recorded history and his observation of nations and races, would lead one to believe he may imagine himself to be one of these fantasies of his imagination.

Apparently the "Mediterranean types" improved the Nordic types of England after the French and Italian conquests of England.

Maybe he would like to believe only the best from these "unfortunate" areas formed the conquering armies occupying the best areas of England and left the rubbish of their manhood behind.

Then his wild misstatements of Nordics in the United States of America! He has the grace to add, "Perhaps these generalisations are wrong". How blind can you be?

Why publish such rubbish—unless your correspondent is one of the publishers, then, of course, you have no choice.

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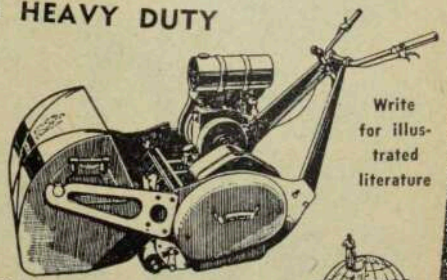
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No Teeth in P-NG Labour Laws

Undisciplined Native Crews Now A Danger

By a Staff Writer

The present Administration policy of coddling natives and leaving European private enterprise to manage as best it can, is tending to hamstring the coastal ships of Papua and New Guinea, upon which so much of the Territory's transportation depends.

THERE are planters' associations which occasionally become vocal and fight the Administration for a fair deal. But there is no organisation of ship-owners; and the latter are getting a very raw deal, indeed.

Nowadays, nearly all native labour employed on coastal ships is casual labour. The results are seen in a lack of training, in inefficiency, and in a grave absence of that discipline which is essential to the safety of ships at sea. In quite recent months, these cases occurred:

- When, in Papuan waters, a small ship caught fire, the native crew seized the boat and made for the shore and left the Europeans (including Captain Jim Richie) to manage as best they could.
- When the *Bellbird* was lost off the South Coast of New Britain all but one of the natives employed aboard lost their heads and dived overboard. (The other acted heroically).
- When the *Gazelle* got into trouble near the Witu Islands the natives seized the boat and made off, leaving the European captain to get out of it in any way he could.

Leave When They Like

In recent years, the natives have learned that if they do not accept employment on ships under a contract, and get taken on as casuals, they can leave when they like, and how they like, and the employers can do nothing about it. Even if they are on contract and run away, there is no penalty in the Ordinance, except a Civil Court action.

When crew leave in this fashion, the ship is simply tied up. Native Affairs Department officials do nothing about it—the employers suspect that in many cases the officials' sympathy is with the natives.

It has been like that ever since Socialist Minister Eddie Ward introduced his "policy of native freedom" after the war—which policy has been carried on by Minister Hasluck.

In the old days, these matters were controlled by labour contracts, and the terms of the contract were enforceable.

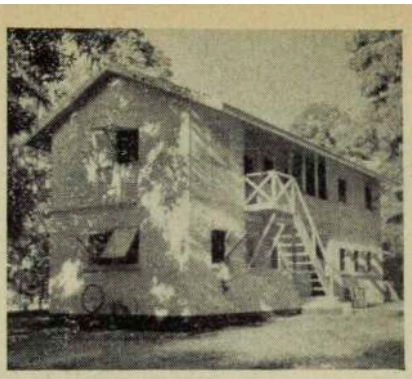
For reasons of both discipline and training, natives should be signed onto ships, just as European men are in European countries. But in New Guinea, now, the native does very much as he pleases.

Desperate for Crew

Shipowners and captains are so desperate for crew, generally, that they take on these workers as casuals, although they know they are asking for trouble.

A bad feature is the failure of shipping people to train native youths and men as steersmen, marine engineers, and so forth. They cannot train the crews which can—and do—walk off at any time.

The crews often are arrogant, undisciplined and endanger the safety of ships—and this situation will worsen as long as the present Administration attitude towards shipboard labour is allowed to continue.



NEW TYPE QUARTERS AT HONIARA

A two-storied building has recently been completed to house single employees of the Honiara power house.

The first floor comprises five rooms, the ground floor three rooms and a large messroom. Each living room is approximately 120 square feet and accommodates two employees.

Three sets of toilets and shower recesses and a laundry have been incorporated in the general layout, plus a cook house with stoves and double sinks.

The first of its type, the building is an experiment by the BSIP Government to obtain better-class housing arrangements for its permanent native staff.



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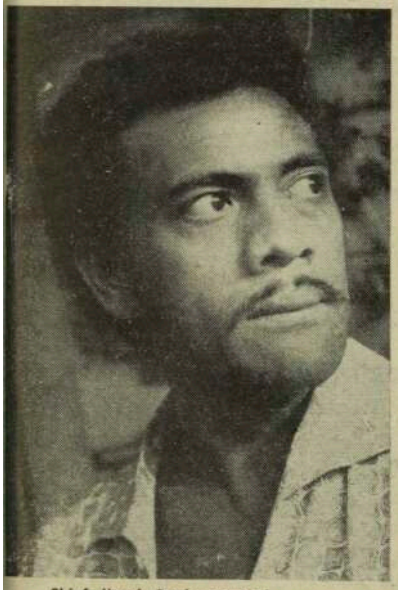
The Wedding Feast Lasted a Week

From Fred Dunn, in Noumea

If the Royal Courts of the Grand Chiefs of Mare and Lifou, in the Loyalty Islands, were in the habit of publishing Court circulars, one recently would have read that a marriage had taken place between the two dynasties.

FOR the young Chief of Lifou Island, Henri Boula, just home from the sea, where he was some years with the French Navy, has married Laura Naisseline, youngest daughter of the Grand Chief of Mare Island, Henri Naisseline.

The Loyalty Islands royalties take themselves very seriously and



Chief Henri Boula married . . .

concede little to other kingdoms—not even to British Royalty, with which they believe they have an affinity.

Both English and Scots blood flow in the veins of the rulers of these small coral islands, 50 miles off the east coast of New Caledonia.

The wedding ceremony was held in September at Mou, on Lifou, stronghold of that island's Grand Chief. Lifou has a population of about 7,000—almost all of it Protestant.

The ceremonies surrounding the marriage lasted nearly a week—for it was one of the most important events in the Loyalties for many years. According to islands custom, all tribes brought offerings for the newly-weds and there was in additian a respectable sum of money collected.

They Didn't Starve

The Grand Chief was obliged to feed all the visitors for the whole of the time they wanted to remain —and by the end of it they had eaten three tons of yams, 300 or 400 chickens, 100 pigs, 100 goats and some 40 oxen. Three hundred meals were served each morning and night during the week.

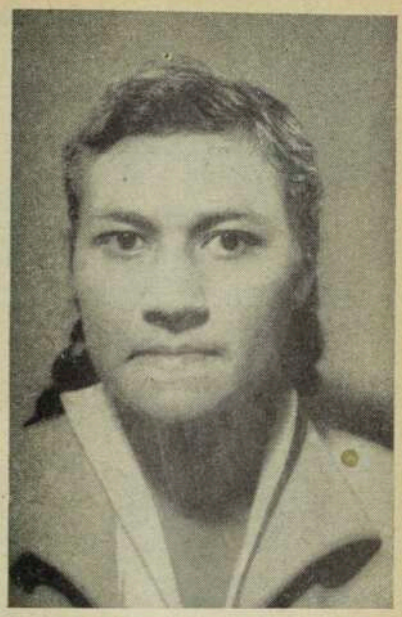
Dancing competitions were a feature of the ceremonies, and tribes from Lifou and Mare vied for top honours in creating spectacular effects.

There was one upset during the festivities when the Mare schooner, *Dada*, loaded with many tons of gifts for the young couple, struck a reef.

Fascinating History

Hundreds of natives swam to the vessel to bring the gifts ashore—which they did without loss. The *Dada* was later refloated, then beached for repairs.

The story of these two dynasties that are now linked, and the introduction of white blood into them is a fascinating one which yet awaits a Nordhoff or Hall to record.



. . . Laura Naisseline, daughter of a Grand Chief.

The bridegroom, Grand Chief Boula, is 23-years-old. Part of his service with the French Navy was spent aboard the French battleship, *Richelieu*.

He has Scots blood in his veins —by his grandmother, who was a half-caste Scotswoman educated at a Sydney college. Incidentally, it needs little imagination to see in the young chief's wide, sensitive face, some resemblance to certain photos of Robert Louis Stevenson.

(Over)

Some Old NG History Needing Attention

At Kokopo, in New Guinea, on the terrace overlooking the quiet sea, there still remains the flight of concrete steps which once led up from the waterside to the attractive bungalow, "Gunantambu", of Mrs. Paul Kolbe—or "Queen Emma", as she is so much better known.

Nothing now remains of "Gunantambu" except the rows of foundation stones, which give some idea of the dimensions of the once famous place. They show the location and lay-out of "Gunantambu".

A couple of miles away, along the road to Rabaul, on a bluff overlooking Blanche Bay, is the small private cemetery (mat-mat) which was established by Queen Emma in the years between 1885 and 1905; and, on the head-stones in this little cemetery, may be found some of the history of German New Guinea, before it was taken over by Australia.

Another couple of miles further along towards Rabaul is another little private cemetery—that established by Mrs. Phoebe Parkinson, who was "Queen Emma's" sister, and who occupied the next plantation. Its head-stones also contain valuable historical records.

Both of these little cemeteries have been forgotten and lost to sight for at least 40 years, and are overgrown with Kunai grass and scrub. It is a pity that they cannot be cared for in some way. This job perhaps could be undertaken by that little group of enthusiasts, headed by Max Lees and S. S. Smith, who formed the New Britain Historical Society a couple of years ago.

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The bride calls on both sides of the family tree for her white blood. Certain genes of the lifestream of a Mr. Wright, of London, who married into her mother's family a long time ago, have found refuge in Laura.

Lives in "London"

Another relative, still living, is a half-caste white woman reputed to have had an Australian father. She lives inland at a country house she calls "London"—and it is odd to hear a native set off with the announcement that he is "going to London".

It may well be that the recent marriage was the last of its kind in the Loyalties. With the present quick rate of native progress, the chiefly system may not survive another generation.

TREES ARE RETURNING TO THE NG HIGHLANDS

Written in Goroka, by R. W. Robson

After World War II, when I first saw this Goroka Valley—from District Officer George Greathead's lonely hillside house—it was featureless and practically bare of any growth except kunai and a very few wispy casuarinas.

LIKE so much of this Highlands area, the ancient native practice of burning off the grass to chase out the small animals (source of protein food) had completely destroyed every vestige of forest. There were no birds, few animals, no fish.

Today, in the lovely little town of Goroka itself, there are trees everywhere, flourishing beside the streams which flow through every main street. But the most remarkable thing is the way in which the forest is coming back into the surrounding little hills and valleys, of its own accord.

Greathead first, and then Downs and Seale in turn, clamped down on the native grass-burners. Nowadays, a special police patrol goes racing cross country, to subdue the grass fires, at the first sign of smoke.

As a result casuarina and other indigenous plants have become well established, and are showing above the kunai. Even without afforestation aid, the bush will come back—if the fires are suppressed.

But the district officials led by District Commissioner Seale, are enthusiastic foresters. Bits and pieces of plantations had already been established by DC Ian Downs, and now a really worthwhile effort is being made.

PIM

Handy Man Edgar

A hard worker named Bill Edgar, a master plumber, was injured badly in Port Moresby, and could not follow his trade. He was sent over to the DC at Goroka as a handy man. He supervises native labour—but his heart is in tree-growing. The delighted Mr. Seale has found his ideal forester.

In a little valley at North Goroka Seale and Edgar have established a tree nursery, with at least a million seedlings, green and flourishing.

Seeds have come in from everywhere. I was shown, in all stages of early growth, hoop pine, Australian eucalypts, British Borneo pine, cypress pine, radiata, elliotta (from North Italy), palistria and patula (from Portugal), golden wattle (South Australia) and an intriguing host of others.

If the gremlins spare Bill Edgar, the Goroka residents of 30 years hence will travel between low hills covered with lovely forests. Thousands of silky oak already are planted out on the hillsides—hundreds of thousands more young trees will follow soon.

In the nursery is a huge pile of empty beer-cans, from the pubs, the clubs and the messes. Some are for potting-out; the majority, put end to end, provide just the little drains which that well-watered tree-nursery requires.

A seven-man CSIRO team in October completed a three-months' land survey in the Ramu valley of the Madang district of P-NG.

This was the fifth team to go to the Territory to study the soils, vegetation and mineral resources of specific areas. Mr. H. A. Haantjens, a soil expert, said the purpose of the surveys was mainly to obtain an inventory of land resources in the Territory which could be used by the Administration to implement the country's development. 15,000 square miles of the Territory had now been covered by the surveys.



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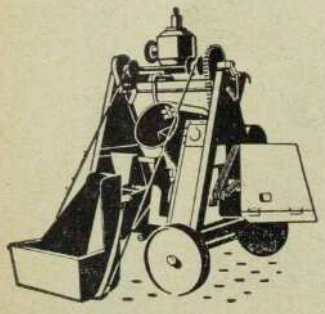


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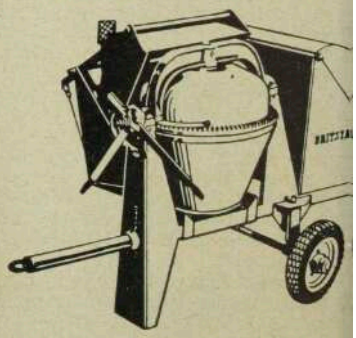
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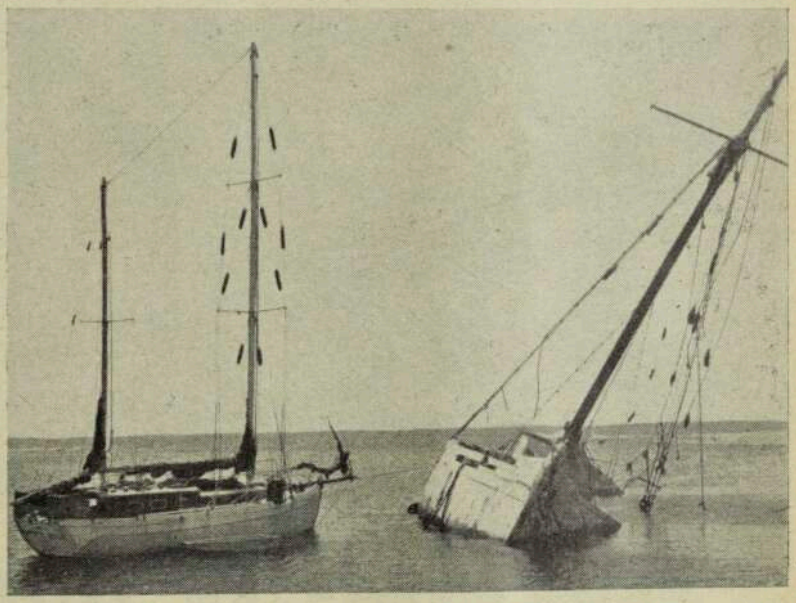


Cook Is. Fleet –Past and Present

At left is the schooner *Tiare Maori*, with Dick Brown's latest, *Taveuni*, on the right of the picture. Between them is the wreck of *Rannah*, blown on to the reef in 1954.

Picture below shows the *Marco Polo*, left, in course of a world cruise, tying up to the half-submerged ketch, *Inspire*, in Avatiu basin, Rarotonga.

Photos: G. Russell.



Getting Around in the Cooks

WITH THE BROWN AND OTHER LINES

By Gordon Russell

Two monuments to the Brown Line, of the inter-Cook Islands shipping fleet, now dominate Rarotonga's northern shoreline—the weathered skeleton of the MV Rannah, that was lifted neatly on to the reef edge just east of Avarua basin in a northerly blow on November 16, 1954; and the auxiliary ketch "Inspire", which sank ingloriously at her moorings in Avatiu basin in April last.

Inspire lies there still, an embarrassment to all except her operator, Dick Brown, and the odd visiting yacht that finds the rotting hull a convenient bulwark against wind and tide.

DICK BROWN'S turnover in inter-island tonnage has been considerable since he became the first local boy in the Cooks to make good as shipowner, trader and pearl-shell king, back in 1945.

Earlier vessels of the Brown Line that founded or broke up on local coral strands were *Tahitienne, Karoro, Mahurangi*, in that order.

Inspire is the first to die in bed, as it were, from natural causes.

But Dick always comes up with one more, his current vessel the Suva-built *Taveuni*, a blunt-nosed, powered ketch that has survived many maritime vicissitudes without covering many productive nautical miles. Her hour, or day, or week, of sailing is always a big question mark, and Dick is the first to admit that she sails "Maori time".

There is much activity in the Cooks these days, with room, it would seem, for all four of the shipowners who compete for a share of the trade between the 13 scattered isles of this isolated group.

Never a Picnic

Only Penrhyn, Suwarrow and Rarotonga offer any haven for even such small freighters as are in vogue, and working these craft in open water off reef-bound low-lying isles calls for constant vigilance and is rarely the dream-boat picnic so often conjured up in the minds of frustrated commuters.

But freight rates are high for the mileage run and there are good pickings if you know the ropes. All four local participants are fairly seasoned operators, but they differ somewhat in their approach to the problem of keeping holds full and expenses down.

The manner in which the Brown Line gets by has been indicated.

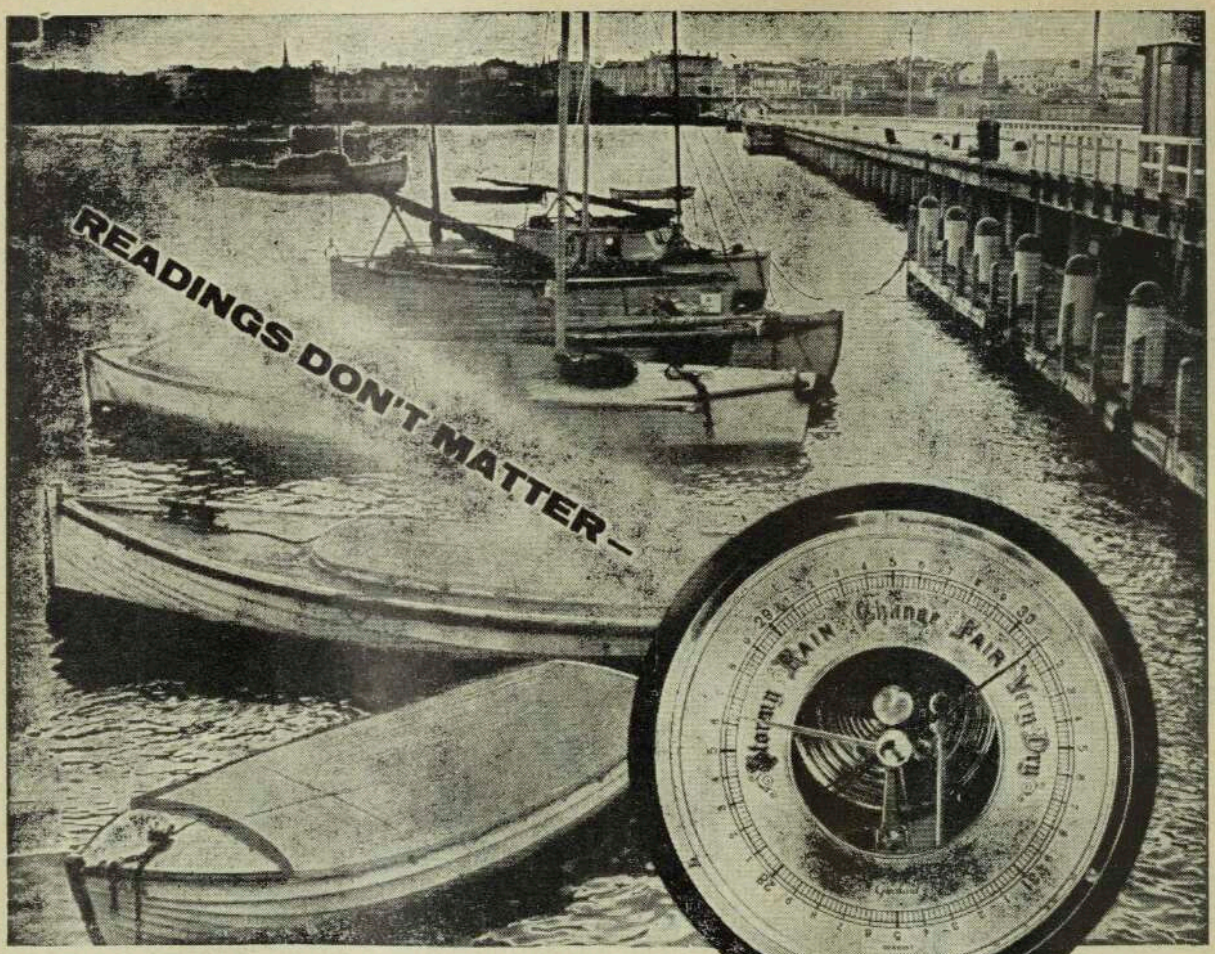
For many years the *Charlotte Donald*, representing the old established island trading firm of A. B. Donald Ltd., has pulsated with gratifying regularity around the Cooks with the redoubtable Capt. Andy Thomson vociferously in command. He has now been succeeded by Capt. Francis Bottoms.

But *Charlotte Donald* is in a class to herself, committed primarily to feeding Donald's chain of island stores with supplies and hauling copra homeward.

At the same time she is the favoured vehicle of Administration officials on state affairs and her principals not averse to an occasional charter—magic word!

As to profit or loss—she is but part of a considerable organisation, and that answer is buried some-

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Territory's Tidiest Town

All the gutters of all the streets in the pretty little town of Goroka, in the New Guinea Highlands, are being finished off in this way with small boulders, brought from the nearby rivers.

Water — which comes in by gravitation from the surrounding hills—flows through practically every street. Where culverts are needed, discarded petrol drums are used, as shown in the picture.

In these ways, avoiding the crippling cost of inwards airborne cement, the District Commissioner of this pleasant country has produced clean, tidy streets—alongside which newly-planted trees now are growing luxuriantly.

where in a complicated balance-sheet.

Most recent entrant in this maritime field is the graceful, powered schooner *Tiare Maori*, of the South Pacific Trading Company, Vancouver registered, but with a strong American flavour.

Walter Johnson, a wealthy American, is the boss, and as he also owns a luxury yacht, the *Nordlys*, based on Tahiti, initial waterfront opinion was that this new competitor should not be taken too seriously. The novelty, we thought, would soon wear off.

But the speedy *Tiare Maori* has moved around to considerable purpose over the last three years and her operators are showing a marked interest in local commercial activities.

Latest iron in the fire is the freighting of motor spirit from Tahiti, a venture that seems to offer lucrative possibilities.

In command of *Tiare Maori* is a hustling young American, Don Matthews. He has a Tahitian crew.

Completing the field of CI operators are Skipper Hugh Williams and his faithful cobber, engineer Les Livingstone, the former the most colourful personality on the waterfront. Hughie is noted for his habitual grumblings; for his passion for haunting second-hand furniture emporiums, and his flair for buying and selling the right ship at the right time.

Hughie Gets Back

It was Hughie and Les who brought *Inspire* to these waters from England and made good in her with fast passages here, there and everywhere over a period when local tonnage was at a premium.

Hughie then disposed of her to advantage and with equal sagacity and energy bought, operated and sold her successor, MV *Melva*. At the moment of writing he and Les are Rarotonga bound from Port Moresby with his latest purchase, the 83-ft *Dobiri*. Hughie and Les, with a local crew, are a self-contained and mobile unit, and—half the battle—they live aboard.

Fiji Postage Up

Postage rates for aerogrammes and air letter-cards from Fiji went up in November. The air-letter rate of 3d to NZ and Australia went up to 6d—the first rise in 17 years.



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Condemned By Almost Everyone, Yet—

NG's Head Tax Continues

As was to be expected in view of recent events, the non-official members of the Legislative Council of Papua and New Guinea had some rather biting things to say at the September Session when the Government introduced the Bill authorising the continuance of the £2 per head yearly tax on natives.

WHETHER in terms of money or in prestige, said Mr. Ian Downs, no good arguments for continuing this tax can be produced. Most of the fears of those who criticised the measure when it was first introduced have been completely justified. He proceeded to refer to the shooting incidents among the Tolai people who had refused to pay the tax.

Mr. Watkins (Law Officer) raised a point of order; and the President (Brigadier Cleland) ruled that there could be no reference in that debate to the subjects that were then under official enquiry at Rabaul.

Mr. Downs said that variations in the tax had caused a great deal of misunderstanding. In some cases, the rates of tax had been fixed against the advice of the Government's own experienced officers. As much as 60 per cent. or 70 per cent. of the time of busy patrol officers had been wasted in trying to collect this tax in difficult areas. They thus were prejudiced in their work among the natives—they were being regarded as tax collectors and not as Administrative officials.

In the light of the experience gained during the year, he urged that it would be most wise on the part of the Administration to adopt some different system.

"No Money"

Simogen, the native member, speaking in Pidgin and interpreted by Mr. J. K. McCarthy, declared that large communities in his Sepik country had no money and therefore were not able to pay this £2 per head tax.

These people, however, had given much time and labour to the construction of roads in their district, for which they had not been paid —it was in that way that they discharged their communal obligations. They were not necessarily opposing the idea of a head tax—they simply had no money. In view of the services they had given in road building, he suggested, these people might be given a general exemption from the head tax.

Mr. Dudley Jones expressed strong opposition to the tax, which he said tended steadily to destroy whatever happy relations had existed in the past between the Administration field staff and the natives for whom they were supposed to care.

Mahuru Rarua-Rarua, native member, speaking in good English, declared that the tax was working unjustly in certain directions. Natives who had land and could grow saleable products could pay a tax—but what was to be done with those people who had no land and no means of earning money?

They should not be asked to pay tax. In many cases the time-expired labourers who returned to their villages with a little money were assisting other natives to pay the taxes.

"No Hardship"

Mr. Fairfax Ross said he had seen no hardship in Papua—and it was only fair that natives who were enjoying certain increasing social amenities should be asked to pay something towards the cost of governing the country. He thought the Administration already was adopting a tolerant attitude towards natives who did not have the cash to pay the tax—each case was being treated on its merits.

Father Dwyer said he opposed the original tax proposal because the Administration had not engaged in sufficient research regarding the method of collection—and events since then justified that criticism.

He urged that tax collectors be instructed to make very clear to the natives the means by which exemption from tax could be obtained. It would be interesting to know how many Tolai people had lodged applications for tax exemption, and how they were advised.

Under the present arrangement the officials who had to gather the tax apparently had no authority for hearing or granting applications for exemption.

"No Public Relations"

Mr. J. K. McCarthy (who acted as Director of Native Affairs for several months recently) said that in 99 per cent. of cases the official authorised to collect the tax could also sit as a tribunal and grant exemptions; and the utmost liberality had been observed in granting exemptions.

Mr. John Hohnen said that in the majority of cases, the failure of tax collection lay in the failure of public relations. He reminded the Council that a year ago Simogen warned them that he did not object to the tax, but that he did feel that the

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native communities had not been sufficiently prepared for the tax.

Later in the debate, after officials had explained the manner in which the head tax of £2 could be reduced to 10/-, or 5/- a year in certain circumstances, both Mr. Downs and Mr. Bunting sharply criticised the methods that had been followed. Mr. Downs quoted figures, from one district as against another, to show lack of uniformity in the application of the tax laws.

"When this Bill was introduced," said Mr. James. "I opposed it in its entirety as a damned silly and unnecessary thing—and the experience we have gained since then shows that we were right. I regard the native head tax as a catastrophe—bad in every way.

"I cannot see that it serves any useful purpose and it is likely to create bad relations between the Administration and the natives."

"And no Teachers"

The Rev. D. E. Ure said that because of this head tax, villagers in many places now were unable to find the money needed to pay for the services of teachers in the village schools, and it was likely that the Methodist Mission in places would have to close schools already established. That threw upon the Administration the obligation to provide schools in those villages.

He strongly urged that the head tax be reviewed in the light of one year's experience.

Mr. Dudley Jones remarked that it was really not a personal tax but an area tax, because it varied so much in its application from district to district.

Mr. A. A. Roberts, Director of Native Affairs, said the tax was no new thing—the natives had been paying individual annual tax for a very long time. The different rates in different districts were fixed by the District Commissioners according to local conditions.

In Committee on the Bill, Mr Downs moved to have the tax schedules altered or reduced. His proposals received short shrift at the hands of the official majority and the Bill was passed; and the head tax continues.

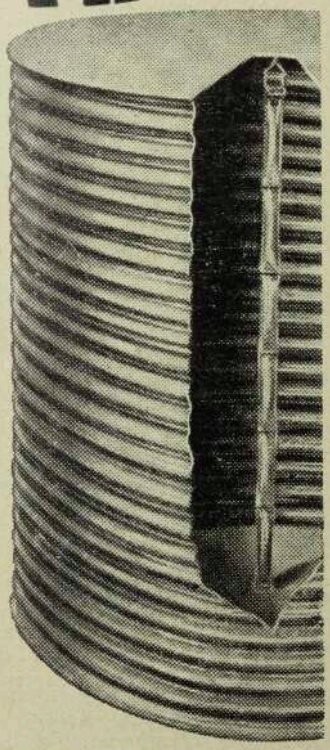
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A NEW BOOK BY DR. O. DEGENER

ONE of the most interesting things about Dr. Otto Degener's fifth volume on Hawaiian flora is the binding—although this is not meant as a slight on the contents. The binding is of a new loose-leaf variety; back and front covers can be screwed apart, presumably to allow new sheets to be inserted from time to time. This sample of book publishing looks an expensive job and, according to the author, was made possible only by the "generosity of the National Science Foundation of Washington, DC".

The contents of the book are well above the head of anyone but the scientist. With this present volume and the four earlier ones, Degener covers pretty well the whole scope of plant life in the Hawaiian Group, and this, no doubt will be of considerable interest to botanists in other Pacific Islands Groups, as well as on Home ground. It is not, of course, designed for the entertainment of the layman.

Dr. Degener himself is well known to *PIM* readers—for his scientific work, his writings, and through his association with Captain Eric de Bisschop who was killed at the end of his latest raft drift in August.

(THE NEW ILLUSTRATED FLORA OF THE HAWAIIAN ISLANDS. US price $5.)

Ship's Presentation

Ship's company of the NZ frigate HMNZS *Pukaki* in October handed over a £50 cheque to the patients' welfare fund at Makogai leper colony, Fiji, because they were "impressed with the cheerful and happy spirit at Makogai" during a recent visit.

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P-NG Legislative Council

'SO FUTILE, THEY MIGHT AS WELL STAY AT HOME'

My outstanding impression of the September session of the Legislative Council of Papua and New Guinea (I had not seen it at work for some years) is the futility of the whole thing—especially the indifference of the solid, impassive wall of officialdom to the arguments and pleadings of the non-official members.

IN addition to the three natives, there are six non-official Europeans—three nominated and three elected. In all matters affecting the Territory, the nominated men seem much closer to the elected men than to high officialdom, although the latter is responsible for their presence there.

Again and again, the non-officials submitted, with moderation, cogency and reason, various points of view which were alternatives to official proposals; but I did not see one indication that official plans would be re-drawn in favour of any of them.

The shortest and sharpest protests against officialdom's bulldozing tactics came from Mr. E. A. James, when important Bills were laid on members' desks a few minutes before the machinery for their passing was brought into operation.

"I have appealed, again and again, for some consideration in regard to these things," he said. "How can we be expected to make any intelligent comment on these proposals when we have no chance to study the measures, and their probable effect?"

"Ruthless"

But the machine rolled on, quite ruthlessly. Departmental heads moved for the adoption of the various measures; members commented, and protested, and recommended amendments; their contributions to debate were either ignored or very briefly referred to by the official heads; and the Bills went through.

Everyone knew, of course, that the Bills had been finally put together, after the Port Moresby chiefs had had their say, by the czars of Canberra; and they could not be amended in any significant way without Canberra's permission.

At the end of three days, (Tuesday, Wednesday, Thursday) the non-official members were thoroughly sick of it—and they did not hide their feelings. The Council continued its session on Friday, Saturday and Monday; but by Friday afternoon most of the New Guinea non-official members had left for home. And who could blame them?

Here is an extract from a speech made by Minister Paul Hasluck at the inauguration of the Legislative Council in Port Moresby on November 26, 1951:

The inauguration of this Council affords an opportunity, which has hitherto been lacking, for the clear and responsible expression of opinion by various sections of the Territory community . . .

Exchange of knowledge and ideas in this Council should produce better legislation.

The future development of this Council lies in the hands of the people of the Territory.

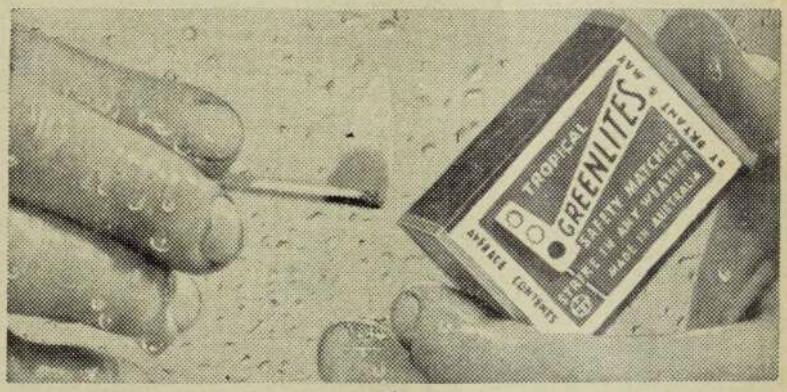
Like most of this Minister's speeches, the theory is beautiful; but its practical application has been killed by the dictator's inability to see any viewpoint other than his own.

There are some very sound men in that Legco—both official and unofficial. For all the help they are in administration, however, they might as well stay at home.—RWR.

The south eastern part of Viti Levu, Fiji, has had its driest June-September period on record. The total rainfall was only 8.08 inches at Suva and 7.68 inches at Laucala Bay.

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The Lord Shall Provide

FORTY-ODD years ago King George Tubou II of Tonga ordered a smart yacht from the leading Auckland boat-builder of the day. What her total cost was I do not recall—but when *Onelua* eventually arrived at Nukualofa there was still a sum of £300 outstanding, and her builders were apparently not altogether happy about the financial arrangements.

At least I gathered as much from a communication which I received prior to the arrival of the yacht, asking me to act on behalf of the builders and to arrange for collection of the money before she was handed over.

I was a little worried. After all, "putting the hard word" on a King is not an altogether enviable task, especially if you are a government employee, as I was at the time.

As it happened, due to the King being in the northern islands, the yacht was already lying in Nukualofa Harbour before I had an opportunity to obtain an audience with him. Under these circumstances, if the builders' misgivings were in any way well founded, the prospects of my mission proving successful seemed rather poor.

The audience was duly granted and I lodged a strong plea on behalf of the builders for a prompt settlement of the sum still owing.

King George took it well, but as expected, declared that he just did not have the cash available immediately—£300 was £300 in those days, and a King has many calls on his exchequer. So that seemed to be that!

I was about to withdraw when I noticed a far-away thoughtful look in King George's eye and realised that there was still some hope of success. "Jack'" he said, "tell them to send for the Old Man".

The Old Man was the Rev. Mr. Watkin, head of the Tongan Church and, it seemed to me, a most unlikely source of raising a loan on a yacht. However, I obeyed, and withdrew.

Later in the day I received a visit from Mr. Watkin and was dumbfounded when he produced and paid over the outstanding sum.

Some days later I again saw the King. "You received the money, Jack?" he said.

"Yes, Your Majesty," I said, "but tell me, how did you do it?"

A merry twinkle came into his eye. "Well," he said, "it's all very simple, as I see it. The law says that I am head of the Church in Tonga—so, as long as there's cash in the Church's safe, there's really no problem, is there?"—*J. D. Whitcombe.*

Any Papuan Like a Silk Topper?

AFTER Wally Maidment died, in Daru, Papua, in September, old friends were assisting Mrs. Maidment in rearranging his records and personal effects, accumulated there over a period of 40 years.

One of their liveliest discoveries was a perfect example of a tall, silk top-hat, stowed away behind a book-case and carefully protected against tropical pests. Inside, it had the inscription "Manufactured for the Australian Exhibition".

"Imagine this thing here, away out in Daru," writes Mrs. Jan Croft. "I am told that the late Archie Baldwin once wore it at an official function on this island. What shall we do with it?"

Has any reader any practicable suggestion? Has anyone a home for the ancient topper? *PIM* has not seen one of this shiny black variety in Australia for a quarter century—the grey ones sometimes get out for an airing at functions like the Melbourne Cup.

The Sogeri Veteran

ALTHOUGH well advanced in years, Mr. P. J. McDonald, of the Sogeri Valley, is still a fine figure of a man on horseback; and, on horseback, he directed some important sections of the Papuan Show at Sogeri on September 15.

Over his riding-boots he wore a pair of glittering spurs. A word of admiration brought an interesting fact—"PJ" carried those spurs through three wars—the Boer War, World War I and World War II.

"PJ" thoroughly enjoys himself



THE KAVA BOWL. Yanqona, or kava, is the traditional drink of the Fijians, and no tourist —or anybody else—can visit Fiji without being offered the bowl. But here is the biggest bowl ever—central motif in the most spectacular float of this year's Hibiscus Festival procession in Suva. Miss Eunice Wong adds the feminine touch. The float was presented by the NZ Ministry of Works. —Fiji PRO photo.

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at a party—and there were many parties in and around the Sogeri Show. He had a long session at one table with a squared-faced visitor, and got on well with him.

Finally, he said, confidentially: "You know, it's a funny thing—but you look just like Orme Denny".

And as a matter of fact, it *was* Captain Orme Denny, over from Lae on Qantas business.

Islands' Paradise at Paris Prices

A CORRESPONDENT in New Caledonia, complaining about the high cost of living, says the situation is beginning to get too crazy for him.

A block of land in Noumea, he says, now sells at the same price as a similar block on the Champs Elysees. And New Caledonia imported last year, he says, 30,000 frozen heads of poultry valued at £A21,000. But although they came from France, Denmark, Holland and Australia, they could be bought for one-third less than the local birds.

Who Invented Those Hula Hoops?

DID the current American hula-hoop craze—they call it hoola-hoop—start at Pitcairn Island? Mr. A. Wotherspoon who returned to New Zealand recently after serving as teacher on the island, thinks that it did.

Writing to the *NZ Herald*, Mr. Wotherspoon said that when he took charge of the Pitcairn school in 1956 he found some cane hoops stowed away in a cupboard. They were issued to the children who very quickly became skilled at rotating them round their bodies by a slight hula motion of the hips.

The craze was at its height on the island when Captain Irving Johnson's brigantine yacht *Yankee* arrived on the scene on its last round-the-world cruise from the United States. Movies were shot while at the island, which included shots of the hula-hoop operations.

The movies were later widely shown in the United States and Mr. Wotherspoon feels sure that this was the beginning of what has become a major craze, even wit adults, in the United States, wit special light tubular plastic hoop being manufactured, and hoola-hoo recordings in rock-and-roll temp selling by the million.—*JPS* .

(*Time* magazine and othe authorities give the credit for hav ing invented the hula-hoop to Aus tralia, where it was a craze a coupl of years ago. Hooping there is no as dead as the dodo; and so is th Yo Yo craze that followed it.— *PIM* Ed.)

Tropic Topic

A 20 per cent. dividend
From coffee sure sounds fine,
But I wonder if their prospectus star
With "Once Upon a Time"?

—T

No More Drum Beats Along the Rewa

CIVILISATION has finall reached the Islands. Fiji i November plans to introduce Bill making it an offence to "bea any drum, lali or tom-tom, or blo any horn or shell, or play upo any musical instrument, or sin . . . to the reasonable annoyanc or disturbance of the public".

Offenders can be fined £5 or give a month in gaol.

We can only guess at what Robe Louis Stevenson would have said

Those Kiwis Aren't Scared Of Anything

THE Royal New Zealand A Force sent a party from Suva Noumea in October for offici talks on air-sea rescue operation

The party travelled in Sunderlan flying-boat No. 13. There were passengers and crew. It was th captain's 13th wedding anniversar And the date was the 13th.

Nothing else happened worth r porting.

There are New Guineans in the West Indies

IF you wish to annoy a Ne Guinea man, ask him how man countries in the world ha Birds-of-Paradise. He will, course, reply, New Guinea only, an you then can tell him he is wron

BOP's live and flourish on a sma island off the coast of Tobag north of Trinidad, in the We Indies. Someone transferred the there from New Guinea a lon time ago; and they became estab lished and flourished there. Th are strictly protected.

Mr. Vines, a high officer of British cocoa-buying organisatio who visits most of the tropic countries of the world passed th news around when he was in Raba in September.

CROSSQUIZ

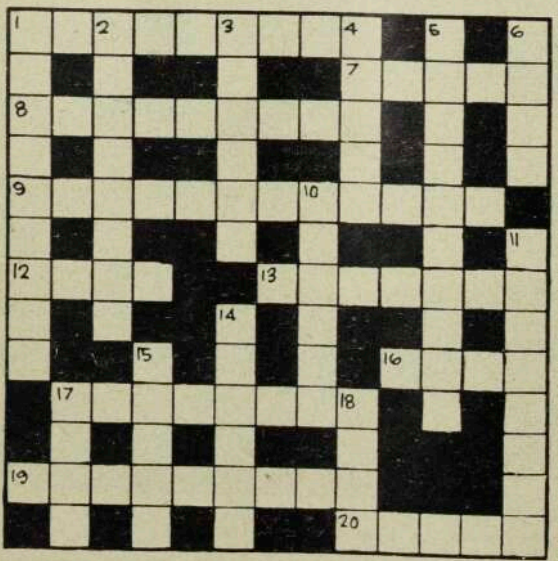
(Solution on page 97)

— ACROSS —

1.—Where is the Mount of Olives?
7.—What substance used commercially has been fished up for centuries from the Baltic?
8.—Which saint is usually depicted by painters bound to a tree and pierced by arrows?
9.—What is the name given to the cabinet that advises the sovereign on matters of government?
12.—Who was the first czar of Russia?
13.—Who was the wife of the Reverend James Morell in Shaw's play of the same name?
16.—Who was loved by Jupiter in the form of a swan?
17.—What are the biggest of the man-like apes?
19.—Which king of Greece died in 1920 from the bite of a pet monkey?
20.—Into what category can both mushrooms and mould be placed?

— DOWN —

1.—Whom did Napoleon divorce because she did not bear him any children?
2.—The translation of which poem into English gave Edward Fitzgerald world-wide fame?
3.—Which Mexican race was overthrown by the Spaniards under Cortez?
4.—Who was the subject of an opera by both Massanet and Puccini?
5.—What term is applied to the original inhabitants of any country?
6.—Who wrote, "curfew tolls the knell of parting day"?
10.—In which British protectorate of Africa are the Ripon and Murchison Falls?
11.—Who was the author of "Scaramouche"?
14.—What does the "D" stand for in Franklin D. Roosevelt?
15.—What is the term for a wedding in which another person acts for the partner who cannot be present?
17.—Into what was the Philosopher's Stone supposed to translate the baser metals?
18.—In Ancient times what was the term for a slave attached to the soil and sold with it?



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THE TELEPHONE IS A DELIGHT TO THE TALKING TONGANS

By J. Edward Brown

Next to the Bible, the telephone directory, printed in English and Tongan, is probably the most thumbed book in Nukualofa, Tonga.

FOR people like the Tongans, who love to talk, it is the ideal device, and there is a long waiting list of people wanting a telephone.

Nukualofa has a modern telephone system which replaces an old crank system first installed in 1922. There are some 480 subscribers.

When the new exchange was built, it was thought that it would serve the needs of Nukualofa for many years. But the new, improved automatic service, proved amazingly popular, and soon all equipment was in use. The only way to get a telephone now is to persuade a nearby subscriber to give you a party line.

An incongruous sight, entirely out of place in a tropical setting, is a telephone pole leading wires into a Tongan native house with a roof of thatched coconut palm leaves and reed sides. Inside, there will be no furniture but a bully beef case on which sits the instrument.

Band Played On

There are many stories that can be told about Nukualofa's telephones.

- There was a complaint from a party line subscriber that one of the others on the line was playing a string band over the phone to friends, for hours at a stretch.
- Some Tongans are not very happy about paying the bill for the service, and every month a sizeable list of subscribers is disconnected until the bills are paid.
- The common saying of a Tongan when he asks you to go to the phone is either, "The telephone wants to talk to you", or, "The telephone wants to see you".
- The steward at the Nukualofa Club bends deferentially over a member and says quietly, "Telephone, sir". And if it is a woman calling, he adds, dead pan, "A long haired voice".
- One of the night exchange operators had a taxi. You might phone another taxi number and be told promptly by the operator that the line was busy. However, he would offer to send *his* around.

It was a good business until he was fired, such operations being against the regulations.

An Ancient Model

In the telephone storeroom at Nukualofa there used to be more than a hundred telephones that had been used on the old telephone system.

They were old fashioned crank phones, amongst them one so old that you could imagine it having perhaps stood on the desk of the King in the Premier's Office before the turn of the century—before there was a telephone exchange—so that he could call up the Palace to tell the Queen he would be late home for lunch.

Also in that telephone store was a small portable telephone exchange that had been left behind by the Americans at the end of the war.

Above the six lines it had the names of the persons connected to it. These read: "Secretary", "Nr 8", "Premier", "Income Tax", Nr 2", "Joe".

I often wondered who Joe was.

A Note on Fiji

"We both left with the impression that Fiji was a very promising, rising colony . . . but that it would go ahead a great deal faster if it had not such a mediaeval form of government; and if the people who paid the taxes—especially the white men—had a voice in the way they were spent.

"After all, white men who have lived all their lives there, and have got a big stake in the country must know what is best for the welfare of the place, more than a stray governor who hops around from one part of the world to another, on a few years' appointment to each place, and has no interest at stake in the Islands except to see that he draws his salary regularly."

From "Sunshine and Surf", by Douglas B. Hall and Lord Albert Osborne, and published in 1901—57 years ago.

DO YOU REMEMBER? From PIM of 20 Years ago

In the Pacific in November, 1938, the news was concerned with small, but significant, events—Burns Philp's new *Bulolo* had arrived from England for the Australia-New Guinea run; a radio transmitter on Pitcairn seemed to be working well; Fiji and Samoa were importing beetles as enemies of the common house fly.

The news from New Guinea looked bad—as this editorial summing up showed: "All NG commercial interests are in a state of suspended animation, awaiting a four-months-overdue decision about the site of the new capital and the Morobe road; Germany is carrying on a fierce, insistent demand for the return of her colonies, among which NG is listed as among the richest undeveloped tropical territories in the world; landhungry Japanese are snooping around its northern borders, placing upon Australia a clear obligation to develop and defend the Territory; public meetings are being held all over NG by exasperated residents wanting a clear-cut announcement of policy in relation to the future of the Territory."

* * *

From Samarang, in Dutch NG, came a report that oil had been found after drilling to only 120 ft.

* * *

Port Moresby's Hotel Moresby, or "Bottom Pub", was officially opened for business in mid-November.

* * *

Tahiti began a pineapple canning factory, operated by the Societe Industrielle Agricole de Tahiti. There were hopes that the new industry would be "a deciding factor in the future welfare of these islands".

* * *

In Fiji they were reporting that Viti Levu now had a road that went right around the island, but the postal system was still "hopelessly inefficient". "It still takes practically a week to send a letter from Suva to Lautoka and get an answer," said a correspondent.

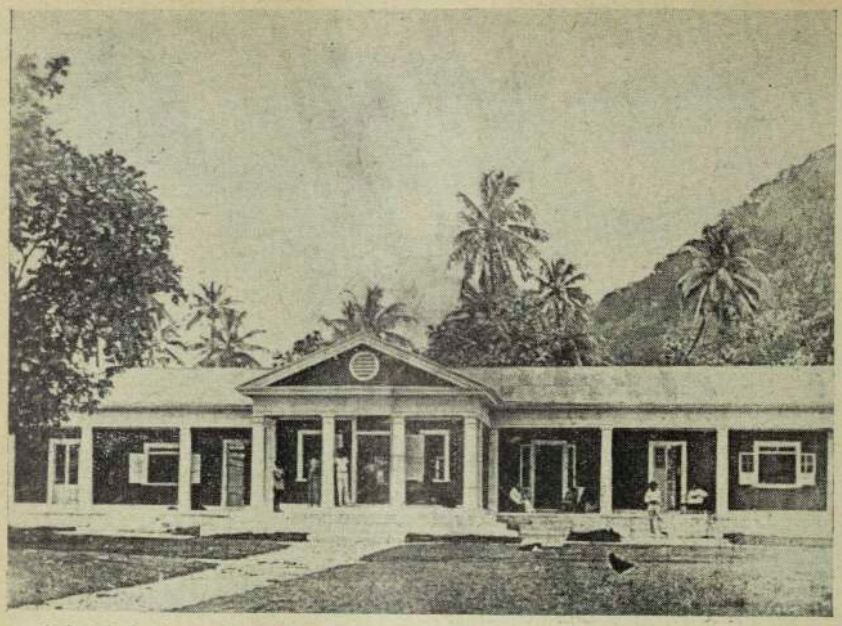
* * *

West Samoa was busily being "horrified" at the recent re-election of a Labour Government in NZ—and the Cooks and Niue also regarded the re-election as a "calamity". West Samoa was still rankling over the fact that it had lost its Chinese labourers—repatriated following a visit by a Government mission.

* * *

Mr. F. T. Goedicke, writing from Haapai, Tonga, said the Foa islanders, of Haapai, were undergoing a food shortage. The trouble was, he claimed, that Foa, with an area of five square miles and a population of 900, had to support 15 churches, six ministers and 88 lay-preachers, and "thus I am afraid our natives work too much in God's vineyard and too little in their own yam patches".

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Ambrym's handsome hospital, as it looked before they discovered it was built on the top of a volcano.

The Day the Ambrym Hospital Blew Up

There Were Volcanoes At The Bottom Of Their Garden

By NETTIE FRATER

It was 1913—the last year in which the world was to know real peace. Out in the remoter Pacific Islands, in those days before radio communications and air transportation had shattered isolation, international situations of the kind that bedevil us today were quite unknown. But life was not without its excitement. For the people who ran the hospital at Ambrym, in the New Hebrides group, there was, for example, the morning they awoke to find that there were volcanoes at the bottom of their garden.

FOR beauty of situation, the hospital at Ambrym had everything to commend it.

A grassy clearing studded with tall coconut palms and spreading banyan trees surrounded it; behind, a semi-circle of forest-covered hills gave shelter; in front and, facing west, the waters of the anchorage sparkled in the sunshine.

The Presbyterian Church of New Zealand had built the hospital; and in 1913 Dr. John Bowie and his staff ran it. None was aware that the line of volcanic activity which ran from east to west through the island cut right through the hospital grounds.

Certainly the builders knew that there were two active volcanoes in the centre of this three-cornered island, but they were 12 miles from the hospital and surrounded by an extensive ash plain, which was again surrounded by a huge crater wall, evidently the remains of a still larger volcano.

These two volcanoes, Mounts Benbow and Marum, had been spasmodically active as long as white men had been passing through the group, and it seemed likely that they would continue in the same way.

The natives cultivated their gardens up to the edge of the ash plain and at intervals climbed the craters with bunches of coconuts as offerings to the spirit who was said to live within.

So, when six new volcanoes burs out one evening in December o that year, at the western end o the ash plain, and belched gas an steam thousands of feet into th air, the workers at the hospital di not dream that their lives could b in danger.

Even when the column wa crowned with a towering thunder head, and the wind blew gusts o volcanic dust towards them, the thought only that Mt. Benbow wa livelier than usual.

The worst that could happen, sai the doctor, was a flow of ash dow the valley behind the hospital, an even that did not seem likely be cause of the height of the surround ing hills.

Nonetheless, during the night n one slept much, as one explosio followed another. Behind the scree of hills to the east, a dazzling sigh held the watchers' attention.

Enormous masses of molten lav were hurled into the air like monster fountain of fire, while column of flame-lit smoke sprea out like a gigantic mushroom, over shadowing the hospital and drop ping showers of ash all over th island.

The staff did not know it, but new volcano had come to life, an every hour brought the eruption nearer the hospital.

Like Outsize Firecrackers

About a mile to the north-east a lava flow reached the sea behin the low hill where the ridge cam down to the beach. The flow havin found an outlet, the doctor though that any danger from it was ove Some of the staff went to have look at it.

The crimson, molten stream lit u the darkness as it carried every thing before it. Huge trees were tor up by the roots and tossed into th air like rubber balls, while masse of rock and vegetation were carrie along on its surface.

When the flow reached the sea plunged into the water with lou detonations, and the red-hot lav formed gigantic blisters which ex ploded like out-size crackers. Dea fish and debris of all sorts wer washed up on the shore. The whol scene was melancholy; weird.

At daybreak, 12 hours after th first eruption, the flow of fire, fol lowered by a dense black clou which was seen on the near side o the encircling hills, were thought to be the result of the bush bein set on fire by a lava stream.

After that, events followed quickl on each other and at the hospita staff and patients soon were mor than interested by-standers.

A neighbouring trader whose tw sons were patients at the hospita arrived to get his boys, and reporte that it was a volcano that ha burst out on the west side of th hills.

Soon after, a group of terrifie

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'Steam Shot Up Where Hospital Had Stood'

natives from one of the bush villages reported that the earth had opened up in the valley and the lava had formed a lake of fire. They told of villages blown up and others surrounded by lava, while they themselves had had narrow escapes.

Most of them carried children but the old people and cripples had to be left behind. They made for the nearby village to warn the natives there and escape with them in their canoes.

Born on Top of a Volcano

The gravity of the situation was at last realised at the hospital. Preparations were now made to evacuate the patients.

One woman had given birth to a child a few hours before and she and her new son were the first to be put on board the hospital launch. (That boy had literally been born on top of a volcano.)

Another woman had her baby born on the way to safety. While the patients black and white, were being moved to the boats, a small volcano burst out 500 yards away, stressing the need for haste.

The hospital launch was filled with the more helpless patients and sent off to the island of Malekula, with John Robertson, one of the doctor's assistants. The doctor and Herbert Bailey, his other assistant, raced round to make sure that everyone had left the hospital and mission houses.

Mrs. Bowie, the house girls, walking patients and staff, piled into the big rowing boat.

By this time, fire was spurting from the ground at the edge of the hospital clearing, and ash was falling heavily. As Dr. Bowie and Bailey ran back to the shore, the earth heaved and swayed beneath them. Now a fresh problem arose —the laden boat was too heavy to come right into the beach and the sea was boiling. A crate was found and throwing it down on the edge of the water, they leaped onto it and then into the boat.

Hospital Blown Up

The native crew pulled desperately but they had not gone far when there was a crescendo of violent sound overtopping all the other noises that had preceded it, and looking back, the boatload of shocked people saw the whole hospital blown into the air.

A volcano had burst out in the middle of the hospital grounds and from the spot where the hospital had stood a column of steam shot up under such prodigious pressure that in a few seconds it had risen to 20,000 feet, filling the atmosphere with dust and ash and cinders.

From this murky cloud issued bolts of lightning followed by violent cracks of thunder.

A Grandstand View

Meanwhile, from the islands of Pentecost, to the north of Ambrym and Paama to the south, the course of the erupting volcanoes was being followed in a way that was not possible on Ambrym itself.

From Paama, a cloud of smoke could be seen hanging over Ambrym during the first day.

As there had been a long, dry spell the natives thought this was a bush fire, but towards evening the air cleared and with the coming of darkness the real reason was revealed.

Over an area of 10 miles the earth seemed to have opened up and out of this huge fissure tongues of flame were shooting.

The western end of the lava plain was obviously the centre of disturbance—six new volcanoes burst out there, one after the other. From these six craters, pillars of flame leaped sky-high. Glowing bombs of lava were hurled into the air to crash back into the inferno below, or roll like crimson balls down the mountain sides.

When the lava flows reached the sea such a column of steam shot up that it was at first thought that new volcanoes had broken out at the water's edge. As the night passed, explosions became louder and more frequent.

Maurice Frater, missionary, and William Grube, trader, discussed anxiously the question of going to the rescue of the Ambrym natives, never dreaming that the hospital might be in danger.

A heavy westerly swell on the beach prevented their departure that night, but as soon as their launches could get out the two men set off.

A brown curtain of ash hung over Ambrym, and ash and cinders were still falling; the sea was covered with debris and pumice.

Volcanoes were belching forth where no volcanoes should be and every few minutes there was another shattering explosion.

When they reached the coast of Ambrym, they found it desolate, with the leaves all stripped from the trees and the ground covered with ash.



The lake that appeared where the hospital had been. The launch is anchored where the hospital stood.

An Island Where None Should Be

At one headland a crowd of natives who had escaped from their village before the lava reached it, were waiting to be rescued. They were miserable and terrified. But they seemed in no immediate danger so the missionary and the trader decided to leave them there till the situation at the hospital had been investigated.

They could see now that the eruption of fresh volcanoes had continued right along the coast in the direction of the mission station (afterwards it was discovered that there were five within two miles of it).

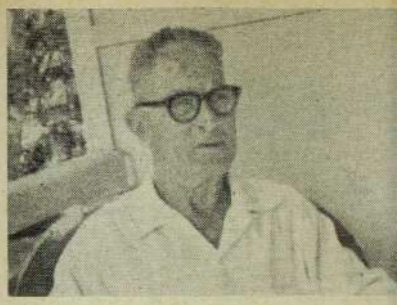
The climax to their horror came

(Continued on page 103)

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NG Escape Story With Jock of the Bainings

They Sailed Through The Battle Of The Coral Sea



A recent photo of Mr. Jock MacLean, in Rabaul.

It was late in 1914, and Port Moresby had a German spy scare. Papua was very conscious of the fact that German territory lay just on the other side of the mountains.

A MAN, as weatherstained as his battered carriers, walked out of the Owen Stanley jungle. The toughness of his appearance was accentuated by a big black beard.

He booked in at Tom McCrann's hotel, inquired about southwards ships, and headed straight for the general store, where he obtained soap, razor, and some decent clothes.

The girl in the store looked him over warily. She did not like his accent. "Excuse me," she said. "Have you been naturalised?"

The newcomer stared a moment, and then caught on. "Whisht!" he whispered. "No, I've no been naturalised. But it's a' richt—say nothing".

She completed the order, but looked shaken.

As the bearded man left, he turned to her. "Dinna ye say a wur-rd about me," he warned, "or I'll blow up all yon ships out there."

The "ships" were the little fleet which was taking the first Australian expedition to German New Guinea, in 1914, and were lying in Moresby.

Cleansed, shaven and re-clothed, the stranger sat him down to wait for the ship South.

The Fella We Want

He was deep in a poker game, in McCrann's parlour, when a heavy hand fell on his shoulder.

"Ha," said the voice of the law, "I think you're the fella we've been looking for. Got rid o' the whiskers, eh?"

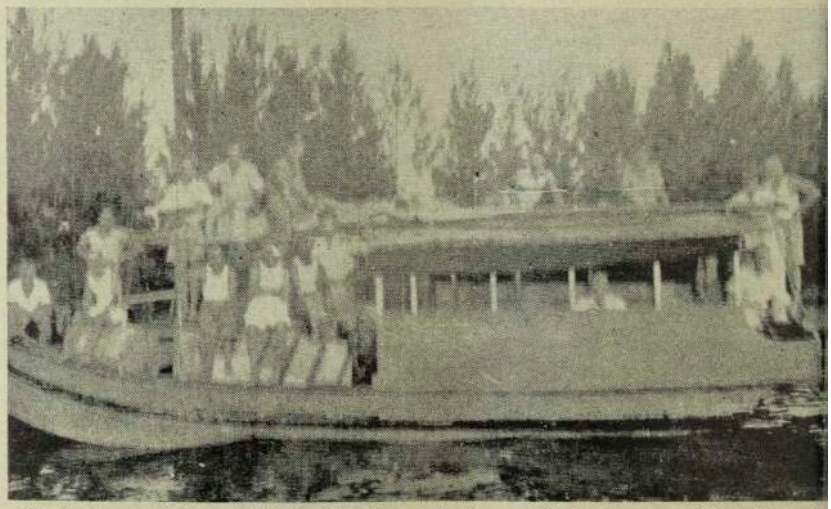
The storekeeper's daughter had passed the word around.

It took Jock MacLean an hour to convince the spy-sensitive officials of Papua that he was an Australian citizen, that the apparently Teutonic accent was that of an unrepentant Scot, and that he had deliberately pulled the leg of the storekeeper's daughter.

It was even less easy to make the suspicious officials believe that he had walked across the Owen Stanleys. It happened this way:

An Australian company had decided to dredge for gold in the Yodda; and to young Jock MacLean had been given the job of transporting the heavy machinery from Buna into the Kokoda area. He had been a general handy man in Australia, from droving in Queensland to pearl-diving at Thursday Island, and he just naturally drifted into the mining industry.

The enterprise collapsed when World War I came, and Jock walked out. That was in 1914.



This is a poor photograph, but worthy of reproduction nevertheless because of its historical interest. It's the only known photograph of the queer craft "Kwang Sang", 30 ft. long, in which 17 men, escaping from the Japanese in New Guinea, sailed through the Battle of the Coral Sea. The 17 figures can all be counted as the craft comes alongside at Buna, on the Papuan coast, at journey's end.

It was 28 years later, almost to the day, when Jock MacLean, somewhat the worse for wear, but still carrying his whiskers, his accent and his Caledonian determination to fight his country's enemies, landed in Buna, after a nightmare voyage of escape from the Japs. Less than seven miles away, still rusting in the Buna jungle, was the dredging machinery he left there in 1914.

"Mild" Goldfield

Between the two World Wars, Jock MacLean had served in the AIF, and later established himself in the Bainings district, near Rabaul—he had Massawa and Rangerere Plantations, and other interests, and was a well-known planter, producing copra, cocoa and rubber. He had also located a mild sort of goldfield in there—not enough to enrich, but definitely enough to excite.

The MacLean family got away South on the December, 1941, ships, as the Jap invasion loomed; but Jock, like a good many more, just could not believe that his life's work was in jeopardy—he remained out in the Bainings until the Japs overran Rabaul, and the jungle tracks became filled with lost soldiers and bewildered civilians, trying to flee disaster and escape southwards.

MacLean still remained on his properties and ran a sort of hospital for very sick men, until it became a matter of either surrendering to the thrusting Japs, or clearing out. A party of soldiers already had taken Jock's launch, in an attempt to escape by sea—but Jock had got their receipt for a craft worth £900.

Jock assisted another party to get another craft into use and went with them into St. Georges Channel. They lost the craft near Cape St. George, and took to the New Ireland jungle.

Japs in Pursuit

The Japs were constantly in pursuit of the refugees. But the latter's real enemy was not the Japs, nor

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Fellow Travellers

When other folk travel
They never unravel
(Like some I may mention by name).
Their cases sit fairly,
The lids all set squarely,
And locks never burst to their shame.

Their laundry dries quickly,
Their twins don't get sickly,
The day that they leave for Madang;
They don't forget trousers
Or newly-bought blouses—
They never let best ties go hang.

To leave in the last rush,
A shoe or a tooth brush,
Is never these lucky folks' wont:
They don't pack unheeding,
Air tickets they're needing:
Or do they, or do they, or don't?

—NOELLE MASON.
Bougainville

the jungle, but the always treacherous natives of the lower end of New Ireland—they looted the stores and plantations and betrayed the Europeans to the enemy, whenever they could.

Only one of his plantation crew stayed loyal to Jock—a man named Bombangi, who went with him in the boat, and assisted him, nursed him and fed him, while they crept northwards through the hostile country in New Ireland, and reached friendlier natives.

At one stage, they came to an isolated plantation, where two elderly women—Mrs. Schultze and Mrs. Keppel—kept guard, one with a revolver and one with a shot-gun. These well known women nursed MacLean through a bout of fever; but he feared he might bring the Japs down on them so he pushed on.

Mrs. Schultze, Mrs. Keppel and Mrs. Parkinson—all members of the famous "Queen Emma" family—subsequently died there in New Ireland, during the Jap occupation.

Two Killed

Further north, in safer country, more directly under missionary influence, MacLean and Bombangi met up with other refugees from New Britain and New Ireland, and gradually formulated a plan of escape. Using first one crippled launch and then another, they assembled a party of 19 men, and got possession of Chinese Trader Apak's 30-ft launch *Kwang Sang*, a queerly-built, junk-like thing with an old motor that went well enough on crude oil and kerosene but could not digest plain oil.

With them were Kyle and Benham—two well-known servicemen of that time. Kyle, radio operator, kept in touch with Moresby. Just when it seemed that at last they would get clear away, Kyle and Benham were ordered to stay there and coast-watch. Both were killed by the Japs.

The men set off from Muliama, for the open sea southwards of Gazelle Peninsula. Jock fought hard to keep his faithful Bombangi with him, but there were already 17 men on the overcrowded launch and they made the weeping Bombangi go and live at a mission station.

Somehow they escaped the Japs and got around Cape St. George and cut into the open sea.

Led by Murray, of Kavieng, they worked constantly on the old Bolinder engine. Sometimes they motored, sometimes they sailed (Jock was the sailor, and could get a knot or two out of her, in an emergency) and more often they just drifted.

It was mid-April when they set off; it was mid-May when they got across to Buna, on the Papuan coast; and, if you study the map and the history-books, you will see that they actually sailed along the fringe of the Battle of the Coral Sea, and never knew it.

It was a healthy but scarecrow party of 17 which was succoured by Jerry McDonald and Ivan Champion, at Buna, in those grim weeks, when the Japs were striking directly at Port Moresby and Queensland.

Although by now over 60, Jock had only a brief spell with his family in Australia before getting into AIF service; and he was one of the first planters to return to his destroyed and overgrown plantations.

One of his first tasks was to search in the war-torn country for Bombangi, and he found him safe and well. Bombangi has been with him ever since.

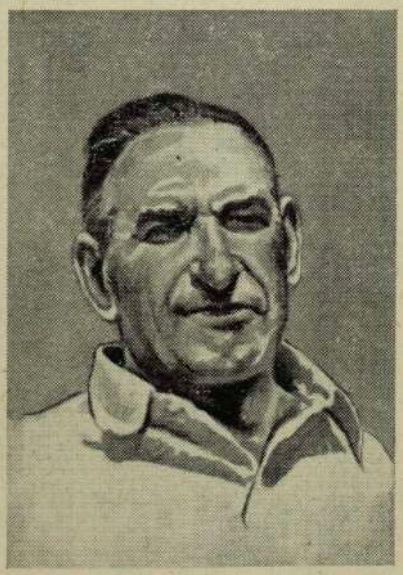
Everyone in Rabaul knows and esteems Jock of the Bainings. He now is 75, and his son has taken over the plantations; but, except for a wonky leg, Jock is very well and lively, and at the mere suggestion that he would be happier down South, uses shocking language, in a broad accent of Caledonia. This is his country, and here he stays.

It is a pity that Canberra cannot be persuaded that the future of his country—and its extraordinary mixture of slow-moving tribes—would be improved considerably if a couple of thousand Jock MacLeans could be established here.—RWR.

STAN JONES, OF VILA, BOWS OUT

STAN JONES, of Vila, has recently retired as the well-loved manager for Burns Philp in the New Hebrides. He has completed 30 years with the firm, the last 20 of which have been at Vila, and he is now taking a trip to England with his wife to see their married daughter, Beryl.

Stanley Gordon Jones was born at Berrigan, NSW, in 1898. He first went to sea in 1918 as radio operator on the "Australpeak", of Billy Hughes' Australian Naval Transport Service. They made a "Cook's Tour" to the UK, just escaping a torpedo attack near Dublin. The ship was being overhauled in England when the war ended.



Stan remained a radioman at sea for the next 10 years, serving around Australia and New Zealand, and in the Commonwealth Line to England. His last three years at sea were in the Gilbert Islands, in On Chong's inter-island vessel "St. George".

Stan then joined Burns Philp at Tarawa, in the Gilberts, as accountant and radio operator. That was in October, 1928.

Three years later he was sent as accountant to Vila, then as manager at Wallis Island, a French possession, where BP's had bought out the Brial interests.

It 1938 the Wallis Island business was sold back to French interests, and Stan was appointed manager at Vila, where he was to remain for the next 20 years.

There were many changes.

First, was the establishment of a BP subsidiary registered as a French company. Their inter-island steamer "Mirani" was transferred to the French flag, to gain the copra subsidiary of £3 a ton paid by the French Government during the depression. The new venture was called "BP French", though its official name was something like "Company Commerciale des Isles du Pacifique".

This was only part of the old struggle between British and French interests in the New Hebrides, in which BP's led the British, and CFNH (Ballande's) led the French in trying to dominate the trade of the Condominium.

The New Hebrides received a great burst of activity from the arrival of the American forces in the early part of the war, and BP's established a depot at Santo in 1943, which became a full branch when Burns Philp (New Hebrides), Ltd., was forged in 1949—with Stan Jones as general manager.

In his 20 years as manager at Vila, Stan has won the respect, admiration and affection of both associates and rivals in business. He and his wife have played a leading part in social and sporting activities, and at Vila they leave a host of friends and many happy memories.—BRETT HILDER.

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THE MONTH'S NEW READING

WITH JUDY TUDOR

The thin trickle of books of a couple of months ago has turned into the expected flood in anticipation of Christmas—which will be, alas, as you read this, not much more than a month away.

IN the books now coming from the publishers there is something to tickle the taste of all readers; entertainment and instruction for all levels of brows and for all ages, adult, teenager and tot.

Those who traditionally Give Books for Christmas should have no difficulty—and even a selection of the attractive paper back editions now offering is not to be scorned.

They Took Their Holidays in the Gilberts

THERE must be few people on earth who, when contemplating the annual holiday, have seriously considered the Gilbert Islands. Firstly, they are one of the few remaining places on earth that are off the commercial air routes, and the alternative ways of getting there are sufficiently rigorous to dampen the enthusiasm of any but the most persistent seekers after new places and new experiences.

But about four years ago, Nancy Phelan and Helen Shiels decided to take their holidays in that string of tiny atolls flung across the equator just west of the 180th meridian, and which, in their time, have been called many uncomplimentary things — including the Lousy Islands by the then editor of *PIM* who visited them, strictly in the course of duty, in 1941.

On the face of it, Mrs. Phelan and Miss Shiels should have known better. Pacific islands were not unknown to either of them—both were then on the staff of the South Pacific Commission—and when one has much to do with Pacific islands they usually are regarded as strictly business, and one takes one's *pleasures* elsewhere.

But their incurable romanticism about Pacific islands has resulted in one of the best travel books of the year, *Atoll Holiday*, from the talented pen and expertly wielded camera of Nancy Phelan.

Mrs. Phelan was Visual Aids Officer in the SPC, so perhaps it should be no surprise that she knows what to do with a camera; but this particular Visual Aids Officer's gifts extend also to the art of writing, with humour, whimsy and real insight.

Even case-hardened characters who have been too long in the islands will feel the charm of this book—although they are unlikely to share the passion for such things as lying on the beach till the small hours drinking in the moonlight.

European residents of the islands do lie on the beach in the darkness, from time to time, of course. But it is seldom for the purpose of imbibing moon glow.

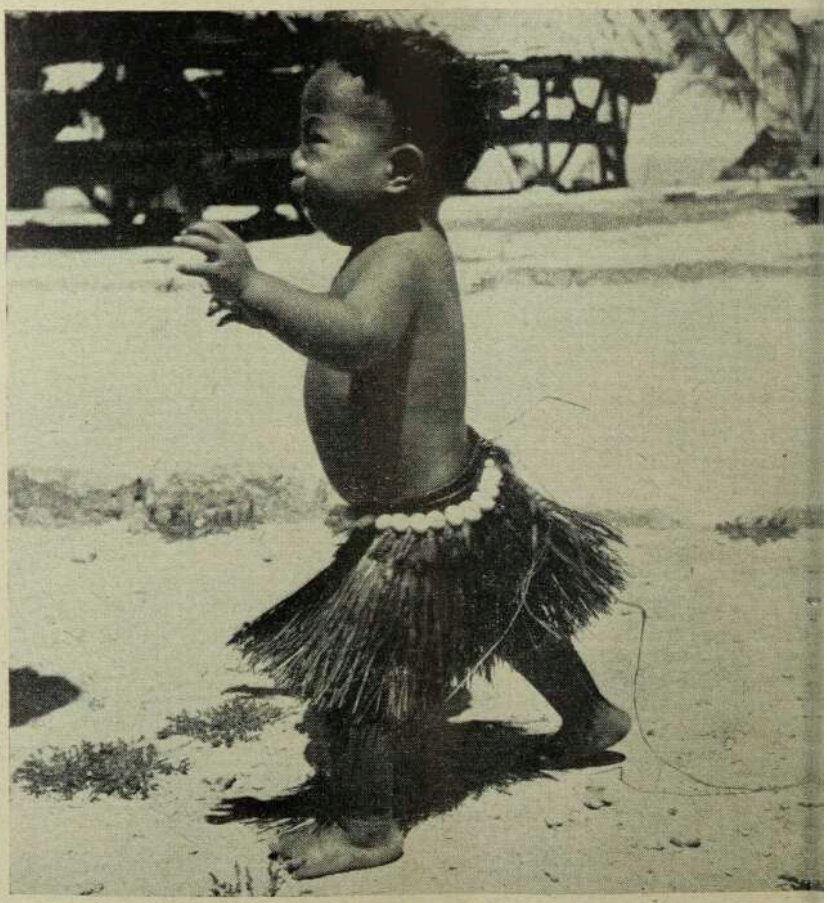
This type of eccentricity will have to be accounted for by the Irish ancestry of the two women in question—which, as everyone knows, endows with a double-dose of sentiment and a sense of the fey that places like the Gilberts brin on in exaggerated form.

The old hand is advised to ski these passages, if he cannot tolerat them, and read on, for there i much in this book that will interes him.

The Phelan-Shiels pair proceede from Melbourne to Ocean Island o one of the British Phosphate Com missioners' vessels, and this ha considerable bearing on subsequen events.

On board was a child wh developed spots which the docto diagnosed as hives, and the mothe bluntly, as chicken-pox. The mothe knew best and a couple of week later, when Phelan-Shiels had pro ceeded from Ocean Island t Tarawa by local smallship, right i the middle of a dance arranged fo a party of visiting Americans, Hele came out in spots.

Both disappeared from the ball t consider the matter . . . "and i due course we heard that our dis appearance had been given th most sinister interpretation, an that all the American officers wh



UTIROA BABY! That's the title of this appealing photograph from Nancy Phelan's book on the Gilberts, reviewed on this page.

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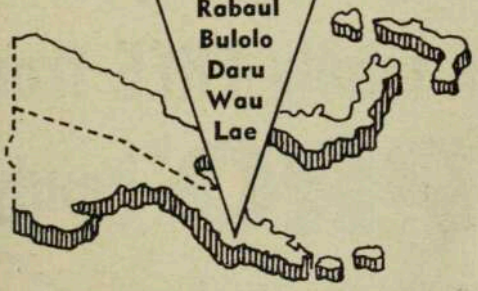
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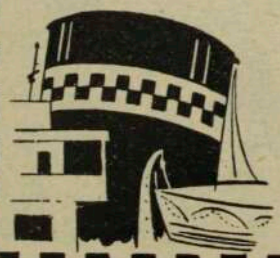
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failed to return home to their hosts that night were laid to our credit". For the time being, however, they were more worried about the possibility of decimating the Gilbertese, Pacific Islanders, they knew, being susceptible to such childish diseases.

But in choosing chicken-pox they chose well—this disease, it appears, being endemic there, while such things as measles and influenza have the usual lethal effect.

Nonetheless, Helen must be quarantined, which was done at the hospital two hours away by launch —taken thither, across the lagoon in the heat of blazing mid-afternoon, in a state of discomfort and misery calculated to curb the illusions of any but these incurable romantics.

Nothing can dampen the enthusiasm of these two—not spots, nor sagging beds, nor bucketing about in smallships, nor primitive houses, nor latrines seven minutes walk from home, nor crazy cooks.

And although such wholesale use of rosy spectacles might be regarded as misplaced by some, it is sufficiently well done to recapture, for most of us, that belief in the romance and the glamor of the South Seas that we once had.

(ATOLL HOLIDAY. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

Full Entertainment Value

FOR the vast number of people who like reading books for relaxation, entertainment and perhaps escapism, three novels this month fill this middle-brow need admirably.

All are the products of good craftsmanship; all tell a story, and all the authors are obviously more concerned with doing just that, than in using their novels as a medium for the self-expression of their own tortured souls.

Two of the writers are women. One of the stories is of late, 18th century England; the other two are contemporary—one set in Cyprus and the other Italy.

Here they are:

One

WITH the Cyprus "Emergency" now a couple of years old we may expect an increasing number of books about it. John Appleby's *The Bad Summer* is the second that has come this way with a Cyprus background (*Night on the Bare Mountain*, was the other, reviewed some months ago).

Appleby spent two years in Cyprus as news editor of the Cyprus Broadcasting Service and his story has a ring of authenticity about it—possibly because he does not attempt to "take sides".

In a situation of the Cyprus variety there can be few clear-cut blacks and whites, and Appleby sensibly paints in his background, creates his very human characters against it, and allows them to get on with their story. The reader may form his own conclusions about the mess they euphemistically call the Emergency.

In the very nature of things, for the British Army, Cyprus is pretty much of an Eveless Eden, and for this reason the love interest in this story has to be imported.

This is probably the weakest link in this story, but once in Cyprus, Paula Vincent turns out to be quite a girl.

The reason that she went there, was that her brother Captain Douglas Vincent, who has a talent for getting himself into trouble, has stumbled into what threatens to be his last predicament by allowing himself to be kidnapped in Nicosia and being held as a hostage for the reprieve of a Cypriot terrorist.

The characterisation in this novel is excellent, and in this setting of inflamed passions and sudden death, with the stage set and the *dramatis personae* all in position, the story moves swiftly to its climax.

(THE BAD SUMMER. Published by Hodden and Stoughten. Australian price, 17/-.)

Two

ONE Australian product most easily exported is a successful novelist, and teenage prodigy, Catherine Gaskin who published

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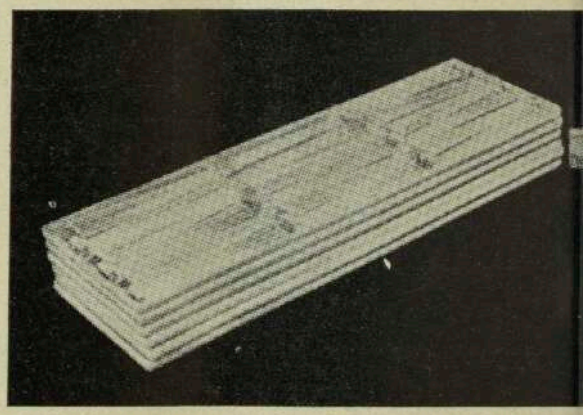
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(Crossquiz Solution from page 86)



her first novel at 17, and achieved best-seller class with *Sara Dane* about four years ago, has followed that primrose path.

She is now married to a television consultant and lives in New York but her latest novel, *Blake's Reach*, is set in the marsh country of Kent, at the end of the 18th century—a time of flux and uncertainty in the affairs of men, when just across the Channel in France. the Revolution was (as our writer puts it) "carried on in bloody haste and passion in the strange, unfamiliar names of Liberty and Equality".

Jane Howard has her own problems of both, symbolised for her by her struggle to have Blake's Reach, the old manor house overlooking Romney Marsh, from which her mother, Anne, had fled, disinherited, for the softer, London beds of the nobility.

This was the era when the profession of mistress, if not exactly respectable, was at least a well organised one, but by the time that Jane, who had been left to the care of an inn keeper's wife, joined her mother in London, Anne was almost at the end of her short life, and certainly at the end of her resources.

With Anne's death, Jane surreptitiously sold everything portable within the London house, and with William, her small half-brother, Patrick, the versatile man-servant, and the carriage and matched pair of greys generously donated by Lord O'Neill, flitted from the dunning tradesmen for the prospective sanctuary of Blake's Reach.

There she found her grandfather lately dead, and the crumbling ruins of the old house and estate, which he had systematically drunk into the ground, willed in spite to Cousin Charles who had chosen to live with relatives in France, and now was awaiting the pleasure of the Revolutionaries in a French prison.

How Jane sets about rehabilitating the old Manor, and the few lands that remained to it, and what she uses for money, are the crux of the story—reminiscent, in some respects to early Daphne du Maurier, but without that author's sombre atmosphere of gloom.

Miss Gaskin is a writer with an obvious predeliction for strong-willed women and thus makes Jane a red-haired, warm blooded female but with the almost masculine capacity of keeping the pleasures of the flesh in a compartment separate from material aspirations.

Blake's Reach may not achieve the 1,000,000 copies reached by *Sara Dane*, but it will not do anything to damage the reputation of this versatile writer.

(BLAKE'S REACH. Published by William Collins, Ltd. Australian price, 18/9.)

Three

HELEN MacINNES, the author of the last of the three novels, *North From Rome*, is also a New American. Born in Glasgow, she married an Oxford Don who in 1937 went to Colombia University, New York, to lecture. They have lived there ever since, with travel in Europe as circumstances permitted. The MacInnes' novels, therefore, have a cosmopolitan flavour, usually being set in a European background, with a colour-wash of Americanism. This has been particularly so in the last two books, *Pray for a Brave Heart* and the current one, which have been considerably involved with a theme of international communism, preoccupation with which apparently extends to New Americans as well as to old ones.

As the title suggests, the story is based on Rome and a wild adventure to the mountain towns beyond the city. It covers the discovery that the young American playwright and Eleanor who works in the American Embassy, still are in love, although she suffers a temporary aberration with an Italian nobleman who turns out to be a bad lot. But before this can happen, a lot of water runs down the Tiber and the reader sees a lot of Italy.

Those inveterate diggers after the "real" Italy (or the "real" France or the real anything else) should be warned that most of Helen MacInnes' Italy is the real tourist Italy. And as few visitors are likely to see anything else, for the purpose of this novel, that suffices.

(NORTH FROM ROME. Pubished by William Collins. Australian price, 18/9.)

Tales of the South Pacific—Clune Style

THE writing technique of author Frank Clune is something calculated to make all other word-smiths froth at the mouth, or fall flat on their faces in amazement—depending on the character of the individual.

What the technique is we can only guess—but the guess is that it is pretty mechanical and time-tried. Such as gathering together every technical manual, maintenance guide, time-table, tourist pamphlet, history, fable, government report and photograph remotely connected with the area of the current Clune visitation, slinging them into a sausage machine and publishing what comes out at the delivery end.

Latest offering from the Clune mechanical brain is *Tale of Tahiti* —which is the result, as he naively remarks in the foreword, of having visited New Zealand in 1956 (see *Roaming Round New Zealand*—or don't, just as you like) and having found, accidentally that Tasman Empire Airways Ltd. have a service through Polynesia.

After this shattering discovery Clune packed his bags—or his ports, as he probably calls them—and set off along this halcyon way to report on Polynesia for the folks back home.

In spite of the title, only about one-quarter of the book concerns Tahiti. The rest of the narrative is taken up with the Clune version of everything, past, present and future, animal, vegetable, mineral, between Mechanic's Bay, Auckland, and Western Samoa.

There are the vital statistics of the TEAL Solent in which he travelled; Clune on Polynesian migration; the story of Kingsford Smith and Ulm in the pioneering flight of the Southern Cross—recalled to the fertile Clune memory at sight of Albert Park, Suva.

The history of Fiji and its Racial Problem naturally follow, and then we are away for Western Samoa where, in Apia, he really strikes pay dirt. There is the whole Bully Hayes saga to be re-told, Clune fashion; and, of course, a dissertation on Robert Louis Stevenson with whom Frank is on intimate terms—he calls him Lou.

The 1889 hurricane is dredged up and then off for Aitutaki and Papeete where, as well as potted history and geography of the French possession, opportunity is taken to give the Clune version of the Bounty mutiny and the aftermath on Pitcairn.

There are only 200 pages in this book, but the customer may rest assured that there is absolutely no aspect of life in the South Pacific in the last 1,000 years — from Gauguin as an artist, to what you get for morning tea in a TEAL Solent—that does not get at least a mention.

But as with most Mechanical Brains, a couple of crossed wires can give the most extraordinary results. We were interested to read on page 24—and we'll bet the people of Fiji will be even more interested —that, by a special dispensation, "the importation of Fijian sugar,

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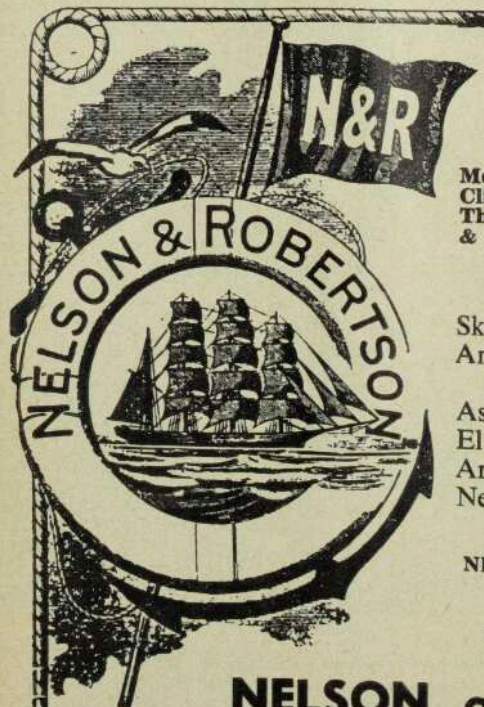


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bananas and pineapples into Australia is allowed, though they are grown by coloured labour in competition with Queensland production by white labour".

Who ever told you that, Frank, was just a sadist at heart.

(TALE OF TAHITI. Published by Angus and Robertson, Ltd. Australian price, 15/-.)

Mum Plays Poker, Drinks Beer

THE cute sayings of tots are not everyone's dish—and the dish of yours truly less than most. But preconceived ideas are a good thing—at times—if only that they are occasionally the prelude to surprises (pleasant).

Kids Say the Darndest Things was received with something less than wild enthusiasm: It would, of course, be terrible. That was the prelude. The pay-off was an evening's entertainment punctuated by sufficient sniggers to put the teeth of the rest of the family on edge.

Mr. Art Linkletter (the fellow who wrote it) doesn't know it, but it takes something to make this book reviewer laugh out loud at something in a book, and to this extent he can take a bow.

There are about 250 pages in his opus and they are, of course, not all funny: Some of his brats are just what you would expect and need a good swift kick where they sit. Also, it's American, and some of it misses us by a mile—such as American children who from about 5 years of age, seem to be far more interested in Marilyn Monroe and their mothers' pregnancies than similar children in our own communities.

Mr. Linkletter, it appears, runs a TV session in which he interviews children in the 4-11 age group. The kids are either picked out by his talent scouts from schools or Sunday schools, or recommended by teachers and parents. He takes them on, four at a session.

To be chosen for Mr. Linkletter's show is regarded as quite an honour —but must be somewhat of a mixed blessing. The child world is compounded of half fact, half fantasy and when normal family happenings are interpreted against this background and spilled out from a six year old in an intimate TV interview, the results are likely to be devastating for those most closely concerned.

The interviews cover most aspects of child life. What animal would you like to be? ("I'd like to be an octopus so I could grab all the bad boys and girls in my room and spank them with my testicles.") Does dad help with the house work? ("My dad won't dust. But he cleans his own teeth.") How would I know your mother if I met her? ("My mother has black suede shoes and clean pants.") What does your mother do? ("She's a Sunday school teacher.") What does she do for fun? ("She plays poker and drinks beer.")

Naturally some of the facts of life (American) as interpreted by five and six year olds come in for a lot of attention. So do juvenile versions of how mum met dad. One of the best in this category came from a youngster who remarked that they had a new Daddy round the house. When asked if he knew how mother had met him, he came up with the following:

"It all happened one morning when the door-bell rang while Mummy was taking her bath. My little sister went to the door and there was a strange man standing there. He said he'd like to see my mother. So sister *let* him."

(KIDS SAY THE DARNDEST THINGS. Published by The World's Work. Australian price, 20/-.)

Basinful of the Inscrutable East

AUSTRALIAN book reviewers have welcomed *A Handful of Pennies* as a literary event of magnitude; but most have added the rider that it will likely be above the heads of the common herd.

They *could* be right on the first score; but they certainly are right on the second.

The author, Hal Porter, is an Australian poet "of some note". This is his first novel, and in it he



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has employed the techniques of contemporary verse-making. The result may prove that he is a genius and please the palate of the members of the Professional Book Reviewers' Union, but it is more than likely to irritate the paying customers—that common herd they affect to despise.

Poet Porter has a large vocabulary, and he is as spend-thrift with his words as a drunken sailor is alleged to be with his money. And, frequently, with as little apparent sense—but if bamboozlement is the hall mark of merit, then he scores full marks.

The title has, of course, no apparent connection with the story which is a sordid one of Occupation life in Japan.

The central figure is Paula, an Australian schoolteacher, who somewhat reverses the order of things by seducing a Japanese youth; subsidiary characters are a homosexual Army padre, a callow Army captain who has a tender affair with a local prostitute, and sundry Orientals who behave in incrutable Oriental ways—like being possessed by foxes and contemplating suicide with ecstasy.

There have been many novels written about the Occupation—Hungerford's *Sowers of the Wind*, and Michener's *Sayonara*, being two of them. They were stories; *Handful of Pennies* is abstract art—without the pretty colours.

(HANDFUL OF PENNIES. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

Looking into Other People's Houses

IN their struggle to pay off the death duties, the nobility of Britain have found that there are not many who will not pay a couple of bob to see into other people's houses. Sometimes the cost comes a little higher—when you can buy a coke or a cup of tea behind the potted begonias at the bottom of the garden.

Apparently with the same thought in mind, the Heritage Books have added another to their range—*English Country Houses in Colour*. The homeward-wending Colonial can now see what is offering in the way of sightseeing; and even the plain stay-at-home will derive pleasure from the beautiful photographs and the history of the houses.

In some of the samples, the Englishman's home literally is a castle, and in period they range from 1300AD to quite modern examples of 19th Century architecture.

No one should be fooled with the title, "Country Houses"; each is about the size and proportions of Hampton Court, which also is included.

Some are now maintained by the Ministry of Works; others are still inhabited. All are historic and noted for their architecture, the the beauty of their settings or for the distinction of their interiors. All must have been sheer hell to live in before the invention of steam heating.

Also in this series, recently published, is *Wales in Colour*. It covers the history of the Principality and has 24 full-page pictures, in full colour, of this beautiful section of the British Isles.

(ENGLISH COUNTRY HOUSES IN COLOUR and WALES IN COLOUR. Published by Angus and Robertson, Ltd. Australian price, 24/-.)

These Came As Collections

THE anti-climactic ending to the modern short story is probably a natural development or reaction from the trick ending to every story of the O. Henry era. The modern short story (apart from when it appears in the popular magazines, and particularly when it is the variety that is published in "Collections") can be regarded as artistic self-expression rather than the desire to create pleasure for the reader.

Two collections—one by Rhys Davies called *The Darling of her Heart*, and the other by Sean O'Faolain—come strictly within this category. Because of their ancestry, Welsh and Irish, and because each writes about his own territory, and because there is much of the pixilated about both of them, both collections have much in common. They are interesting studies, but most of the art will be lost on the general reader who prefers an ending with all strings tied off.

(THE DARLING OF HER HEART. Published by Heinemann. Australian price, 18/9. THE STORIES OF SEAN O'FAOLAIN. Published by Rupert Hart-Davis. Australian price, 26/-.)

Juvenile Department

THE fabulous adventures of Lee-O and his crew on the schooner *Pegasus* (*Peggy* for short) as told in *Monsters and Marlinspikes*, by Hugh Popham, will do very well for the under-tens, who like stories to be two sizes larger than life. The extraordinary adventures of Captain Binnacle, Mr. Piston, his engineer, Mr. Spokeshave, his carpenter, and Ben the Bosun, who was eight feet tall, are all created for the sweeping imaginations of childhood.

(Published by Rupert Hart-Davis, Ltd. Australian price, 17/-.)

What's New in Paper Jackets

NEVER underestimate the appeal of the paper jacket edition. One Sydney wholesaler informs us that when "The Naked and the Dead" appeared in the bound edition, they sold 36 copies to retailers in eight months. When it appeared in a paper edition recently they sold 22,000 copies of it in six months. "White Coolies", the experiences of an Australian Army nursing sister as a POW in Japanese hands, originally published by Angus and Robertson a few years ago, and now issued in a paper jacket edition, has already passed those fantastic figures.

Offerings this month in this cheap edition field include the following half-dozen—all Fontanas, from Wm. Collins (Overseas), Ltd.:

YOU CAN'T HIT A WOMAN, by Peter Cheyney. This is a "collection" too—but any resemblance to the other literary collections mentioned elsewhere in these reviews is pure co-incidence. Crime-master Cheyney roves far and wide in this lot, with 24 experiences that cover the globe just about as widely as John Foster Dulles.

I AM FIFTEEN AND I DO NOT WANT TO DIE, by Christine Arnothy. In the

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final days of the German defeat by the Russians in Budapest in 1945, Christine and her parents, with a group of other people, lived a terrifying existence in a cellar. By the light of a candle she wrote this diary, which, in 1954, first appeared in a French version.

When the Russians finally entered the city, a wave of atrocities followed and many Hungarians perished. Christine and her parents made a desperate escape over the Austrian border.

RIDE THE MAN DOWN, by Luke Short. Strictly for those who like Westerns. A saga about a guy called Will Ballard, who "gave everything to save the range and the girl he loved". (We seem to have heard that plot before, somewhere).

MORE DEATHS THAN ONE, by Rex Stout. Nero Wolfe as a buster-upper of crime needs no introduction to readers of thrillers and this time he and offsider Archie Goodwin, take on the strange doings of a lady broadcaster, a racetrack tout and a mathematical wizard who are all connected with a murder that baffles the entire New York police force.

DUNKERLEY'S, by Howard Spring, is the second of the novels he has written around the imaginary newspaper kingdom founded by Daniel Dunkerley. This section of the Dunkerley saga takes place after the establishment has expanded from Manchester to London. It again concerns Dan Dunkerley, job printer turned newspaper baron, but only in the minor key. Chief characters are the second generation. Spring draws his background from his long years on the "Manchester Guardian", although any resemblance between Dan and the founders of that august journal are, doubtless, just accidental.

THE WHITE CROW, by Philip Macdonald. This thriller was first published in 1928—which is a good indication of the failure of present day writers of crime stories to cope with the extraordinary demand for this type of fiction. Because it was written in 1928 does not mean that it is not a good Whodunnit, of course, although the passage of 30 years dates even crime detection.

Fragments Blown Into the Air

(Continued from page 89)

when, on rounding the last point, they saw a volcano roaring out from the exact spot they had expected to see the hospital.

Not only that—there was an island in front of the anchorage where no island should be.

But where were the occupants of the hospital?

Mr. Filmer, a missionary on Pentecost, also watched the progress of the eruption from the time it first broke out. Fortunately, he had a good view of the approach to the hospital of each new volcano and realising the danger, he set off in the night to help.

Morning brought only a dull grey light, with the Ambrym hills dimly seen through the drifting clouds of ash. As the launch chugged along the coast, Filmer and his boys suddenly felt an explosion that made the launch lurch and plunge. They were just in time to see fragments of the hospital being hurled through the air.

Enveloped in falling cinders and almost choked with ash, Filmer turned the launch a little further out to sea.

As the boat moved through the murk, the men heard the sound of oars and voices. In another minute they came on Dr. Bowie and his party in their rowing boat. Through burning cinders they were quickly transferred to the launch.

Desperate Shuttle Service

All this Frater and Grube learnt from Filmer himself, who had transferred his passengers to a schooner which shortly arrived from the island of Malekula.

Filmer then returned, met the launches from Paama and after an exchange of news, all three set to work.

For the next few days, planters, missionaries and traders ran a shuttle service evacuating natives from the beaches of Ambrym and taking them to neighbouring islands.

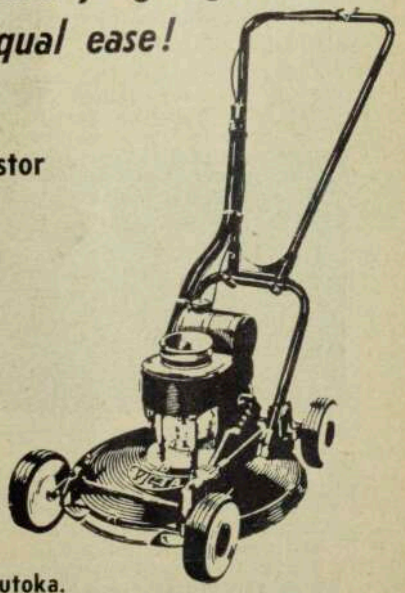
Some were killed in the bush villages but many more escaped to return to their home country when the volcanoes had quietened. The region round the hospital site was so desolated that there was nothing to return to, so others remained where they were or sought work on other islands.

Even today, Mt. Benbow still erupts intermittently, showering ash on neighbouring islands. It serves as a grim reminder of the powers lying dormant in that three-cornered island of Ambrym.

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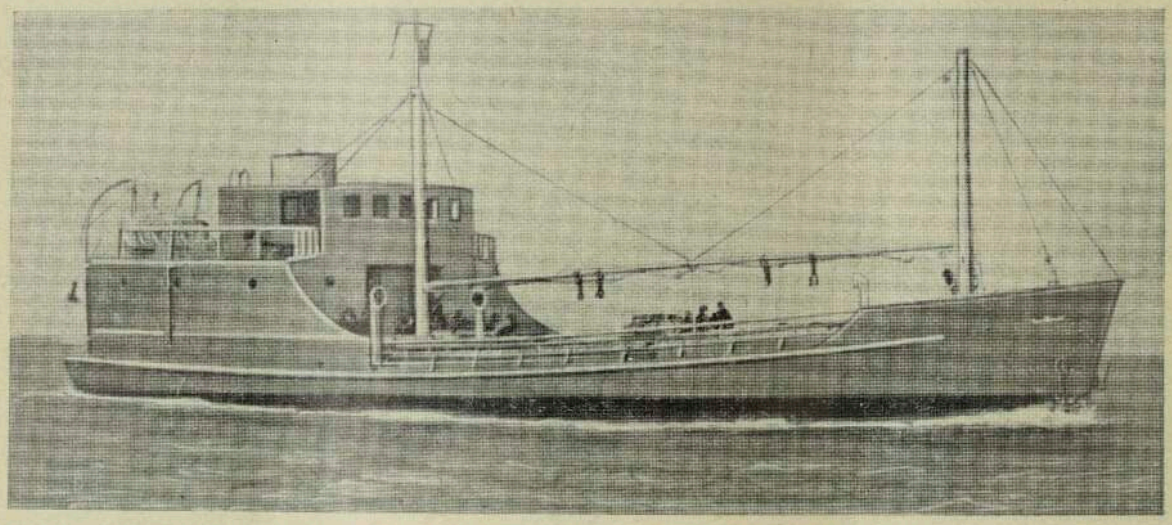


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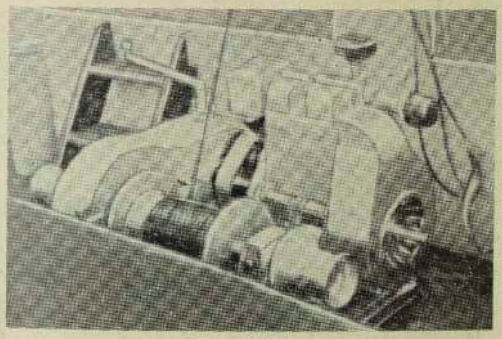
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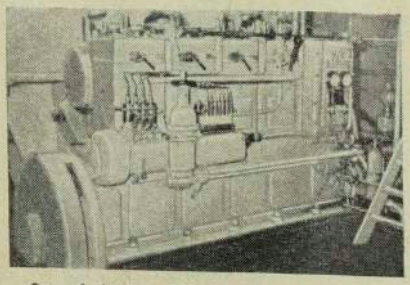


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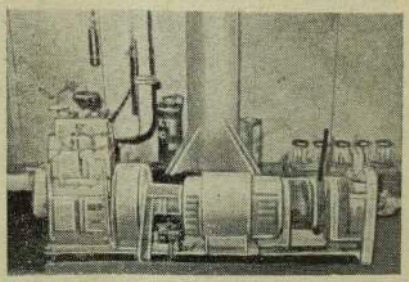


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PACIFIC SHIPPING AND CRUISING YACHTS

The Commission of Inquiry into the loss, last July, of the BSIP Government vessel *Melanesian*, with 64 lives, ended on October 3. (See *PIM* October, p. 143). The Commissioners' report, which was presented to the Government, may not be made public, but the Government issued a statement and may issue another later.

DURING the inquiry 34 witnesses gave evidence, 302 pieces of wreckage were examined and 20 exhibits were tendered.

According to the Government statement, the Commissioners considered that no evidence was forthcoming to show that at the time the *Melanesian* was missing, July 10-18, that weather conditions were abnormal.

Not a great deal of cargo was carried on the fateful trip and there was no evidence to show that the cargo was stowed in an unsatisfactory manner. It was not considered by the Commissioners that the two 400-gallon water tanks on the after part of the forward hatch would affect the vessel's stability.

The life-saving equipment was not considered by them to be sufficient, for the following reasons:

(a) The motor life boat, registered and classed as such, was used as a work boat;

(b) Total life-saving equipment capable of keeping persons out of the water was two boats capable of holding a total of 37 persons. The two life rafts, although capable of supporting 22 persons in the water, could not keep more than 3 people each out of the sea. The Commissioners considered it essential that sufficient equipment to keep all people out of the seas in these waters should be provided.

A number of witnesses were heard in regard to the ship's seaworthiness, but no evidence was given to show that the vessel was unseaworthy at the time of her last voyage. Although no evidence was given to show what caused the loss the following theories were discounted by the Commissioners:

(a) The ship was sunk by submarine;

(b) The ship was sunk by mine;

(c) The ship was sunk by another ship;

(d) The ship was sunk by an explosion.

Although the last contact was on July 10 and radio contact should have been made daily, the Commissioners could not understand why no action was taken until July 13 to search for the ship.

The only direct quotation from the Commissioner's Report to Government is the last paragraph, and is here reproduced in full:

"If the ship sank suddenly, that would account for the fact that the life raft tanks had been subjected to pressure, that the life boat tanks had been subjected to pressure, that the cork in one of the life-buoys had been compressed into a solid mass, and that only one body was picked up. It would also account for the fact that out of all the wreckage found so far, only one piece has come from below decks. We consider that the facts could fit a sudden sinking of the ship due to her filling up with water, but we must reiterate that there is, in fact, no direct evidence to show what caused her to fill up with water."

The Commission gave several recommendations outside its terms of reference, including suggestions that increased listening watches for ships should be kept; and that provision should be made for a fast vessel for rescue work.

The BSIP Government stated subsequently that a 24-hour listening watch in the Honiara wireless station will be brought into operation in the near future.

• OPERATION "FLYINGFISH": Perhaps history was made off Rarotonga in October. As NZGS *Maui Pomare* lay loading at the anchorage, Captain J. Hare was engaged in a most unusual occupation—supervising a pilots' examination.



"Kowa Maru", which was in the Solomons in September to uplift the first post-war shipment of copra from that Group to Japan. Two Japanese businessmen, representing the firm responsible for buying the 700 tons of copra, arrived in the Solomons to negotiate the deal in the Rabaul motor-vessel "Gona". "Gona" then went on to the Hebrides with a party of Japanese scientists and journalists—and was overdue for about five days. She finally turned up at Santo in early October.

This was not an examination in pilotage for the port of Avarua, but a theory examination for a commercial air pilot's license, and the sitter was Radio Officer/Purser Ken Windsor, who served with the RNZAF during the war.

Mr. Windsor is planning to quit the sea and try his luck in the seat of a top-dressing aircraft.

Each time that his ship has returned to Auckland this year he has been building up his flying hours. The date of the theory examination did not coincide with the ship's stay in port—so arrangements were made for Captain Hare to take charge of proceedings during the October voyage. Further news in December, when results of the operation should be known!

• CASE OF THE WELL-STOWED STOWAWAYS: Mr. Dick Brown's Rarotonga-based ships can be counted on to provide regular news of a calamitous or amusing nature.

A September special sitting of the Cook Islands High Court dealt with 16 persons charged with stowing away in the 128-ton DB ketch *Taveuni*. The charge was laid by Captain Archie Pickering, of Suva, master of the vessel, who gave evidence that he was quite unaware of the presence of the uninvited guests in his 83½-ft by 22-ft vessel when he departed Atiu for Aitutaki and Rarotonga. It was only when the ship was well to sea that the stowaways, who outnumbered his crew, appeared on deck and tendered their £3/10/- fare money.

Taveuni is not at present licensed to carry any deck passengers—at least not unless the Administration wants her to carry some of its own. She does have a license for 15 cabin passengers.

Judge Kay, in finding the group all guilty and fining them £5 each, pointed out that they had endangered the safety of the ship and its legitimate passengers and crew.

In The News This Month

Altair
Adios
Annette
Arthur Rogers
Ai Sokula
Banshu Maru
Cabrilla
Carla Manus
Diana
Degei II
Delos
Dobiri
Edeevee
Fiesta
Fleetwell
Jinni
Joyita
Koyo Maru
Kin Kai Maru
Komaiwai
Kowa Maru
Lady Ellen
Melanesian
Marco Polo
Maui Pomare
Meridian
Moonfleet
Miranda
Mamari
Mary Ann
Monowai
Ngaloa
Ninikoria
Puori
Phoenix
Sea Chanty
Taveuni
Tagula
Te Matangi
Typee
Tahoe
Te Matapula
Utopia
Yankee

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- BARGES
- LAUNCHES
- COASTERS
- PONTOONS
- WORKBOATS

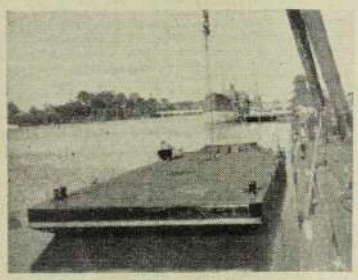
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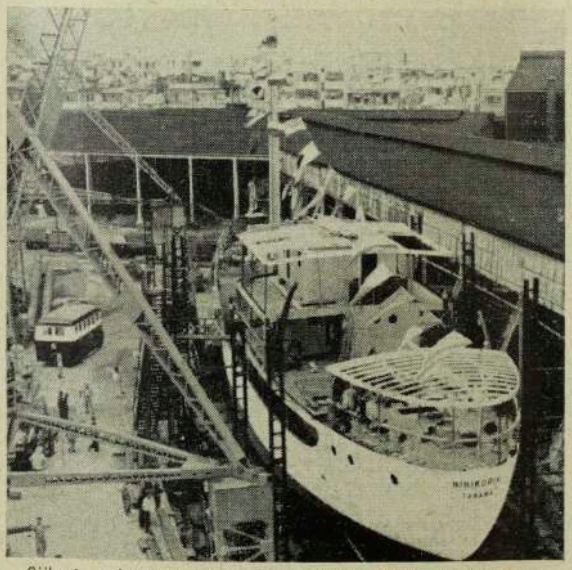
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"We don't want any *Joyita* in these islands," the judge declared.

• TO ALL WHOM THESE PRESENTS SHALL COME. . . Greetings to Jenefer Natasha Dianne, newest member of the crew of the trading ketch *Arthur Rogers*, born to Tom and Diana Hepworth, at Auckland, on October 6.

This young lady was not supposed to have been born in New Zealand at all, but Act of God and stress of weather decreed it so.

In June, bound back for her New Hebrides-Solomons trading ground after refitting in Auckland, *Arthur Rogers* received a beating up just north of New Zealand and was forced back for repairs. These were completed and the ketch cleared again on September 6—when the performance was repeated. The tiller was broken and the deck accommodation flooded, so the Brixham ran back to Whangaroa—and from there Diana ran back to Auckland.

The ketch was to sail again early November with the three Hepworths, the crew of four Islanders, and an English couple arriving by air to take a share in the trading operations.

• BOMB SEASON CLOSED: With the completion of the 1958 nuclear bomb tests in the Mahshall Islands, the upper air meteorological station established by the Americans at Betio, Tarawa, has been dismantled. The station was established during the earlier tests and was rehabilitated last January in readiness for the 1958 tests, and restaffed. In August, a US Navy landing craft arrived from Eniwetok, the station was dismantled and the equipment and staff removed. With its closing, Tarawa has lost its temporary air mail link with the outside world.

• HONGKONG DELIVERIES: Hong Kong & Whampoa Dock Co. Ltd. expected to hand over the new GEIC Government vessel *Ninikoria* —sister ship of the ill-fated BSIP Government vessel *Melanesian*—in mid-October.

Ninikoria was launched on September 3 by Mrs. Bernacchi, mother of the Resident Commissioner of the Gilbert and Ellice Colony.

Captain MacAdie left Tarawa as a passenger in *Te Matapula* on September II, by way of Ocean Island, to take delivery. His crew travelled via Suva per *Ai Sokula* later. From Fiji they flew to Hongkong.

Meanwhile Captain G. W. Dunsford, South Pacific representative for Pacific Islands Shipbuilding Co. Ltd., reported that the Philippines tug *Cabrilla*, with three big steel barges for the Auckland Harbour Board and the Fiji Government's new *Degei II* at the rear of the tow, was meeting fresh head seas north of New Guinea but progressing slowly towards the New Hebrides where *Degei II* would drop the towline and proceed under her own power to Suva.

The convoys touched Rabaul, for bunkers, on October 22.

• *DEGEI'S* COST STILL SECRET: The *Degei II* has a crew and a master, Captain M. A. Verrall, aboard.

Williams and Gosling Ltd., Suva, have been appointed agents in Fiji by the builders and will attend to the matter of repatriating the crew to Hongkong.

Williams and Gosling will also officially hand the new ship over to the Fiji Government when she arrives.

The Government has yet to make an "official statement" on the cost. After the fuss that attended the announcement of the cost of Singapore-built *Ra Marama* the Government can't be blamed for being a bit coy.

The *Degei II* will replace the department's present ship *Degei*, which is used mainly for Government cargoes, lighthouse and beacon servicing and other odd jobs. The old ship will be offered for tender overseas.

• *DOBIRI'S* DELIVERY BY STAGES: When Captain Hugh Williams took his newly purchased ex-APC vessel *Dobiri*, 135 tons gross, out of Port Moresby on September 2, it was his intention to make a 3,000-mile non-stop run to Rarotonga base.

However, plans were altered. A call was made at Vila in mid-Sep-

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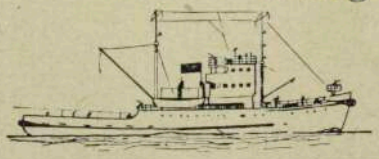
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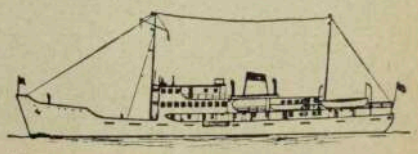
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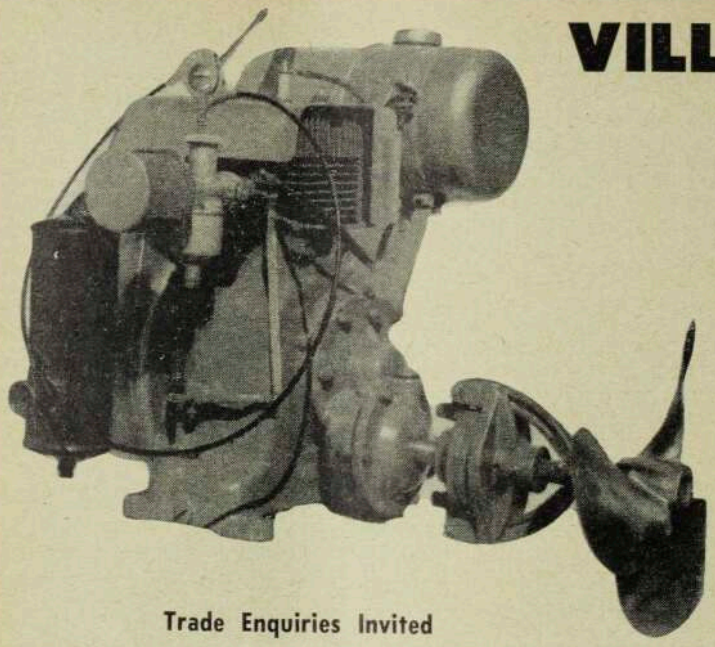
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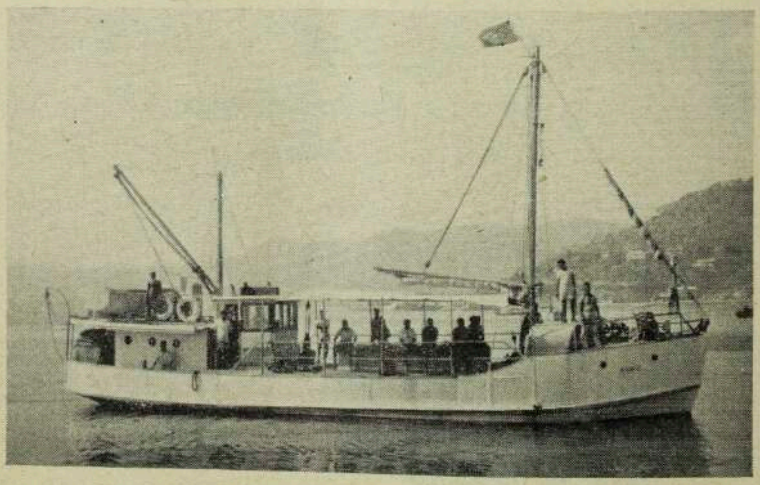


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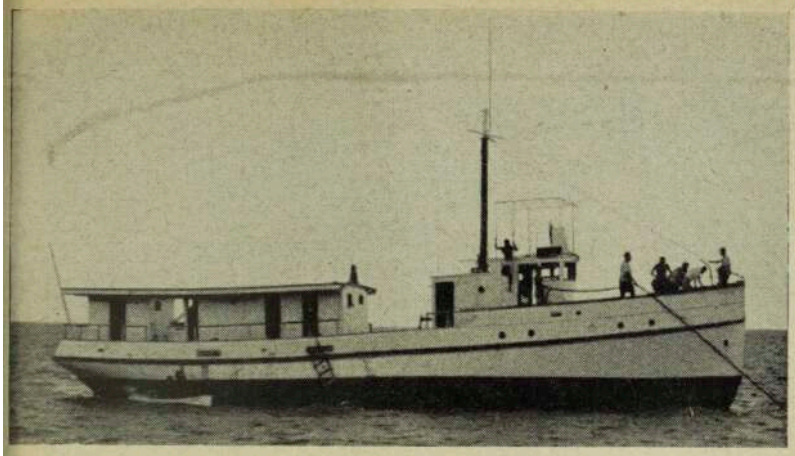
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The "Joyita", a vessel with a past, now back in service again. See story this page.

ember and the vessel, with her as-orted crew of Australians, New ealanders and one American—six ll told—arrived at Suva on ctober 3.

There she is to undergo some tructural alterations and to be etch rigged with sail to assist her otor—if she is not sold first. Cap-ain Williams indicated in Suva hat he was ready to listen to offers.

Meanwhile it may be assumed hat no one is protesting against his interruption to the 3,000-mile lug against fresh Trades in a ship he size of *Dobiri*.

• FISH FOR THE FISHING: nce again Fiji was given a prac-cal demonstration of the wealth hat lies in surrounding waters when he Japanese tuna fleet mother-ship *Koyo Maru*, 7,400 tons, put in to uva early October to transfer 870 ons of fish to the supply vessel *anshu Maru* for shipment to apan.

Koyo Maru and her forty 100-150-on fishing vessels expect to reap 500 tons of assorted fish from aters in the Fiji-Tonga area dur-ng the current cruise. Judging by heir radio signals in the 2 mc/s and, some of the vessels were well outh towards New Zealand in ctober. Jap fishing vessels, "just ff the coast", were producing the sual headlines in Australian news-apers in October, too.

• CEMENT AND MONKEYS, LSO: Suva had a surfeit of Jap-nese shipping within three or four ays in early October. As well as he two fishing boats, *Kin Kai Maru*, arrying cement, also arrived.

The *Koyo Maru* is expected to re-urn to Suva towards the end of ctober to pick up a Japanese sea-an who was admitted to the olonial War Memorial Hospital, uva, with a fractured leg.

Kin Kai Maru arrived with a argo of cement and steel pipes om Japan and rice from Thailand. he will be back as she is doing four charter voyages (this is her second) from Japan, Bangkok, Suva, Apia, Nukualofa, Suva and return to Japan.

Fiji seems to have found a ready supply of cheap cement available in Japan and several ships have arrived from Japan this year with it. The Nadi Airport reconstruction project is being carried out with cement from Japan.

Captain Marubayashi and his crew, had Fijian wharf workers in fits of laughter with their little Siamese monkeys. According to Captain Marubayashi, the pets are available in Bangkok for as little as £1 Fijian each.

Under Fiji's laws, even murder would not be frowned on so severely as bringing one of these little "pets" into the Colony. They are absolutely tabu.

• TRYING AGAIN: The 70-ton twin screw motor vessel *Joyita*, living down her unhappy past, re-entered the Fiji inter-island service under the ownership of Mr. David Simpson, Snr., and under the command of Captain Laetia Sivo, on October 6. The vessel has been issued with a Fiji Marine Board survey certificate following extensive repairs occasioned by her stranding on Horseshoe Reef on January 8, 1957.

• SLIPWAY FOR PAGO PAGO: There was a time when a large number of Islands vessels used to head for Auckland, Sydney, and other southern ports for refit during the hurricane season. The main



"Carla Manus", 66-ft. schooner-rigged auxiliary, owned by Mr. Jack Thurston of New Guinea, which arrived in Sydney on October 21 from Rabaul via Samarai and North Queensland ports. (See October PIM, page 115).

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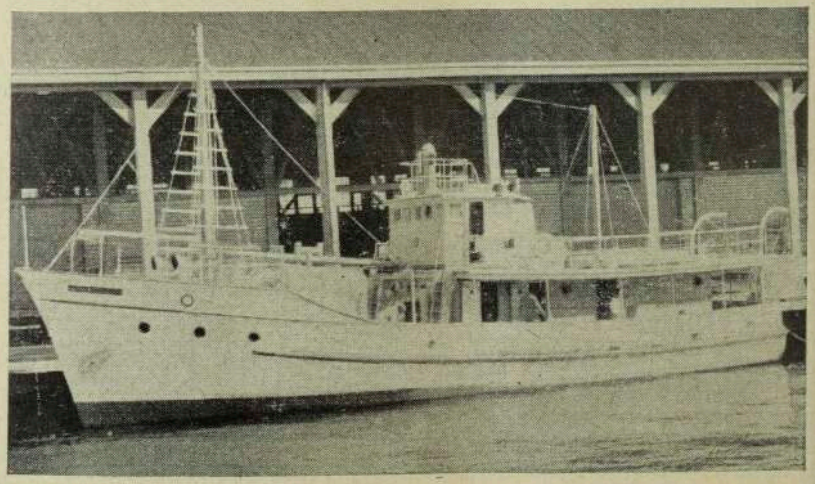
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reason for their doing so was absence of large enough slipways and suitable engineering facilities locally, but all this is gradually changing—to the detriment of some southern shipyards.

In post-war years good slipways have been estabilshed in New Guinea, at Noumea, Papeete, Suva, and other places, and now Pago Pago will soon have one in use.

We are not sure whether this has been financed by the Government, by the tuna fishery interests, or by other private enterprise. Certainly it will probably be most used by the Japanese tuna fishing vessels which are based there on short-term arrangements.

This marine railway will have a 40-ft cradle and a lifting capacity of 450 tons, so will be capable of dealing with any vessel based in either Eastern or Western Samoa waters. The slipway is located across the harbour from the town and near the fish cannery.

• ANOTHER CRUISE: The USS Company's 11,037-ton flag-ship *Monowai*, normally on the trans-Tasman passenger run, which made the first post-war Union Company Island Cruise last year—when she was heavily booked out—is to repeat the performance next Winter. She is scheduled to clear Auckland on June 30 for calls at Nukualofa, Pago Pago, Apia, Suva and Great Barrier Island (near Auckland), arriving back at Auckland on July 15.

• THANKS TO UNCLE SAM: Though the American taxpayer pours out a flood of financial assistance to countries around the world, there is often little thanks for it all and always someone to point out how it's all a matter of self interest.

The people of Pukapuka, who now have a fine new reef passage, thanks to the visit of the American solar eclipse expedition in September-October, are certain to take a kinder view. There is no anchorage for a ship off this atoll; the reef falls sheer at its outer edge, and it extends far out from the beach and is practically dry at low tide.

So cargo handling here has always been tough, with a long carry across the shallows. The Americans expected to have to blast a passage to get their equipment ashore—but this was not necessary; their amphibious vehicles managed it.

However, the reef passage was blasted regardless, for the benefit of the population. Some 66 tons of TNT was employed and the passage, located about 250 yards south of the former landing point, has a minimum depth of 4½ ft and a width of 30 ft throughout its 500 yards width. A sort of surge pond has been blasted half-way along, and the channel changes direction at this point, the idea being to dissipate the swell coming in from the open sea. Some blasting has also been done between shore-reef and village, inside the lagoon.

• CHANGE OF SCENERY: The 23-ton, 53-ft *Lao Heni*, twin-screw wooden motor vessel of the Seventh Day Adventist Mission, which has been stationed in Tonga waters for some years, was transferred to the Mission's Fiji circuit in September and the 10-year-old vessel will be stationed in Suva in future. The Tongan crew has been replaced by Fijians.

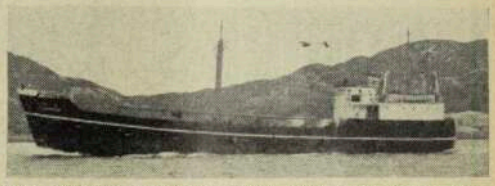
• IRONMONGERY FROM THE SKY: What with first-stage rockets, half-burnt sputniks, and other similar objects falling round about to add to the perils on the high seas, we're apt to forget that meteorites and other objects have been plummetting into these same seas since time began—or at least since the earth became the earth.

Last year a Scripps Institution of Oceanography vessel, out on an IGY cruise, scraped up some of this ironmongery from outer space, and other similar earth-formed materials from the bottom of the Pacific. The report of what they found has got the American metal merchants thinking.

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stones or nodules was located just east of the Tuamotus, some 500 lb weight of stuff being brought up from 600 fathoms in a single haul. Analysis showed the nodules to contain 25 per cent. manganese, 15 per cent. iron, and quantities of other valuable metals, and it was estimated that material valued at half a million pounds per square mile is down there for the getting.

The only catch is that 600 fathoms is outside the scope of existing dredging equipment—except the expensive gear installed in scientific research vessels.

• FIJI SHIPS LAID UP FOR WANT OF CARGOES: The former W. R. Carpenter and Co. (Fiji) Ltd., now Morris Hedstrom Ltd., motor ship *Ai Sokula* and another Carpenter vessel, the *Komaiwai*, are both laid up in Suva because of the falling off in trade around the Group.

Ai Sokula was promptly put into "moth balls" after she returned from a trip to the Gilbert and Ellice Islands, late in September.

No indication has been given by the companies concerned when the ships are expected to resume trading.

• TENDERS FOR "POMPOM": Tenders have at last been called—in London only, apparently—for the building of the replacement for the New Zealand Island Territories Department's refrigerated passenger and cargo vessel *Maui Pomare*.

According to the London nouncement, tenders must be in December 31. The ship is to hav speed of 12-14 knots, a gross tonn of about 2,750, and a ca capacity of 60,000-70,000 cubic and accommodation for 40 passe ers. The London consultants, J. H. Biles & Co., are apparer handling the tenders.

A good many people believe t this ship will not be built, or at le not in the near future. Finan belt-tightening in New Zealand, the availability of an increas number of small refrigerated f vessels in the trans-Pacific tra have considerably altered the sit tion since the ship was first moo three years ago. Now there is t that *Maui Pomare* number will be okayed by the survey auth ities for another ten years, by moting her to non-passenger ve status.

• SHOWING HOW IN N GUINEA: Since echo-sounders w fitted to the New Guinea Fishe vessel *Tagula*, there has been m fish available in Lae and P Moresby—something like 11,000 lb a six weeks' period.

Tagula belongs to the Fishe Division of the Department of Ag culture, Stock and Fisheries, wh uses it as a research vessel—mai for the instruction of native operative fisheries which the Adm istration has endeavoured to est lish along the Papuan coast.

The echo-sounding equipment permitted the tracking of shoal f mostly of the mackerel variety.

• TAHITI CONTACTS: Shipp contacts with Papeete are stea

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OURS OR THEIRS?

An unidentified submarine, with markings visible, passed close to t south coast of Rarotonga on a nort easterly course at about 7 a.m. Octob 12. It was seen by a number of peop and was undoubtedly a submarin but whose, and whence and whith bound, was not ascertained.

Submarines were previously report in the Solomons area, and much mo recently in Bass Strait, between t southern coast of Australia and Ta mania. All these sightings caus public excitement.

People who would like to know t nationality of a submarine, shou make a sketch map of it, in profil showing various lumps and bump and send it to the nearest Na authority for identification.

None of these submarines is nece sarily violating territorial rights. T only way for submarine crews to b come skilled is to practice. It has be suggested that this training probab involves penetration of foreign na bours in peace time. Be this as may—and it seems a big risk—it mu be for advanced students, only! S far no one has noticed one of Thei bobbing up in one of Our harbou So far all the sightings have bee outside territorial limits, and there no law against that.

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"DELOS" IS ON AUSTRALIAN BUSINESS

Turned into a floating trade exhibit for this voyage only, the Australia-West Pacific Line motor-vessel "Delos" sailed out of Sydney on October 28 for points north and east. Object of the voyage is to sell more Australian goods in the Far East and adjacent areas, and to further this aim there sailed aboard her a dozen representatives of Big and Medium business and hundreds of specially arranged exhibits of Australian products from vintage wines and canned foods to tools of trade and industrial equipment.

Leader of the party is Mr. R. S. Colquhoun, of the Broken Hill Proprietory; Mr. W. S. Johnson, of the Bank of New South Wales, is deputy leader. Mr. D. Cox, secretary of the Australian Export Federation is manager of the Mission. Other trade representatives travelling on the ship are Messrs. S. F. Cochran (Joint Coal Board); J. L. Ballantyne (K. L. Ballantyne Ltd., exporters); F. S. Smith (Smith, Mitchell & Co. Ltd.); Ivor G. Morris (Morris Woollen Mills Ltd.); K. J. Eastaugh (Tom Piper Food Cannery); L. J. Dooling (Commonwealth Trading Bank); R. W. Turner (Turner Manufacturing Company, tool makers); D. D. Stead (Austral Bronze Ltd.); and Ivor Mitchell (Mt. Isa Mines Ltd.).

The voyage will take about two months and will include Manila, Japanese ports, Shanghai, Hongkong, Borneo, New Guinea and Solomon Islands ports.

ncreasing. Immediately after the war the only passenger connections were provided by Messageries Maritimes from Europe and Australia, a very limited Union Co. service from New Zealand and Canada, and Pacific Islands Transport Line's *Thor I*, and an occasional Matson freighter with limited passenger accommodation from the US. Then came the new MM passenger liners, Shaw Savill's *Southern Cross*, the new Matson liners, and *Thorshall* and *Thorsisle* replacing *Thor I*.

Next to appear in the big-liner class was Rotterdam Lloyd's 12,342-ton *Sibajak*, which has made one or two calls each year recently on her west-bound run to Wellington and Sydney—her schedule was for three calls this year. Now the Nederland Line of Holland is entering this service in the reverse direction with sailings by the 19,781-ton *Johan van Oldenbarnevelt* from Wellington for Papeete next May, August and November.

Added to this is increasing interest by the Italian Sitmar Line which made trial runs via Suva and Papeete last year. The Line is dropping Suva but will make East-bound calls at Papeete from Sydney and Auckland next February and December with its Panama-registered, 12,150-ton *Castel Felice* and its 11,833-ton *Fairsea* respectively.

A regular West-bound passenger connection from the US East Coast to Australia has also been provided for several years past by the United States Line's Pioneer ships. All in all, Papeete is now better served by passenger liners than any other South Pacific Islands port.

News of Cruising Yachts

● **TE MATANGI:** A letter in from Jacques Ferguson, the First Mate of this yacht, is headed: "Papeete, Tahiti . . . at last!" Woman-like, or maybe cruising yachter-like, Mrs. Ferguson doesn't date her letter, but we guess that it was written about mid-September. The Fergusons had quite a voyage between Honolulu and Papeete, broke a backstay and had a lot of subsequent trouble because of it. Expecting to reach the Marquesas in three weeks, the NE Trades failed them and they had to fight for every inch of Easting. Alternating calms and storms and the unexpected strength of the counter-current further complicated things. They finally arrived in Papeete, 36 days out of Honolulu.

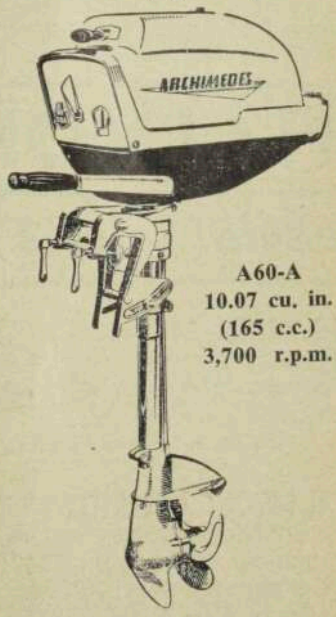
Plans were for a swift refit and larder restocking at Papeete, then a cruise around

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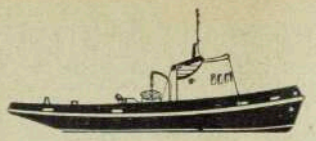
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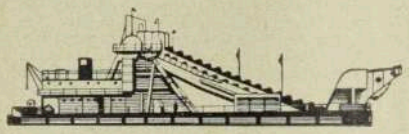
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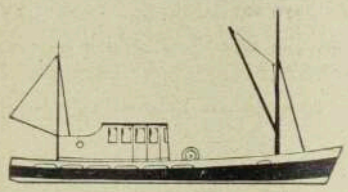
STEEL VESSELS

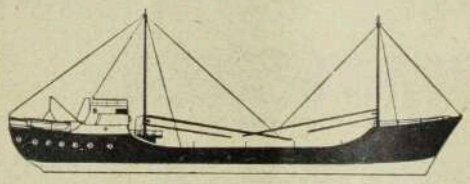
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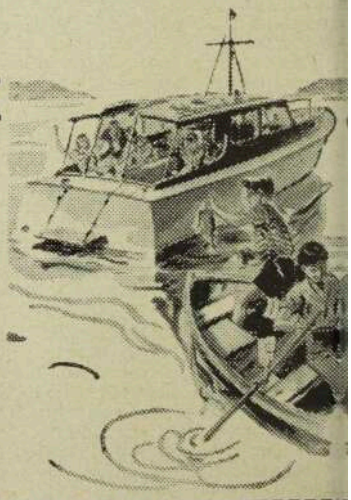
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rench Polynesia before heading for amoa, Fiji, New Zealand and Australia. here was no mention of hurricane season ans; they appear to be planning to keep ght on going, regardless.

● SEA CHANTY: Ketch, from Vanuver, owner-skipper Roy Kempel, with ree crew members was still in Papeete late September. SEA CHANTY and TE ATANGI will likely be sailing neighbours r some time as Kempel plans to follow e same route, at the same time, as the rgusons.

● MARCO POLO reached Papeete midptember and expected to stay around ere for some time before taking on the xt leg of the voyage. Destination is enmark.

● LADY ELLEN, a sailing commercial roposition rather than a cruising yacht, d arrived in Papeete and moved on ain to Honolulu arriving October 12. his big Tasmanian-built yacht is being iled to the States with the idea of a ofitable sale there. Is expected to leave nolulu late October.

● NOVIA, with owner-skipper Lee egg, was last reported around the ench Polynesia group, but ultimate stination is home port, San Diego. Just fore leaving Tahiti waters, they lost e top of the mainmast in a night squall d yacht now carrying on somewhat ortened in this department. (This is as ported from Papeete although, if corct, the Greggs must have been getting ound very smartly. Ann and Lee egg left NOVIA in New Zealand when ey had to fly back to the States on siness last year. NOVIA followed, per ttle boat, which left Auckland at end June). LATER: Reported arrived in nolulu October 6; Ann Gregg arrived air from US to rejoin the yacht.

● ALTAIR was in drydock in Papeete October following an attempt to reach nolulu in August. After striking much uble, the yacht had to return to Papeete r repairs.

● MERIDAN: There was another worried quiry for this yacht and Richard and ble Stafford this month—this time from eir ex-crew member Carol Rice, of Ft. uderdale, Florida, who had heard that M had reported them "missing, feared t". PIM hadn't—our June paragraph d that they had, for the time being, pped out of our net. But not for long Stuart Inder rediscovered them in vau, in July. They were last reported Fiji.

● MOONFLEET, 40 ft. schooner, purased from American owners by Suva vy officer, Bill Kite, about 18 months o, is up for sale again. Kite and his fe planned to sail MOONFLEET back to but crew was the problem. There were nty of Fijians offering—but all wanted e Kites to get them permits to stay in e Dominion. The Kites decided that easiest way out is to sell the schooner d take the plane home. (This yacht, ich has not been mentioned before by is name, in these columns, is probably NA, about which we had a great deal en she was cruising, a couple of years o. She disappeared from our ken when e reached Suva).

● EDEEVEE, a converted 65-ton fishing sel with motor and sails, owned by a ired Hull trawlerman, Jack Howson, ared an English port for New Zealand tober 23, presumably via Panama. With wson are two nephews, three Auslians, an another English boy.

● New YANKEE, successor to the well-own brigantine yacht which the Irving nson's sold to Mr. Reed Whitney, is t likely to be seen in the Pacific—at st not for some years. A much smaller al-draft staysail ketch, the new vessel is designed for cruising the inland waterways of Europe. The hull is of Corten steel and dimensions will be 50 ft. 7 in. x 42 ft. 6 in. x 15 ft. 4 in. With centreboard up she will draw 4 ft. only; down she will draw 7 ft. 6 in. High-sterned and beamy aft, she will have five windows across the stern of a 19-ft. long owner's cabin. There will be accommodation for two paying guests. There will be a very large midships cockpit, and she will have ballast tanks which can be pumped out in the event of grounding, which is very common in waterway navigation.

The Johnsons plan to cruise from April to October each year and to continue their lecture tours in the US for the remainder of each year. The yacht will be capable of ocean cruising, but present plans are for "8 or 10 years" of European waterway cruising.



The trading ketch "Arthur Rogers" back at the wharf at Totara North, NZ, after a second unsuccessful attempt to get back to the New Hebrides in September. Present in this photo: the crew, the dogs, the cat, and Diana Hepworth. Absent, skipper Tom. Shortly after this photo was taken, another member joined the crew (see page 107).
Photo: Bingham Green.

● ADIOS of Newport, Cal., with Tom and Janet Steele aboard, plans to remain at Tahiti until next March. They've found a snug anchorage around the coast from Papeete.

● JINNI of San Diego, with Bill and Jean Schallenberg at the controls, which arrived at Papeete early August, was still cruising around French Polynesia in October

● FIESTA, 72 ft x 17½ ft. x 8 ft. Panama-registered schooner, which cruised Polynesia in 1955-56, was in the news in October. Since the commencement of the IGY Martin J. Vitousek and his yacht have been maintaining sea communications between the lonely Line Islands scientific observation station of Palmyra and Jarvis, with calls at Fanning and elsewhere, operating out of Honolulu. Following the death of Otto Hornung at Jarvis on October 11, FIESTA, which was lying at Fanning at the time, went out, dismantled the radio station and equipment, and transported the only other residents of Jarvis, a native couple, back to Fanning.

● TYPEE, with Bob and Marie Grant and Ken Mildon aboard, which cleared Auckland August 31 for Papeete, was blown to the north soon after leaving the NZ coast, so laid a course for Tonga, staying at Nukualofa for several weeks before heading east again—with the prospect of a tough windward slog in view.

● MIRANDA of Auckland, after a year in French Polynesia, arrived at Rarotonga September 24, apparently again westbound. With Australian owner John O'Donnell aboard the 34-ft. gaff ketch now are Kurt Hari of Switzerland and A. J. Giddens of the USA.

● DIANA, 43-ft. English yawl, owned by Norman E. Young, CB, CMG, MC, continuing the world wander, cleared Darwin early October for South Africa. DIANA entered the Pacific via Panama in December, 1955, and worked down to Auckland. After a lengthy stay there DIANA, with a new crew but same owner-skipper, cruised back to Tahiti and return during the second half of 1957, sailing again for Australia earlier this year.

● TAHOE, 37-ft. schooner, of Vancouver, now lying at the lighter basin in Auckland, has been advertising diligently for cost-sharing crew for continuation of cruise to Sydney and back through the Islands to Canada. Sailing date was set at November 20—if crew are found.

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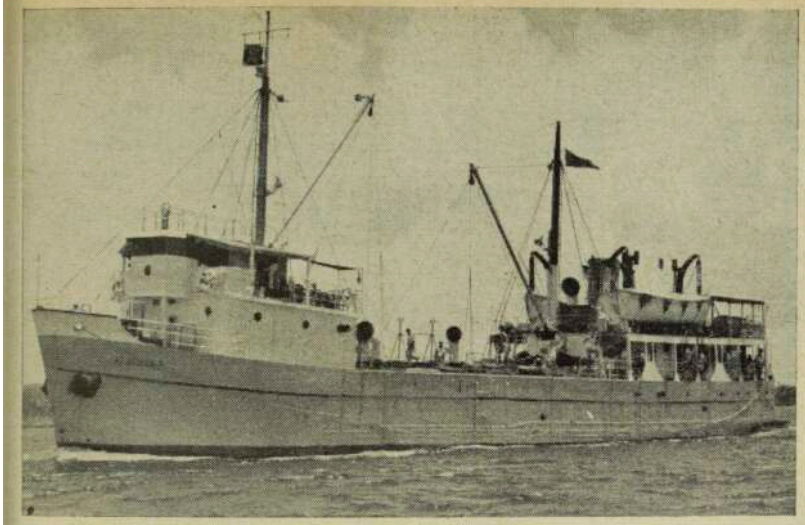
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The 500-ton "Ai Sokula", reportedly "in mothballs" in Suva because of falling off in trade.

● FLEETWELL, 29-ft. converted lifeboat, which arrived at Auckland from Sydney October 1, lies near TAHOE. Aboard are Messrs. Svedlund of Sweden and Taumees of Finland. Will remain in NZ waters through summer, then may head Islandwards. Mr. Svedlund bicycled through Europe 2,000 miles to Port Said in 1950-52. The yacht was purchased in Sydney.

● NGALOA of Sydney, manned by Mr. and Mrs. M. Luhtanen of Canada, arrived in the Manakau Harbour, NZ, September 29 after a rough 31-day passage across the Tasman in which damage was twice done to the rigging-spreaders by careless albatrosses. The couple purchased the 31-ft. yacht last March.

● MAMARI of Auckland, 28-ft. ketch, circling back home from Polynesia reached Suva September 18. They planned to remain there at least two weeks but future movements were uncertain. With owner-skipper J. F. Oliphant are G. T. Pedersen and C. L. Sherry.

● MARY ANNE, with New Zealander Russell Elliott and his wife aboard, having cleared Falmouth, England, September 25, was towed in to the Scilly Isles in battered condition October 5 after losing the rudder in heavy weather. This is a 9-ton yacht, other details unknown.

● ANNETTE, the 30-ft. Honolulu cutter manned by Doc and Dottie Tanner, was reported overdue at Suva on October 24. The yacht was at Pago Pago in mid-September having arrived from the Leeward Isles of French Polynesia. A call was planned at Suwarrow but the weather decided otherwise. Moving on to Apia the Tanners advised the Suva Harbour Master that they should reach there about October 6. They departed Apia September 24 but had failed to arrive in Suva to October 24 so ships were advised by radio to keep a lookout along this route. (See news section this issue).

● PUORI (formerly GOLDEN RULE) left Honolulu end of September for a pleasure cruise to the Marquesas. New owner-skipper is Gene Pettengill, of California, who purchased the yacht in Honolulu. With him on this cruise are a nephew, Wayne Pettengill and Ron Quail, ex yacht SWALLOW.

● PHOENIX arrived in Honolulu after a 60-day crossing from Kwajalein on October 13. On board were Ted Reynolds, 20, acting-skipper, Mrs. Earle Reynolds and their Japanese crewman Nichi Mikami. To greet them on arrival was Dr. Reynolds, recently convicted of sailing into a prohibited atomic testing area and sentenced to six months gaol and 18 months probation. A letter from Dr. Reynolds says that he is out on bail, pending appeal. He ends his note: "If we are permitted to do so, we intend to set sail about March or April and try again to reach Hiroshima by way of the high seas".

● UTOPIA got away from New Guinea in mid-October with four new crew members—Miss Mildred Dickeman who has just completed 12 months anthropological research in the Highlands area; David Hewston, formerly of Gibbes Sepik Airways; John Thomas, formerly of the Department of Civil Aviation; and Laurie Joebstal. Retired Wisconsin boat-builder Fred Peterson, her owner-skipper, expects to tie up in Singapore over Christmas, when he will be two years out on his round-the-world voyage. After leaving Madang, the schooner sailed up the Sepik River as far as Angoram and is expected to make a call also at Hollandia, in NNG.

THOSE JAPANESE MEDICAL CASES

There was an implication in a despatch from a P-NG "PIM" correspondent recently that an excessive number of Japanese fishermen suffer from appendicitis—and is it merely an excuse to put in to some port?

Actually by no means all cases, and perhaps not the majority, are appendix cases.

It should be remembered that there are about 600 licensed Japanese fishing vessels in service, involving possibly about 15,000 fishermen, of which possibly 2,000 are manning vessels of the Line at the height of the season, and that tuna long-lining is not the safest of occupations.

We do not know what the incidence of appendicitis is among Japanese; we hazard a guess that it involves 10 per cent. of South Pacific Europeans; so the dozen or so Japanese cases that are landed in the Islands each year seem fairly normal.

A non-appendix case was landed at Suva in October.—JPS.

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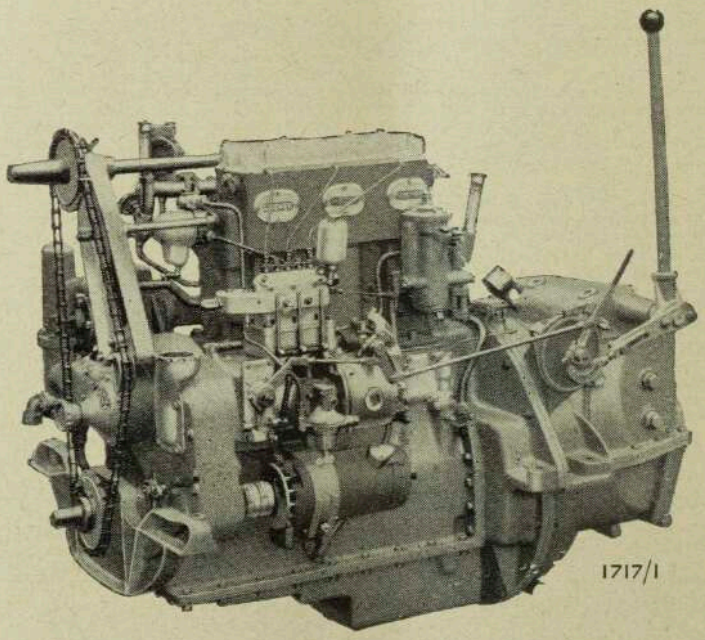
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PACIFIC REPORT

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

No Escape to the Islands For NZ Taxpayers

Did you, riled by ever-increasing taxation, perhaps think of settling up your debts, obtaining a final taxation clearance—without which you cannot purchase an air or sea ticket—and slipping off to earn a living in some of the less governed Pacific islands?

Did you have the idea that what you would earn there would be your business and only yours, so long as the local tax-gatherers, if any, did not lay hands on you?

If you did, and you are a New Zealander, get ready to pay up—or to stay away from home for a long, long time—for they're waiting for you.

This was proved in an Auckland Court recently when a man was fined £100 on each of nine charges, and ordered to pay over £10,000 in back tax relating to concealed income.

One of the charges related to earnings in the New Hebrides from scrap metal recovery, supervising the construction of an oil company installation—which went broke—and clearing land for a cocoa plantation.

With the bottom of the New Zealand purse at present being scraped, any person who has been away from the country for some time and who then returns is fair game for investigation.

The prodigal son will need to prove that he paid taxation in the country where he was situated, or be ready to pay up at New Zealand, Australian, or other relevant rates.

You may feel that your home is where you hang your hat up, but NZ taxation authorities have other criteria. As far as they are concerned you have a permanent home somewhere in the Dominion even though you may depart from it for a period of years, and although you may have enjoyed none of its social securities during that period, you are still liable for taxation.

Australian businessmen, making short visits to New Zealand recently, have complained that before they can get a tax clearance to return home—previously a mere formality—taxation department officials have demanded to be paid tax on the income the visitor *was earning at home in Australia.*

Mr. Nash and his boys are fast making New Zealand a good place to get out of; and a better place to stay away from. In comparison with the New Zealand variety, Australian tax gatherers are just softies.

RUM RESULT

A native who tried to pass a valueless cheque for £10 at a Lae store in October invented his own bank.

In place of the words "Commonwealth Bank of Australia" the native had written "Bank of OK Rum".

He signed the cheque with a series of numbers and letters.

In Lae Court, he was charged with having two stolen cheque forms in his possession and was sentenced to one month's imprisonment.

The second cheque, which he handed to his employer, was written out in similar fashion and had been made out for £100,000 the court was told.

The Trials of the Mail Order Firms

Boys' wear advertised in catalogues of Australian firms have been causing some strife among Papua-New Guinea natives.

Fully-grown natives in the Territory are known as house boys and in general talk are referred to as "boys".

Natives who read catalogues and see children's clothes advertised as boys' wear assume it is meant for them and write down ordering shorts and shirts.

When the goods arrive they learn too late that "boy" has another meaning.

The P-NG Superintendent of Posts and Telegraphs (Mr. W. MacPherson), said in Port Moresby in October that cash on delivery orders from the natives was causing concern among Australian firms.

Mr. MacPherson said the natives enthusiastically wrote down ordering goods which were posted to them—collect from the local Post Office.

However, in the meantime the natives had either spent their money, moved elsewhere, or simply "gone walkabout".

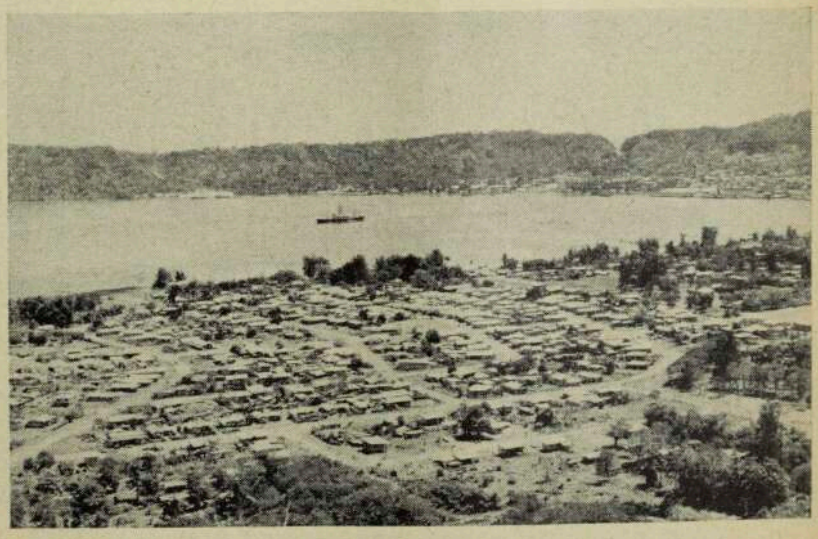
After Post Office officials had unsuccessfully tried to locate the natives the parcels had to be returned to the firms at their expense.

Mr. MacPherson said about one-third of cash on delivery parcels were returned unclaimed.

In many instances insufficient addresses were sent to firms, and in inland areas the Post Office had little hope of finding one native out of thousands.

Rush For Housing Loans

The Fiji Housing Authority has been rushed with applications for its new cash loans scheme for low income workers. The Authority will give loans up to £500, if the applicant's average weekly earnings do not exceed £12.



THE NEW RABAUL. This recent photograph, by Larry Chin (C. H. Meen's son) of the southern part of Rabaul, shows the remarkable growth of New Guinea's chief town in the last two or three years. The whole of the foreground is the new Chinese suburb, built on the northern part of what formerly was Matupi Farm at a cost of between £2 million and £3 million. After the destruction of Rabaul, in the war, the local Chinese built a village of shacks in this Matupi area. The shacks now have completely disappeared and this well-built modern suburb has taken their place.

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Christmas Is.—New Boss, New Stamps

Australia assumed administrative control of Christmas Island (Indian Ocean) on October 1—although the official transfer to Australia from the United Kingdom took place in December, 1957.

Also on October 1, the newly appointed Australian Official Representative took up his post there. The Department of Territories announced his name only the day before—and it wasn't, as some people seemed to think it might be, someone from one of the higher echelons in the P-NG public service. It was a Mr. D. E. Nickels, who has been living at Mittagong, NSW, and of whom nothing is known except that he lived for years in Malaya and speaks Malay. Christmas has no indigenous population, but some hundreds of Malay speaking phosphate workers. Its economic value lies entirely in its phosphate deposits.

Two weeks after taking over administration control, Australia issued the island's first postage stamps. They went on sale on October 15 and are in 10 denominations, from 2 cents to one Straits dollar. Each of the stamps is in a distinctive colour, but each has the same design—that of the current Australian 1/7½d, showing Her Majesty Queen Elizabeth, but overprinted with the words "Christmas Island".

It's Beer—Minus

The new tipple being produced by the South Pacific Brewery, Port Moresby, looks like beer and tastes like beer, and has as much food value as milk (so they say).

It has everything real beer has, except alcoholic content. So—no kick.

Because it has no kick, natives who are prohibited from buying or imbibing the real McCoy, may drink it. This Near-Beer is not designed for the native trade, however, but for Europeans who, for some extraordinary reason, want the Taste without the Effect.

New Mission Prefecture in Papua

One of the last administrative acts of the late Pope Pius XII was the proclamation of a new Prefecture Apostolic in New Guinea, to be known as the Prefecture Apostolic of Kikori.

The area concerned was formerly part of the Vicariate Apostolic of Port Moresby.

In November, 1955, a small group of Capuchin Franciscan Fathers arrived in this area from Pittsburgh, USA, to set up five mission stations in newly controlled areas. They were the first members of this Catholic Order to be represented in New Guinea—or, we believe, anywhere in the South Pacific Islands area.

A Prefecture is lowest of the three grades of administrative district, the others being Vicariate and Diocese. A Prefecture need not be under the direct control of a Bishop.

The effect of the order in this case is to simplify the administration of the area, placing it under more local control.

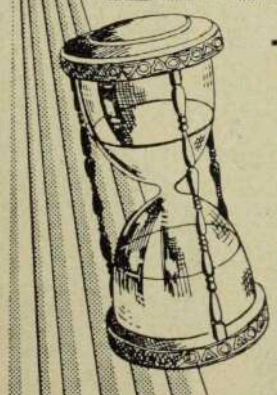
Rewa Cane-Farmers are Reluctant

Very few Indian cane-farmers in the Rewa Valley, Fiji, have made an attempt to change over from cane to some other crop, although the last crush at the Colonial Sugar Refining Co. mill at Nausori will be in 1959.

This is causing some concern to Government and CSR officials—but little to the farmers themselves, who are evidently determined to hang on to the last; or hope that the company will change its mind about closing the mill. (See *PIM* August, p. 19).

A spokesman for the company said in Fiji in late October that the decision to close was irrevocable.

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Xmas 1958

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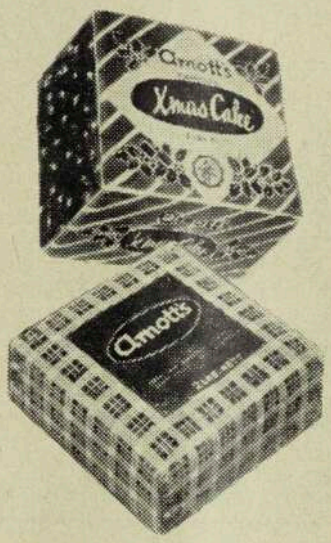
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AND GIFT TIN OF BISCUITS

Arnott's famous high-quality, dark colour Xmas Cakes in 2 lb. and 3 lb. sizes and a Special Gift Tin of Biscuits are again available.

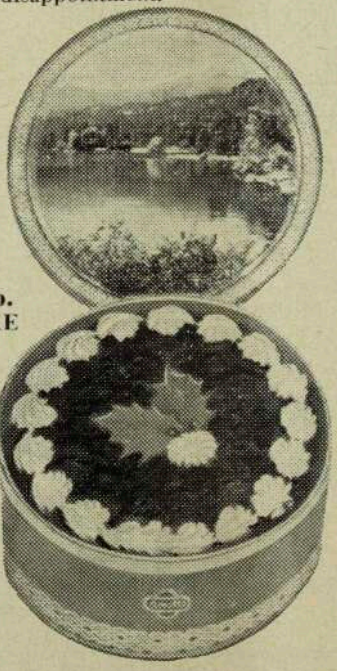
Buy also, and put aside, one of these for Easter or special occasions to come, whilst they are available over Xmas.

Order from your grocer now and avoid disappointment.



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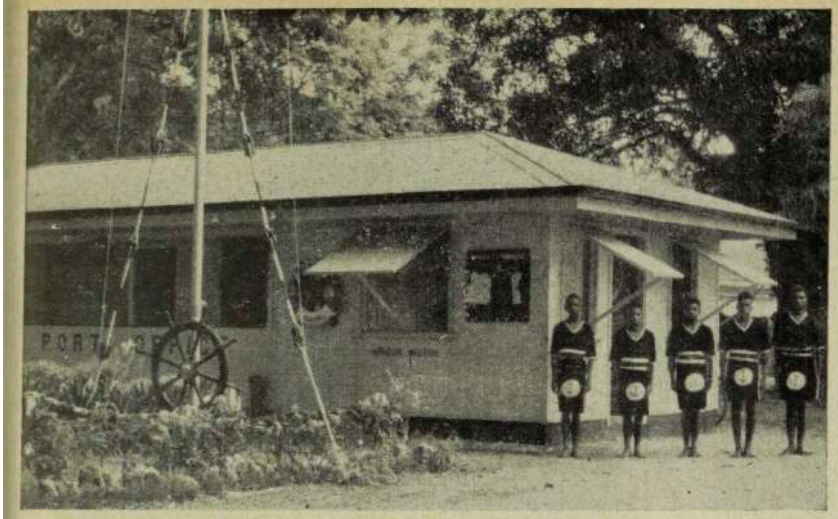
3 lb. CAKE

SPECIAL GIFT TIN OF BISCUITS



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X/XC/58



One of the neatest of the new buildings in the New Guinea port of Madang is the harbour-master's office. The harbour-master (Capt. J. H. Evans) has added to its attractiveness by constructing a tropical garden in front, and placing a ship's wheel on the base of his specially-erected flagpole.

The last crush will be in 1959 and no cane planted after August, 1958, will be purchased; ratoons from cane planted this year will not be taken.

The decision to close Nausori mill was made and announced over a year ago and since then company officials and officers of the Department of Agriculture have been trying to interest local farmers in alternative crops. A few have changed over to growing rice, vegetables, maize and peanuts; and a little long-term planting of cocoa and coconuts has been done.

In July it was announced that a group of Indians would launch a £1 million company to work the Rewa—maybe as another cane-growing proposition, or for dairying. But nothing more has been heard of this company.

The cane-farmers have so long been dependent on the CSR Co. that few of them can bring themselves to face the fact that after next year they are on their own.

Seen Any Whales Lately?

There has been a great revival of interest in whaling as a possible South Pacific alternative industry these past few years, particularly since the new Norfolk Island station was established three years ago and has successfully taken its full quota of 120 whales each season since then.

At present, both Fiji and Tonga are actively investigating possibilities by carrying out preliminary whale-sighting surveys.

There has also been a lot of whale-tagging proceeding under the direction of Professor W. H. Dawbin, of Sydney University, throughout the area, as part of a scientific study of whale movements and migrations going on all over the world.

In March last year *PIM* carried an item (p. 20) concerning Irvine's Whaling Company, of Rarotonga, established there in August, 1865, and thought to have been the first commercial shore-based whaling station—and perhaps the only one—ever to operate in the Cook Islands.

This item, based on an extract from an old newspaper, caught Professor Dawbin's eye.

He would be most interested to receive further information about the operations of this or any other whaling company based in the Cook Islands in past years, and if anyone has any evidence—old letters, photos, or news clippings concerning any such activities he—or *PIM*—would like to receive details. There is some evidence that there may also have been a whaling station ashore at Penrhyn, in the Northern Cooks, for a time.

One of the first tests of whether a commercial whaling station is likely to be a success in any particular area is based on the sighting of ten times the number of whales required to make the venture financially successful, as it has been proved in practice, that only about one in ten of the whales sighted will be caught.

A station may do well one year and poorly the next. But if a minimum of 1,000 whales pass your particular neck of the woods each year, you can begin to show some interest. Even if, without keeping any particular lookout, you spot a hundred from your coastal location there may be hope. If you think so, contact Professor Dawbin.

A whale these days, properly

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processed, yields about 8½ tons of oil, and about a third of that weight in other products, and is worth around £800. A modern station capable of handling, say, three whales per day during the season costs upwards of £150,000 to establish.

Late Precautions Follow Fiji's Polio Outbreak

Although few if any precautions seem to have been taken in the islands eastward of Fiji immediately after the outbreak of polio in Fiji in August, by the end of October a lot of people were really beginning to worry.

Cases have been reported in Tonga and West Samoa and precautions—if a little late—were being taken in other Territories.

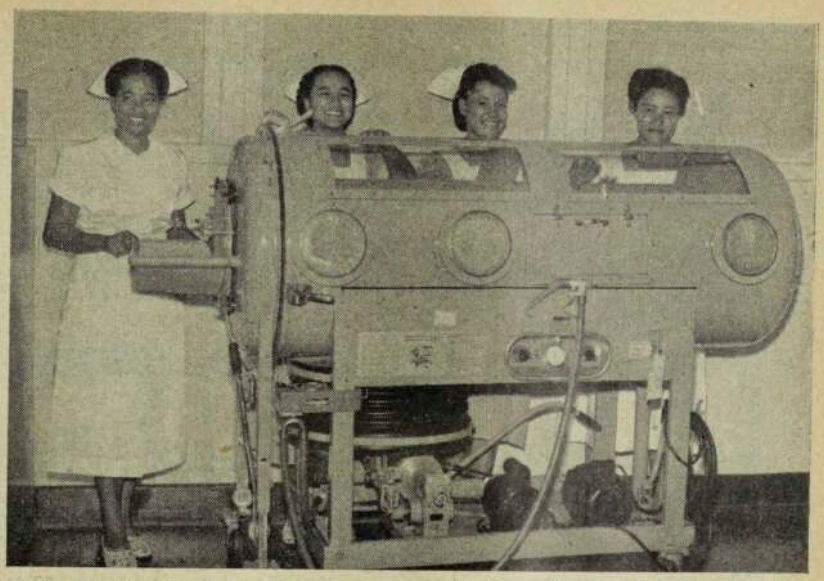
In mid-October, New Zealand rushed supplies of Australian-made Salk vaccine to the Cook Islands and Niue and began a vaccination campaign.

In American Samoa, the government health service brought in an iron lung for emergencies and began an anti-polio vaccination campaign amongst all children up to those of high school age.

Owners of the liner *Southern Cross* refused to allow her to berth at Suva on October 28 or to embark the six passengers who were booked out on her. A spokesman for the owners said that they had a lot of young people on board and the risk of picking up polio could not be taken.

Because the new Fiji Governor and his party were on board, *Southern Cross* anchored in the stream and the party was taken ashore in a tender. The vessel then sailed off for Tahiti, leaving six would-be travellers lamenting.

There seems, as yet, no restrictions on Union Steamships Co. vessels, *Tofua* and *Matua*, which regularly run between NZ, Fiji, the Samoans, Tonga and Niue. To restrict these vessels now would be shutting the stable after the horse has departed; the time for this would have been in August, when the outbreak first occurred in Suva.



TAKING NO CHANCES. Eastern Samoa won't be caught off guard in the polio epidemic, which started in Fiji recently and has been causing some anxiety (see below). Children up to high school standard age have already been vaccinated and the entire population may eventually be done. In addition, resourceful Dr. John Kennedy, administrator of the hospital at Pago, recently had this iron lung flown in from the US at short notice, in case of emergency. With it, on a Coast Guard aircraft, came $20,000-worth of polio vaccine.
—Pan American Prints.

The epidemic in Fiji seems now to be on the wane. Fresh cases are still being reported from country districts but there have been no new cases in Suva since October 3. Up to October 25, the total number of cases was 222 for the whole Colony, of which over 100 were still in hospital. There had been a number of deaths, and a considerable amount of after care is going to be required.

The worst of the epidemic in Tonga also seems to be over, although in late October a total number of over 100 cases had been reported.

Only four cases had been reported in Western Samoa up until late October; these came from widely scattered areas and the suggestion is that the Samoans have a large degree of immunity and that a big epidemic is not expected.

Science Increases Populations AND Food

People who see menace in science's contribution to the over-population of the world through the raising of health standards may take heart from the fact that science is also enormously increasing the world's food resources.

One way in which it is doing the latter may prove a shot in the arm to the Hawaiian-based tuna fishing fleet.

In November-December, 1955, the US Fish and Wildlife Service's Pacific Ocean Fishery Investigation vessel *Hugh M. Smith* netted a sample of sardines in a bay in the Marquesas Islands. A small fish with a big name—*Harengula vittata*—it is apparently peculiar to these waters.

It was considered worth while to try transplanting some of these sardines to Hawaiian waters, where the live-bait tuna fishing industry is languishing for want of live bait.

The first transfer was not very successful. Of 130 buckets of sardines taken aboard only about 20 buckets survived the rough-weather passage back to the leeward

P-NG is Producing Individualists

Examples of individualism among natives keep showing up through the European economic system, under which New Guinea now lives.

There is a shrewd Tolai man who owns and operates a cocoa plantation in the Rabaul district, and who employs his fellow-villagers and sells his own cocoa, at a good price. He recently placed orders for fermentary equipment to the value of £4,000.

The Administration does not like it much—it tries to keep cocoa production within the co-operative movement, and to maintain control over the native fermentaries. But this Tolai man has a mind of his own, and displays a typical Tolai attitude of defiance of the government.

In 1926, when Mr. Fred Archer was at Maty Island, he received a party of Sepik recruits for the Expro Board, and he sought among them for a boss-boy. He noticed a clean-skinned, intelligent fellow, and selected him for the job; and he proved remarkably dependable in all respects. Today, he is much better known as Simogen, MLC, whose addresses to the Council, and to his own countrymen, usually are packed with sound commonsense. He is an outstanding individualist.

Newspapers have been giving prominence to the expressed determination of Sivi, a Wahgi Valley coffee-grower, to send his son Kuri to an Australian university —for which purpose he has saved £1,000, obtained from gold-getting in the Jimmi and Minj Rivers, and from the produce of his 15-acre plantation. Kuri, aged 12, now attends the Intermediate School at Goroka.

New Guineans have a very long way to go, but they are on the way—and it seems to be a Capitalist rather than a Communist way.

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Your very first brushing with Colgate's each morning removes up to 85% of the bacteria that cause bad breath! Yes, scientific tests prove that Colgate Dental Cream stops bad breath instantly in 7 out of 10 cases that originate in the mouth! When you brush your teeth with Colgate Dental Cream, you can actually feel how smooth and clean they are.

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Scientific tests over a 2-year period show a startling reduction in tooth decay for those who brushed their teeth with Colgate's right after eating! In fact, X-rays showed no new cavities whatever for almost 2 out of 3 people.

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coast of Oahu, where they were released with more curiosity than hope.

Subsequently, as *PIM* reported at the time, further small shipments were brought back by F & WS vessels in the course of routine cruises south, the latest consignment being released last June.

Meanwhile, some of these sardines were netted in Hawaiian waters by local fishermen seeking bait-fish, which indicated that the Marquesan immigration was at least surviving if not multiplying.

Now, according to an October news release from the Fishery Investigations office in Honolulu, there is good evidence that the sardines are successfully spawning.

Numbers have been netted not only round Oahu but also as far away as Kauai and Maui. Furthermore, tests have shown them to be in many ways superior to the local Nehu—*Anchoviella purpuera*—which has been the bait fish of the past.

They are hardier, more capable of standing long ocean voyages in bait-tanks, and, if established, should permit local tuna fishermen to travel much further afield. There is also the probability that the sardine will provide a new food source for other local commercially valuable fish, such as the Ulua.

Fishery Investigation scientists consider that it will not be clear for several years yet as to whether the sardine is going to prove commercially valuable, but it does appear that local bait resources might be doubled or tripled as the sardine seems to prefer sandy, rocky beaches rather than the brakish bays favoured by the Nehu, and the former type of habitat is more plentiful in the Hawaiian Islands.

If this experiment does prove the success that is hoped, it should have equal possibilities in other South Pacific areas. Furthermore it opens up the possibility that other kinds of fish, either for bait purposes or directly edible, might well be transplanted from less inhabited areas of plenty, to areas of large population where fish are not plentiful and could offer a valuable alternative human dietary source.

Many kinds of fish, like most human beings, are inclined to remain in a limited locality throughout their life cycle. There is no reason to suppose that, if forceably transferred, they might not take equally well to another similar habitat far removed from the first.

A lot of publicity has already been given to South Pacific Commission co-operation in transferring the tilapia fish to ponds all over the South Pacific. (Tilapia is also being experimented with as a bait fish in Hawaii).

SPC has also assisted in the transfer of commercially valuable shell fish, mother-of-pearl oysters within the Cook Group and trochus from Fiji to Aitutaki—and perhaps soon MOP from the Cooks to the Tokelaus.

CONGRATULATIONS FOR QUEEN SALOTE

Congratulations from all over the world poured in to Nukualofa for Queen Salote of Tonga, on October 11, the day she celebrated the 40th anniversary of her Coronation.

One of them was from Queen Elizabeth II (who visited Tonga in 1953) as follows:

On the occasion of the fortieth anniversary of Your Majesty's Coronation, I extend my warmest congratulations and best wishes for the future. May the years to come repeat the happy fulfilment of the years that are past. I pray that God's blessings may ever attend your Majesty and your kingdom, my visit to which remains among my most treasured memories.

The Colonial Secretary, Mr. Lennox Boyd and the Acting Governor of Fiji were two others who sent messages to Queen Salote on the happy occasion.

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Jap Snails a Great Pest in N. Britain

The giant shellback snails, introduced by the Japanese into New Guinea, from the Palau Islands during World War II, still are a very destructive pest in some parts of the Territory.

Mr. Ian Purvis, who has a plantation behind Kokopo, Gazelle Peninsula, carries on an endless war with the snails. In some of his areas it has been necessary to replant with young coconut trees a dozen times; and the snails also do great damage to young cocoa trees.

The planters use poisoned snail-baits—they can cost up to 2½d each, and thousands are called for. This method is effective, but very costly. The Planters' Association has moved in, and is supplying thousands of snail-baits, at manufacturing cost.

Not as Many as They Thought

A remarkable recovery from a severe internal disorder has been made by Mr. Alan Roberts, P-NG Director of Native Affairs. He spent months in Melbourne, being surgically treated because of "adhesions" that had formed after an operation which followed an accident of 50 years ago.

As if to prove he's all right, M Roberts recently went on a strenuo six weeks patrol of the shrinkir "uncontrolled area" in the corner Central New Guinea formed by tl Dutch and Papua-New Guin borders. He formed the opinic that very few natives remain the who have not been in contact wi Europeans. He examined a lar area in which it had been assum there was a large native populatio but discovered that much of it entirely unpopulated.

Troubles of the Copra Producers

According to copra produce there are some strange practic and anomalies in the New Guin coastal copra trade, which is large a part of the Territory economy.

Why are the native crews allow to "pinch" so large a proporti

Hit-or-miss Executorship is asking for trouble

HANDS THAT NEVER LEAVE THE WHEEL

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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Green Light for Wife Enticing

If you have the time and the talent for such things, it will soon be quite lawful in Fiji to go in for a little wife enticing.

As things stand now, under an ancient piece of legislation, it is a criminal offence to "entice away the wife of an immigrant". (Enticing the wives of Fijians apparently was quite in order; and so far as European wives are concerned, it has always been a law more honoured in the breach than the observance).

The legislation dates back to the Indian indentured labour days (which ended in 1916) when Indian men far out-numbered the Indian women.

Amendments to abolish this provision will be included in the Marriage Ordinance which comes before the Fiji Legislative Council at the next session in November.

of the loose copra remaining in ship's hold after unloading?

Badly-sewn bags, the fierce u of hooks by the wharf workers, an general carelessness, result in proportion of the bags breakir open, and always there is a amount of loose copra lying abou It should be swept up and r bagged, and go either to the Boa or back to the owner.

But, no. The native crews gra it, bag it and, after dark, carry along to a Chinese store, where is easily sold.

It happens so often that crev now seems to regard it as the rightful perquisite.

And why do copra inspectors often slash a copra-bag in th

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Good Old Days

You could scarcely blame John Vuia, Tolai, Native Member of the P-NG Legislative Council, if occasionally he, too, sighs for the "good old days" before civilisation, and democratic institutions for the furtherance of law and order.

A stretch of quiet jungle with a shady kapiak tree, an adequate supply of betel-nut and tobacco, with only the age-old but interesting problems of wives and pigs to settle, must have appeared Utopian in retrospect to John when (as told during the evidence at the Navuneram inquiry), a screaming native exhorted his fellow non-taxpayers to "Kill John Vuia, because he helped to make the tax laws".

Undoubtedly the decision to invite natives to observe Legco. in action has merit, if only to show how little voice John Vuia, MLC, would have in framing a law already cut and dried by an all-powerful Canberra.—G.

niddle, thus destroying the bag, nstead of cutting it down the seam, o that it can be sewn up again, nd remain in use?

Evidently, in the minds of some nspectors, the planter is a really nasty piece of work, who packs his ood copra down along the seams f the bag, and puts the rubbish ight in the centre, where Enemy No. 1 (inspector) will not be likely o look!

Fiji Credit Unions Are Booming

Records show that after a credit nion had been operating 4½ years he men, women and children of Burelevu, a Fiji village, have 143 savngs accounts with total assets of 2,810.

This village has only 14 dwellings nd its income comes solely from he sale of fresh fish and garden roduce.

Burelevu villagers have made 384 oans from their credit union otalling £7,326. "Never yet has nybody failed to pay back his oan", said John Yalimai, 34, ecretary of the branch.

Loans have been used to buy lothing and farm implements, to ay tuition fees for schooling, to uy an outboard motor so that ishing grounds may be reached nore quickly, and to build four mproved housing units.

Yalimai emphasised the fact that he credit union is run by Fijians, ot by European supervisors.

In the new year the national onvention of Fijian credit unions ill be held in Burelevu and will e conducted entirely by Fijians. t present there are 235 credit unions in Fiji, with a total membership of 24,000.

The Fiji Credit Union League was the first league outside of the United States to request membership in the Credit Union National Association (CUNA) with headquarters at Madison, Wisconsin, USA. The Fijian credit unions follow the CUNA model credit union plans. Fiji admission to CUNA was granted on August 9, 1958.

This means that a Fijian delegate may now officially represent the Fiji Credit Union League at the annual convention of CUNA in America, and that Fijians can share in the insurance plan of CUNA.

According to this plan, at a member's death, an outstanding loan will be paid by CUNA, and the member's beneficiaries will receive, in addition to his shares, an equivalent sum supplied by CUNA.

Organiser of credit unions in Fiji is an American Jesuit, Father Marion Ganey. In 1953 he was invited to Fiji by the then Governor, Sir Ronald Garvey, who had seen Credit Unions founded by Father Ganey in operation in British Honduras, while serving there as Governor.

Today 194 of the 235 credit union branches of Fiji belong to the Fiji Credit Union League.

Father Ganey, who says credit



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It's rich—it's pure—it's wholesome—Serve it straight from its flavour-saving gold-lined can.

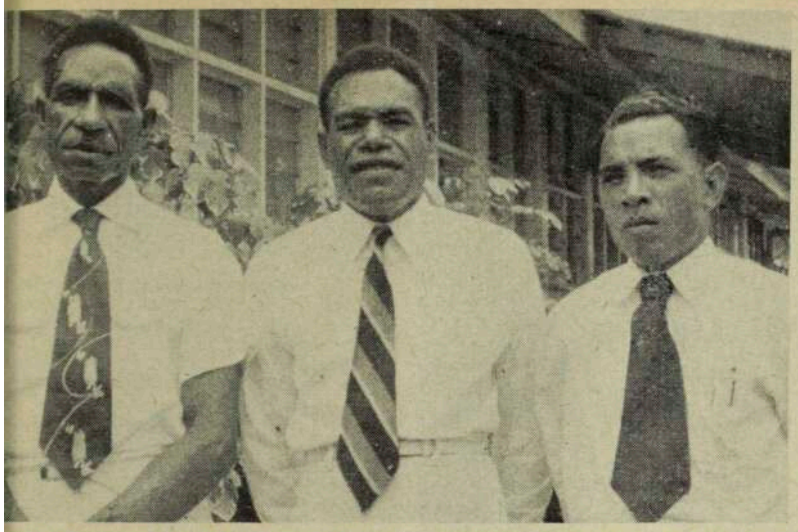
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NATIVE MEMBERS OF P-NG COUNCIL. The three Nominated Native Members of the Legislative Council of Papua and New Guinea. From left to right, they are: Simogen, BEM, of the Sepik District, New Guinea; John Vuia, of New Guinea; and Mahuru Rarua-Rarua, of Papua. Mr. Rarua-Rarua speaks well, and fluently, in English—he is one of the very few native men who can thus express himself effectively and constructively. He is a school teacher. Simogen's contributions to debate are thoughtful and valuable, and he speaks easily —but only in Pidgin. His interpreter at Council meetings usually is Mr. Keith McCarthy.

nion branches are still multiplying. elieves there will be eventually 100 r cent. membership in the Fiji redit Union League. Membership the league is necessary to enjoy e insurance benefits of CUNA. Fijian credit unions, in less than e years, have become one of the tstanding examples of native velopment in the South Pacific.

er Cargo was ea-Water

HMNZS *Endeavour*, New Zealand's ntarctic expedition ship, back from mainly oceanographic research uise to the tropical Pacific, disarged a cargo of sea-water at ckland late in October.

The sea-water, in 44-gallon drums, presented samplings taken at rious points and depths during e cruise. Analysis is expected to ed light on the distribution of clear bomb fall-out as well as the rizontal and vertical speed of vement of ocean currents in the uise area.

The samples will be subjected to e now well-known "Carbon-14" ting method.

HO Opens Office Tonga

An office and laboratory as headarters for the World Health Orisation's enviromental sanitation oject in Tonga, was officially ened by Prince Tu'ipelehake at kualofa in September.

The WHO project has as its ject the establishment of a pure and adequate fresh water supply for the Tongan capital, and with it a solution to the sanitation and sewage disposal problem.

A WHO engineer is due to arrive in November to take charge of the unit. AMP Peni Mapa who has already undergone special courses overseas, will work under the engineer.

Following the opening of the Nukualofa headquarters field tests carried out on the local water supply with imported equipment have shown that the present town water supply is of a satisfactory standard of purity bacteriologically.

Mr. J. Spillius, a WHO Social Anthropologist, is handling the public relations side of the project, and a number of public meetings have been held where the objects of the project have been explained to the people.

They Don't Like Their Cocoa Control

Although seven of the eight unofficial members of the Papua-New Guinea Legislative Council criticised the Cocoa Industry Bill, it nonetheless was pushed through the Chamber by official majority, at the September meeting.

This bill, which has been on the stocks for some time, was introduced at the last session and adjourned (allegedly to let everyone interested discuss it) and is designed to "ensure that cocoa leaving the Territory reaches a certain minimum standard".

The opinion amongst unofficial members was expressed by Mr. Ian Downs, elected member for New Guinea Mainland, when he stated that "the Administration has gone overboard to buyers without much thought to growers".

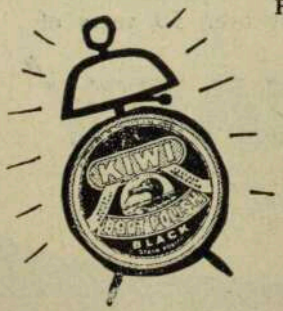
Introducing the bill, the Assistant Administrator, Dr. John Gunther, said that within three or four years, the Territory would produce an amount of cocoa equal to Australia's present requirements.

"To ensure that the New Guinea product establishes a good name and finds its rightful place on the world market, it is considered necessary to protect the interests of the industry from damage that can be done by a few careless producers," Dr. Gunther continued.

It was not the intention of the

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bill to prohibit export of any coco
it meant only that cocoa reachi
a certain specified standard wou
bear the Government stamp—coc
could be exported whether it bo
the stamp or not.
The bill provides for inspecti
by Government inspectors, and a

Pines May Be Cut Out

A question was raised in the Legislative Council of Papua and New Guinea recently concerning the relationship between the afforestation which now is proceeding, and the rate at which the hoop and klinkii pines are being cut out of the high country of the mainland.

The opinion was expressed that as plywood is now going out from Bulolo at the rate of 28 million square feet per annum, there was every likelihood that the available pine would be cut out long before the expiry of 50 years—which is the period in which (it is calculated) the newly planted pines will become available for cutting.

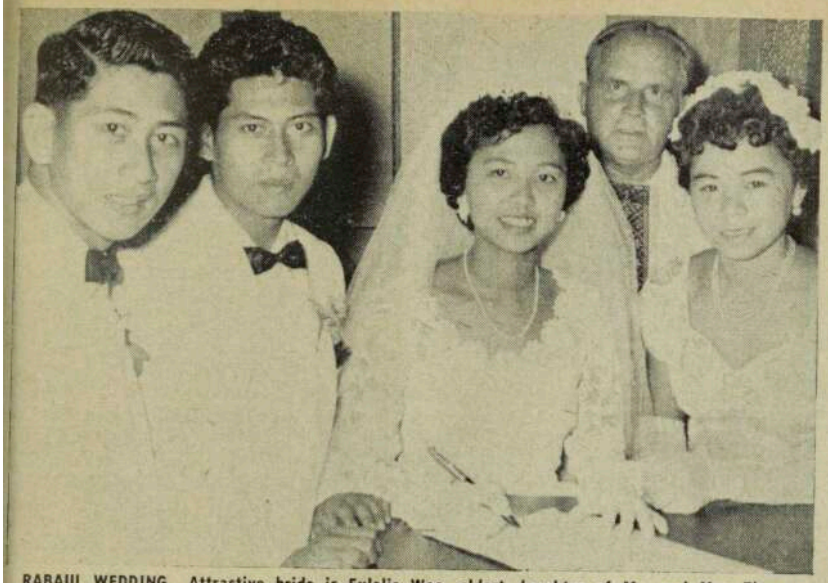
The total pine forests in sight in the highlands of New Guinea include a number of areas where the timber is quite suitable for use, but in positions so difficult of access that the cost of bringing it to the mills makes the procedure uneconomic.

official stamp only for that coc
considered up to standard.
Critics of the bill complained th
this move would benefit buyers
the expense of growers.
Mr. B. E. Fairfax-Ross said t
fact that the Government stan
was placed on Territory cocoa c
not mean that it would earn o
penny more on the Australi
market.
He said he did not believe grow
should submit their produce
Government inspection unless th
were guaranteed something in r
turn.
Dr. Gunther's reply was that t
responsibility of the bill lay wi
the New Guinea Planters' Assoc
tion. It was the result of a co
ference held earlier in the year
which administration represent
tives and members of the Plante
Association drafted a propos
ordinance.

Rabaul Beautification Now—Not 1960

Civic minded people have alrea
started discussing ways and mea
for the celebration of the Jubi
of Rabaul in 1960.
One member of the To
Advisory Council (which has ai

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RABAUL WEDDING. Attractive bride is Eulalie Woo, eldest daughter of Mr. and Mrs. Thomas Woo, who was married to August Narm, eldest son of Mr. and Mrs. E. Achok. Left to right are: Joseph Chow (best man), the bridegroom and bride, Father B. Franke, who officiated, and Mary Woo (bridesmaid).

Photo: Larry Chin.

its views on beautifying Rabaul, and promoting literary competitions (flower festivals, etc.) remarked that now would be a good time to clear out all those unsightly shanties disfiguring the waterfront.

Unless strong measures are taken, these sub-standard shanties will continue to spring up wherever there exists the combination of itinerant natives, discarded scrap-iron and rubbish—and a long waterfront.

Provision for casual accommodation for natives is necessary. Rabaul could well do with a scheme similar to that of Port Moresby, where the Salvation Army runs an Administration-built accommodation centre where natives are able to stay for short periods at a very low cost.

(*The Administration is supposed to have funds available for this sort of thing—see "PIM" October, p. 141. This should interest Father Dwyer*).

Slump Forces Tahitians Out of N. Cal.

So far as New Caledonia is concerned, this year will be known as the one of the Great Exodus. The Messageries Martimes vessel, *Caledonien* which left Noumea in the second week in October, took with her 100 Tahitians returning home. The previous vessel took nearly as many.

With the big Yate dam now nearing completion, little work is available in New Caledonia for the Tahitians, most of whom are unskilled. They are going home with the savings they have been able to make there—which is plain sense. New Caledonia is no place to live on savings alone.

Another sign of the economic times is the fall in deposits at the local savings bank. Number of depositors is up, but deposits are down by about 2 million Pac. fcs in recent months.

Nickel Prospects Should be Brighter

New Caledonia is hoping that with the American recession at least halted, there may be better prospects for the nickel industry in the next year.

Hard on the heels of this renewed optimism came a seven-man Japanese delegation to Noumea to thrash out with New Caledonian nickel interests, the programme for 1959—how much, what grade, and at what price.

It is felt that next year, exports of nickel, although not approaching the peak of a couple of years ago, will improve on the present position.

However, so far as Japan is concerned, it is known that there is a stockpile there of 4,000 tons of nickel smelted from New Caledonia ore which was bought during the boom period—and thus at a high price—and naturally, this will have to be used before they can be much buoyancy in the Japanese market.

Plenty of Islanders In NZ

Unfortunately, by the time statistics are made available by governments they are invariably out of date, and a summary of the

The Pacific Islands Society

(Founded 1937)

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

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.

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number of Pacific Islanders resident in New Zealand at the September, 1956, census, only recently published, is possibly well short of the mark by now.

The total of Islanders from New Zealand territories, including those with a percentage of non-Islands blood, was 6,908 at that time. Of these, 5,030 were in the Auckland Province and 3,991 of these were in Auckland city.

Other distributions were: Wellington Province, 1,292—of which 997 were in the Wellington-Hutt city area; Hawke's Bay, 253; Canterbury, 170; Otago-Southland, 68; Taranaki, 54; Nelson, 29; Marlborough, 7; Westland, 5.

The various Islands Groups were represented as follows: Samoa, 3,740; Cook Islands, 2,320; Niue, 848.

Of the grand total of 6,908, 1,845 have been born in New Zealand, 1,366 were under school age, and a further 1,071 were between five and 14 years of age.

Contract Let For Coast Watchers' Light

The contract for the construction of the Coast Watchers' Light, at Kalibobo Point, Madang, New Guinea, has been let to Boulder Pty. Ltd., NSW. The terms of the contract provide for the completion of the work by April 9, 1959.

Particulars of this lighthouse—which is of a special design, appropriate to the commemoration of the Coast Watchers who lost their lives in World War II—have previously been published in this journal.

The three bronze memorial plaques which will be placed at the foot of the lighthouse are being prepared by K. G. Luke (Australasia) Ltd., Melbourne. On one of these plaques, the inscription will be in Pidgin English, as a tribute to the loyalty of those natives who supported the Coast Watchers in their operations behind the enemy lines.

NG Labour Inspections Can Be Farcical

Plantation owners philosophically put up with the periodical inspections of their plantation labour by Native Labour Inspectors; but that does not lessen the often farcical nature of the proceedings, reports a New Guinea correspondent.

The procedure seldom varies. Line up the labourers; count them; check them off against contracts; inspect the workers individually; check their issues of blankets, boxes, bowls, cups, spoons, mosquito nets; check their houses, cookhouses, water supply, latrines. All this is what the planter expects, and generally he co-operates, to get it over.

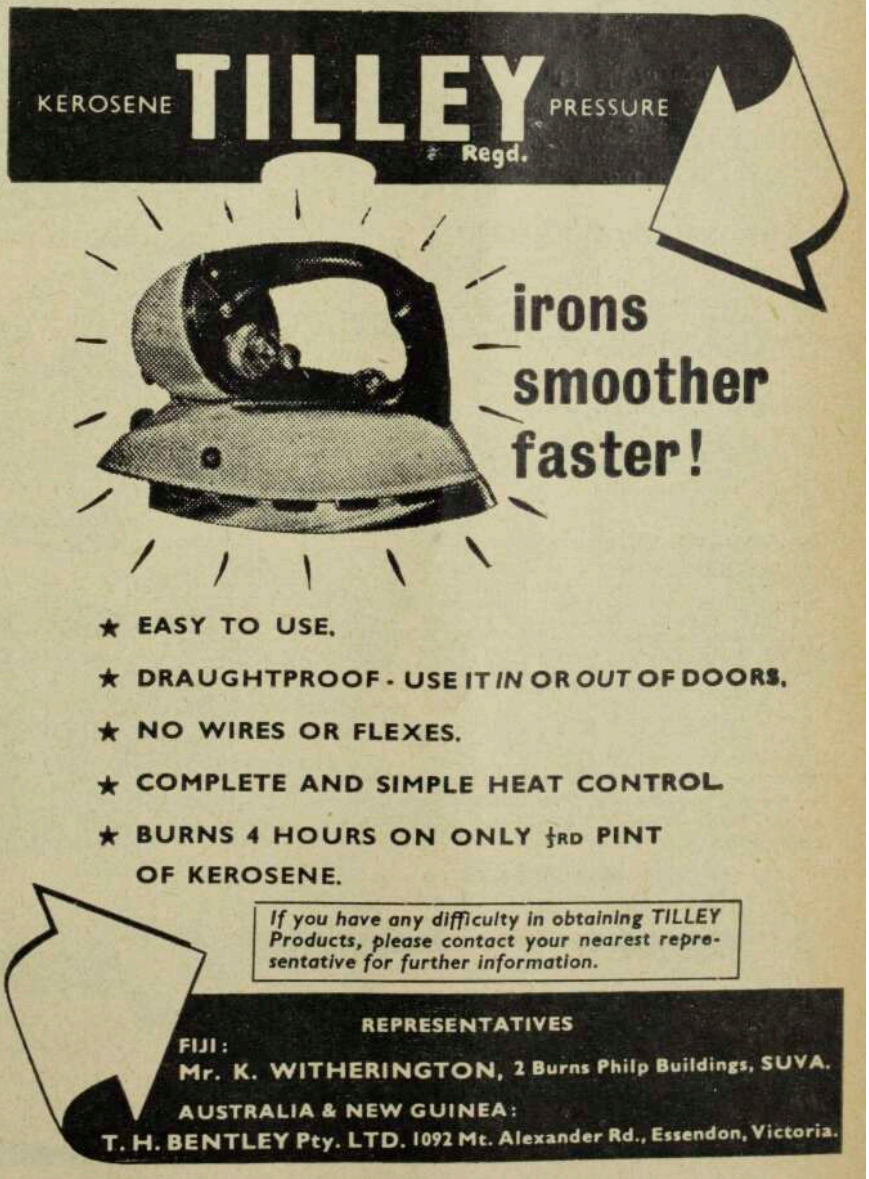
It is when he gets his copy of the inspector's report that the shock comes. It often reads like the dossier of some criminal under investigation.

The most trivial breaches of "regulations" are noted and commented upon, usually ending with the grim warning: "You are hereby instructed to do this or that, and so avoid action being taken".

"Never yet, in these reports (says one planter) have I seen comments like these: 'A clean and healthy labour line and no complaints.' 'No sores or bandages on the line.' 'No deaths since last inspection—no serious cases in hospital.' 'All houses, blankets and utensils clean and correct.'

"The alleged breaches of regulations are filed away in these reports, but never—so far as I know—any statement to show that the planter is carrying out his obligations satisfactorily. So, if ever the file has to produced by high officialdom, it is a one-way file.

"I once complained about this to an inspector. His reply was: 'We are instructed by Moresby not to report in detail on what the inspection shows—only the breaches'."

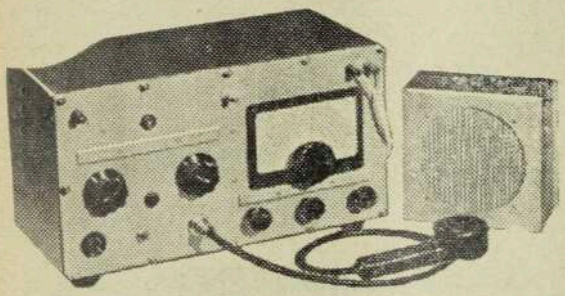


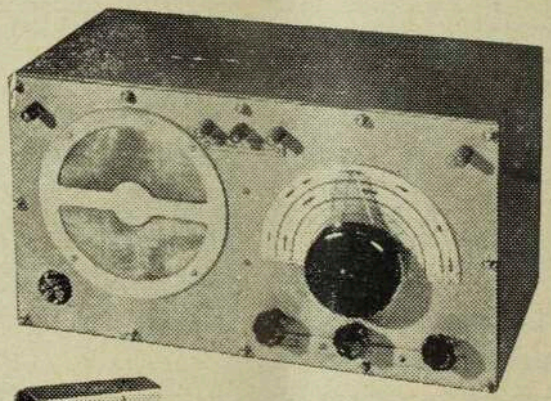
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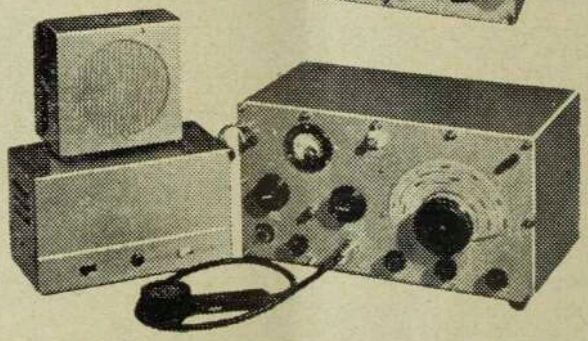


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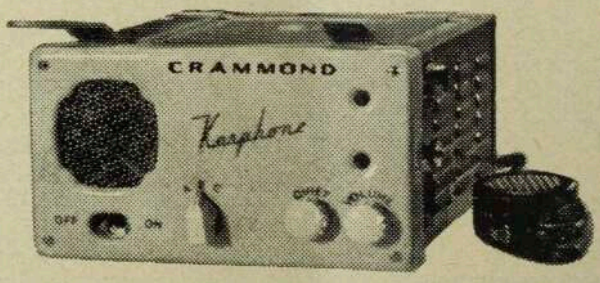


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Thursday Island's Pearling Slump

Perched on the top of Cape York Peninsula, in the midst of Torres Strait's tropical beauty, is the tiny, one-time flourishing isle of Thursday Island.

One-time flourishing because its once prosperous pearling industry is causing concern with a "slack" period.



Most pearl beds accessible to native divers have been cleaned out. On top of this, both early and post-war divers made the fatal mistake of cleaning beds right out, and leaving nothing for regeneration.

The recent introduction of Jap divers, contrary to popular opinion, did not give the waning industry its much-needed and hoped-for boost. Most good shell is now below the divers' workable depth of 40 fathoms.

The main contributing factor to the Jap divers' failure was inexperience with such tricky currents as exist in TI waters and the expense of bringing them out (£100,000) has remained unjustified.

Some extent of the present slump in the Island's pearling trade may be gauged when it is learned that present-day hauls of shell average about 2½ tons per day, as against 35 tons per day just after the war, when the industry was at its peak.

One of the main problems confronting authorities at present is the repatriation of the Jap divers, about 70 of whom are "stranded" temporarily in barracks built for them.

Worse Off Than In 1914

In the matter of telephone communication, the people of the Gazelle Peninsula, New Britain, were worse off in 1958 than they were in 1914, said Mr. Dudley Jones, elected Member for New Guinea Islands in the P-NG Legislative Council.

In 1914, the Germans had an efficient telephone system whereby any of their officials could ring through from Kokopo and speak to the Governor who, said Mr. Jones, lived at Toma, near Rabaul.

And, in 1942, when the Japanese invasion threatened, the ADO at Kokopo was able to ring through to most of the plantations in the district and warn them.

If an invasion came today, no such warning could be given because there was no telephone system.



Each year boys who attend school in NZ from NZ islands territories meet in a special camp at Waikanae, arranged by the Government. This year, in September, 42 boys from Western Samoa, Niue and the Cooks enjoyed three weeks of relaxation before returning to third-term exams. Above, a Niuean quartet, comprised of Salefoto Hukui, Atuua Tatui, Terry Chapman and Ikinepule McMillan, enjoys the sun. Top, Tangata Tutaka, from Atiu, and George Ellis, Manihiki, prove that the camp wasn't quite ALL play, however!

Like to Help a Norfolk Islander?

The Norfolk Island Friendship League which has been established in Sydney for about eight years, aims this Christmas, to distribute gift parcels to the 50 or 60 pensioners on Norfolk.

The parcels will contain such things as cake, ham, tea, coffee, biscuits, canned cheese, puddings, etc., and each will cost about £3. They will be distributed by the Secretary of the League, who is visiting Norfolk Island in December.

Donations of cash, or goods suitable for inclusion in the parcels, will be welcome. If the donations are goods, they will be picked up anywhere in Sydney by members of the League. You should contact Mr. H. Le Clerc, 116 Lagoon Street, Narrabeen, Sydney (or telephone FL 0444, extension 252). Cash donations should be sent to the Narrabeen address.

Nondugl Would Do Better With Pigs

The famous Nondugl sheep breeding station in the Highlands of New Guinea may end up as a pig husbandry farm, if the experts have their way.

Shortly after the war, Sir Edward Hallstrom, a wealthy Sydney businessman, set up the Nondugl station and stocked it with Romney Marsh sheep. The idea was to teach the natives to produce wool so that they might be able to weave warm clothes to keep out the Highland cold.

About 1,200 sheep were first established there and in 1950 the whole thing, with a considerable endowment, was handed over by Sir Edward to the Hallstrom Livestock and Fauna Trust, which then came under direct Administrative supervision.

However, the sheep did no better under the Trust than they had done previously. The climate is far too wet for sheep; they get foot rot and they also get some sort of intestinal parasite. Latest figures indicate that the present flock, in spite of introductions of new blood from Australia from time to time, has dwindled to about 800.

In the last few months the station has lost 160 sheep. Some have died from disease; some have been killed by wild pigs.

Some time ago, the Minister for

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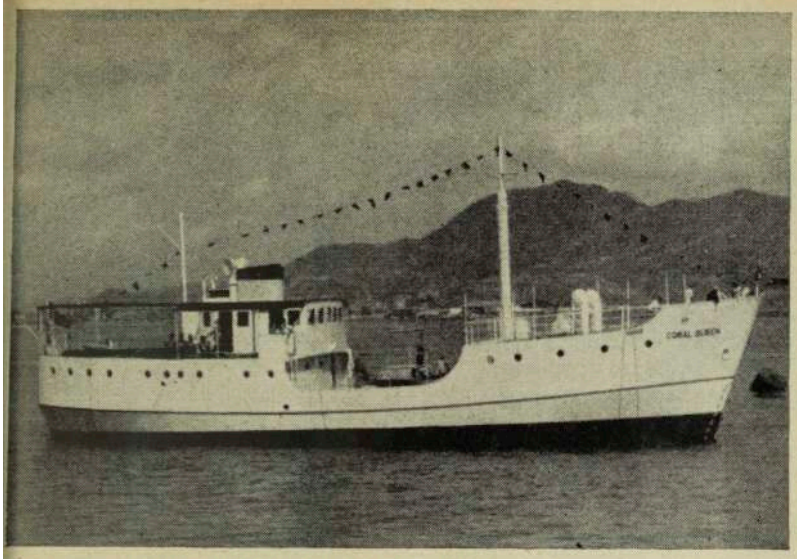
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NEW FLAGSHIP FOR BSIP

Here is the "Coral Queen", the BSIP's new flagship, which was handed over to the BSIP Government by its Hongkong builders in October, and was to be towed to Honiara by the tug "Inglis" late in the month. She comes from the same yard as the Fiji Government's recent "Degei II"—the Pacific Islands Shipbuilding Co., Ltd.

"Coral Queen" is a steel general purpose craft with twin screws, accommodation for the High Commissioner, six first-class passengers and 40 deck passengers, and a cargo capacity of 4,200 cubic feet. Length is 104 ft. and main engines are a handed pair of 144 bhp 8L3 Gardners.

Territories, sent Colonel Rose, a cattle expert from the Northern Territory, to Nondugl to look the station over. Colonel Rose subsequently recommended that it be turned into a pig farm.

Very small flocks of sheep that have been given almost individual atttention by their owners, manage to do adequately. But it is quite obvious that natives who understand nothing about sheep husbandry will never raise sheep in New Guinea's wet climate.

They will no doubt do much better with pigs for which they have a tradition of affinity, reaching away back into history.

How to Get Food For Fiji's Half-Million

Explaining, in a special broadcast in Fiji, the objects of the survey upon which he now is engaged there, Professor O. H. K. Spate, of the Australian National University, made the following interesting points:

Fiji must face, fairly soon, the serious problem created by an increasing number of people in a small land.

In a little over 12 years from now, it seemed certain that, instead of the 350,000 people in Fiji, there will be nearly 600,000.

But the islands will not have grown any larger; instead, there is danger of losing valuable land by soil erosion and loss of soil fertility.

"Since most of the land which is not already fairly fully used is in Fijian ownership, it is essential to find ways in which the Fijians may use their land for the best advantage of themselves and of the Colony as a whole.

"These should be ways by which they may grow more and better crops, and be able to afford more of the good things of life—not just money, but the things which money wisely saved and wisely spent can bring, such as better houses, better schools—and better schooling which is not quite the same thing."

But this raised questions about the links between Fijian social life and Fijian economic advance. Fiji has two very different methods of ordering social and economic life, the traditional and the modern, each of which has its good and its not-so-good points. If the Fijians are to go forward in economic development, it is desirable to retain, where possible, the good points of the old system.

Can Fijians afford to keep *all* their old customs—*kerekere*, for instance? How can we make sure that money from copra or bananas or cocoa is not just eaten up in little things—so that the people are no better off—but is used to bring in more money, or be a solid gain for better living?

How can economic work be best ordered, through communal programmes, or co-operatives, or by individual farmers, or by a combination of all three?

Can we use the communal system, created for social activities, for economic purposes?

What are the parts to be played by the Fijian Chiefs and people, and by Government Departments, such as Agriculture or Forests?

How were they to square the good things of the old days with the pressing needs of new times?

These were difficult questions, and could be solved only by hard thinking and hard work, in the next 10 or 20 years.

Rabaul Church Will be a Memorial

Chairman of the Methodist Overseas Mission in Rabaul, Rev. Wesley Lutton, set two plaques and dedicated a foundation stone to mark the building of the new Methodist Church and office block in Rabaul in early October.

The foundation stone, which was set in the office block in memory of a former chairman, Rev. W. Cox, is from a building destroyed during the Japanese occupation of Rabaul.

Mr. Lutton said the new church would be a memorial to the men and women who died in the war, many of them in the *Montevideo Maru*. Just as those who died came from all walks of life and every religion, so this church would belong to all those who needed it.

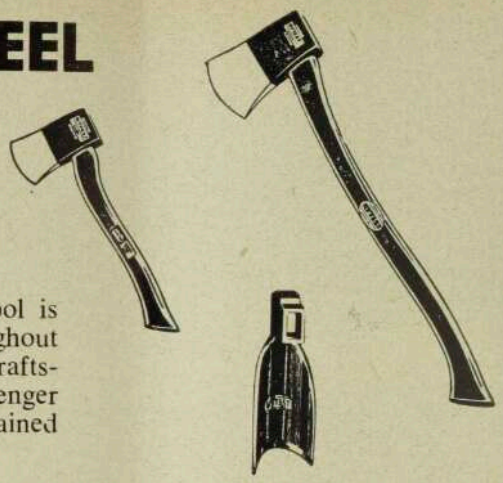
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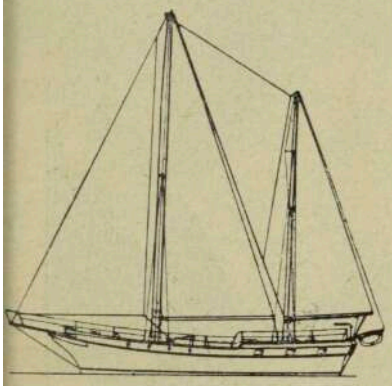
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the Tolai people and paid tribute to their qualities of leadership and ability which, guided aright, could take them far. "A Christian is colour-blind," said Mr. Lutton, "We must learn to walk together and in this way will quench any idle desire for an irrational nationalism: rather we will encourage a healthy independence."

Rabaul Methodist Minister, Rev. Ivan Fardon, told the people that Methodist had been omitted from the official name of the new church in the hope that it might become a United Church in the future.



KETCH YANKEE

Irving Johnsons Build a Ditch-Crawling Yacht

After spending the last 25 years sailing around the world in the brigantine *Yankee*, with selected parties of students and tourists, Captain and Mrs. Irving M. Johnson, of Springfield, Massachusetts, ended this phase of their life in 1957. The *Yankee*, late in 1957 made her last voyage, and was sold.

For many years, the *Yankee* and her friendly owners were frequent and well known visitors in most of the Islands groups of the Pacific. In April, 1957, the *Yankee* visited Suva, on her way to New Hebrides, Solomons, New Guinea, East Africa, and home.

But the Johnsons have not finished with cruising. They are going to carry out a lifetime's ambition, and sail through most of the rivers and canals of Europe.

Captain Johnson has been in Europe, surveying the scene; and the ketch *Yankee* now is being built, to his specifications, in a shipyard near Amsterdam.

She is much smaller than the two previous *Yankees*, but they calculate she will go anywhere in Europe between the Mediterranean and the Baltic, where there is a system of rivers and canals. She should be ready in July, 1959—and in that summer the Johnsons will take off —inland.

The new *Yankee* is described as a cross between an ultramodern ditch-crawling yacht and a sea-going galleon of old times, complete with great cabin aft and five windows across the stern. She would not take first prize in a beauty contest, but she will not be a wallflower for lack of good looks. Her vital statistics are: 50 ft 7 in. overall, 42 ft 6 in. on the waterline, 15 ft 4 in. beam, with a draft of 4 ft with centerboards raised and 7 ft 6 in. with boards down.

Her masthead ketch rig will include an unusual sail called a mule, of which great things are expected. Lines of the ship were drawn by Sparkman and Stephens, who are the world leaders on shallow draft centerboard craft. She is to be a flush deck craft with a huge midships cockpit. This cockpit can be closed in and even heated when awning and transparent curtains are rigged.

There are numerous water tanks and a diesel engine.

The bottom and topsides are of a new type of steel called Corten, stiffer and stronger and more resistant to corrosion, and the bottom is 50 per cent. thicker than usual. The propeller is specially protected against damage and the rudder is extra strong. There is automatic electric steering with a remote control device.

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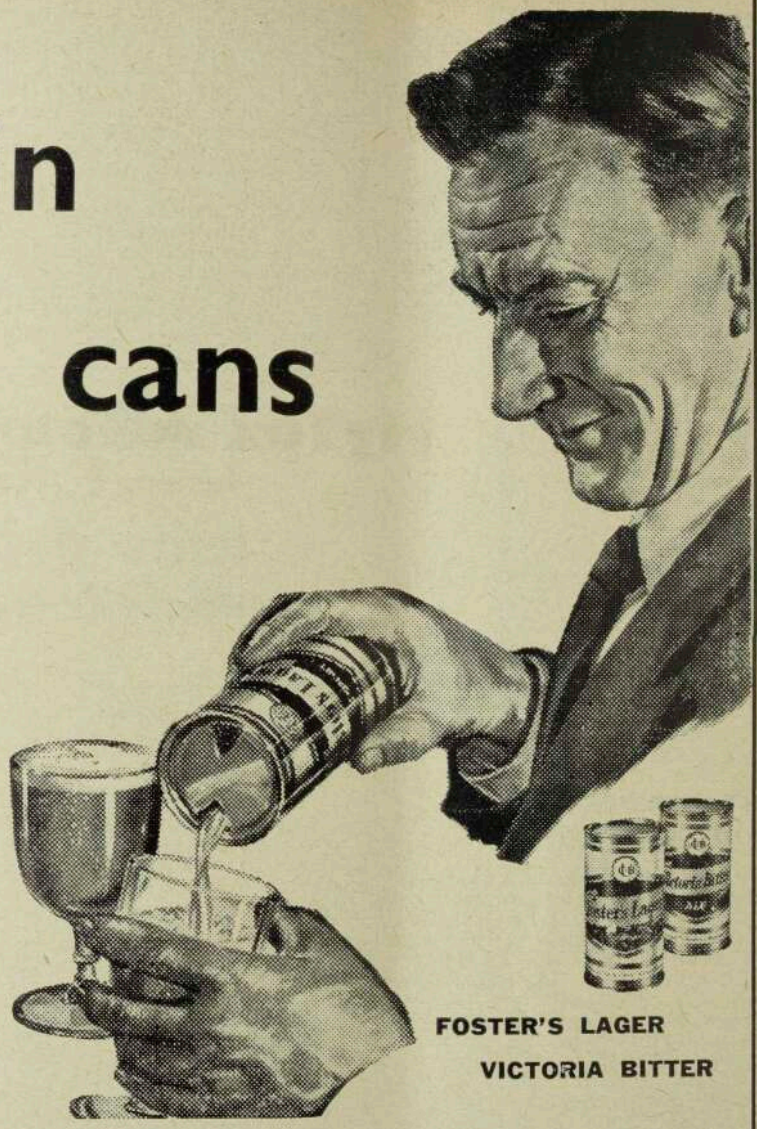
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NEW CENTRE FOR PAPUA. The Salvation Army Welfare Centre at Koki, Port Moresby, was officially opened on September 27. It has already cost well over £?0,000. Here, it is photographed from the top of the hill looking towards Koki. The sloping ground on the right is being converted into lawns and gardens. See "PIM" October, page 40.

Notable Book From A Mission Press

The immediate problem which faced all Christian missions in the Pacific over 100 years ago was to render their message into intelligible Melanesian or Polynesian dialects.

The work of establishing a local grammar and vocabulary for a non-literate people occupied the pioneers; and the printing and distribution of religious texts based on these amateur or scholarly exercises followed immediately.

Both Catholic and Protestant missionary societies have piecemeal collections of early catechisms, prayer books, Gospels, tracts and grammars. Few of these are complete; and fewer have been adequately catelogued.

A booklet by Father Patrick O'Reilly, *Imprints of the Fiji Catholic Mission* (published by the Catholic Mission, Fiji, at 30/-) is both a history of the Catholic Press in Fiji and a compilation of works edited or printed there, from the time of Father Breheret's "Book of the Catholic Religion" to the appearance, in Fijian, of a centennial memorial of the Mission, in 1944. Most of the works were produced at Levuka or Loreto.

Among the 127 items listed are an early grammar compiled in Paris, in 1884, a Fijian-English dictionary printed at Rewa, in 1902, a Rotuma-English manual of 1906, and a Latin-English-Fijian dictionary—"*ex typis polyglottis Lauretanis*"—of 1933.

For the rest, tracts, circular letters, gazettes and bulletins make up the bulk, enlivened by a book of Fijian folk-lore, and crowned with the monumental Epistles and Gospels, printed at Loreto, in 1891.

Successful Appeal For NG Family

The appeal for the widow and six small children of the late Mr. Dudley Young-Whitford, begun in Papua-New Guinea in mid-September, is expected to exceed £2,000 by the time it closes in mid-November.

Mr. Young-Whitford was an Assistant District Officer in the P-NG service and had served in a number of parts of the Territory where he was highly regarded. He was only 34 at the time of his sudden death in Port Moresby hospital, in September.

The Hams Will Miss Him

Otto Hickman Hornung, who died on lonely Jarvis Island on October 11, will be missed by the world's radio amateurs, among others.

Since the US Navy walked out of Palmyra, northern-most of the Line atolls after the war, Palmyra has been virtually unknown to anyone but the "Hams"—and to the Hams thanks only to this retired photographer from Honolulu.

Whether he was there prior to the war we do not know, but he was down there soon after, acting as caretaker for Leslie Fullard-Leo (better known perhaps by his Hollywood stage name of Leslie Vincent) who owns 49 of the 52 islets.

Some of Hornung's time was spent in maintaining and dismantling war surplus equipment, some was spent in making weather observations, some in fishing, entertaining visiting fishermen who very occasionally flew down there by chartered plane from Honolulu, some in entertaining occasional yachtsmen, and a good deal more in pleasing the world's radio "Hams" who were always eager to make contact with that rare outpost and obtain a QSL-card for a place of pride on the radio shack wall.

Hornung seems to have been transferred to Jarvis, nearest land to the geographic and magnetic equators, at the commencement of the IGY, to carry out magnetic observations there.

His place was taken at Palmyra, we believe, by Jack and Leah Wheeler, of Honolulu, with their yacht *Gemini*, which has cruised to Tahiti in recent years. Jack Wheeler is another keen "Ham" who operates from his yacht when afloat. (See *PIM* Cruising Yachts, October).

Jarvis is one of the least known islands in the Pacific as to its war and post-war history. *PIM* reported in March, 1936, that Great Britain

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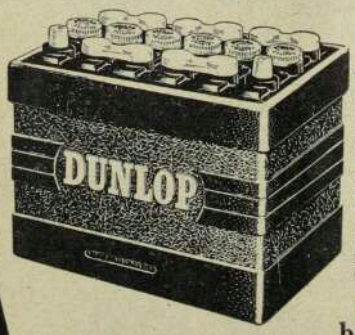
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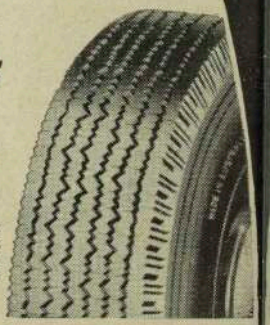


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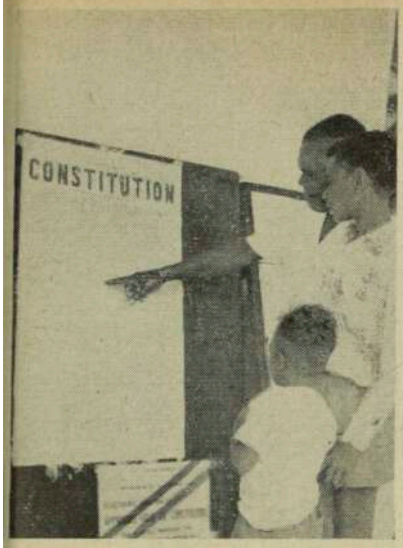
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The new French Constitution is still a big talking point in the French Pacific territories following the successful "Yes" vote in the September referendum. Here, a father in Noumea, New Caledonia, explains it.
Photo: Fred Dunn.

had renounced all claim to this island on February 28 of that year, and round that time a substantial settlement was established, an airstrip surveyed, and a radio station set up by the US Department of Air Commerce.

Since the Pacific War it has been uninhabited, except for Hornung's IGY residence. The island is now under the jurisdiction of the US Dept. of the Interior.

(Hornung apparently suffered a heart attack. When he did not keep his radio skeds, the Royal Navy landing ship *Narvik*, attached to the nuclear base at Christmas Island, sailed for Jarvis and found him dead.)

Flew Up—Came Back by Road

If planes have feelings, then a DC3 belonging to Qantas Airways had big shame (as they say in Pidgin) when it ignominiously returned to Lae, NG, by road, in early November.

The DC3 set out from Lae on October 18 on a routine flight to Wau but after landing it appeared to run wild, slewed off the strip, sliced through a fence and ended up on the road.

It carried seven passengers and a crew of three. Only one passenger was slightly hurt; he had not done up his seat belt, and was thrown to the floor.

The person who came out of it worst was Mrs. Hohnen, wife of Mr. John Hohnen, MLC, general manager of New Guinea Goldfields Ltd. The Hohnens were down to meet the plane and when Mr. Hohnen saw it skidding straight for them, he picked up his wife and hurled her out of the way.

The Wau airstrip—the first ever built in the Territory—runs steeply uphill. It is understood that its surface was very slippery at the time of the mishap.

The slow journey back from Wau to Lae along the road was due to begin on November 2 and would probably last three days.

The 62-foot fuselage was to be transported on a low-loader (if it could all be got on, otherwise about 20 ft would be cut off). The low-loader was to be preceded by police patrols and be followed by a mobile crane to help swing the whole thing around some of the sharp bends on the 90 miles of mountain road. Bringing up the end of the processing would be a truck carrying 20 native labourers to provide manpower when necessary.

Mr. Hasluck Hopes To Open It

It was announced in Rabaul, New Guinea, late October that Mr. Paul Hasluck, Minister for Territories, will open the new native hospital at Nonga, New Britain north coast, in mid-December.

Which pre-supposes, of course, that (a) the Liberal Party is going to win the forthcoming Federal elections; and (b) that Mr. Hasluck is still going to be Minister for Territories, if it does.

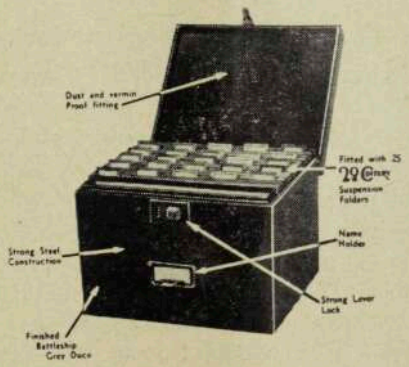
The new hospital is only a few miles from Rabaul, will serve as a base hospital for the whole New Britain District and will be a medical training centre as well. Buildings and equipment cost something like £250,000.

Rabaul General Hospital (non-native) at Namanula is still a war time job of tarred paper. But Rabaul residents who have complained have been told by their District Commissioner that it won't be that way for long. Rabaul is the last of the three big P-NG centres to get its hospital. Something like £1 million has been spent on base hospitals in Lae and Port Moresby.

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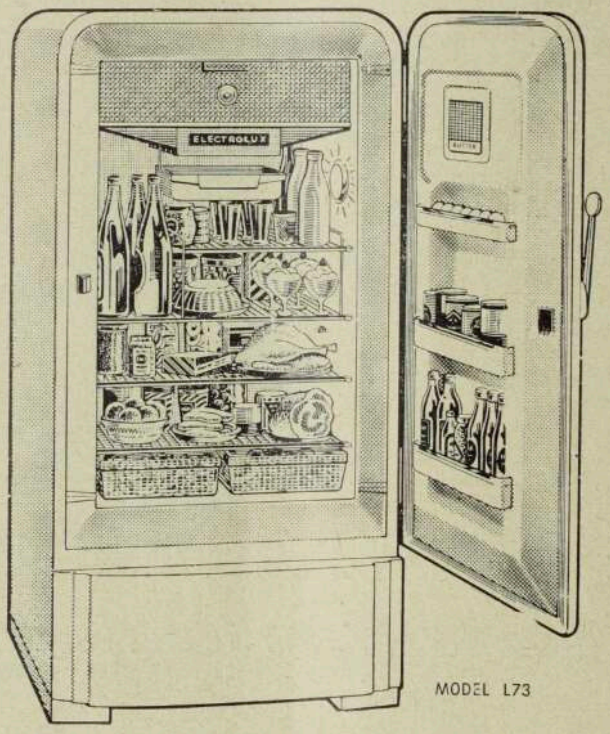
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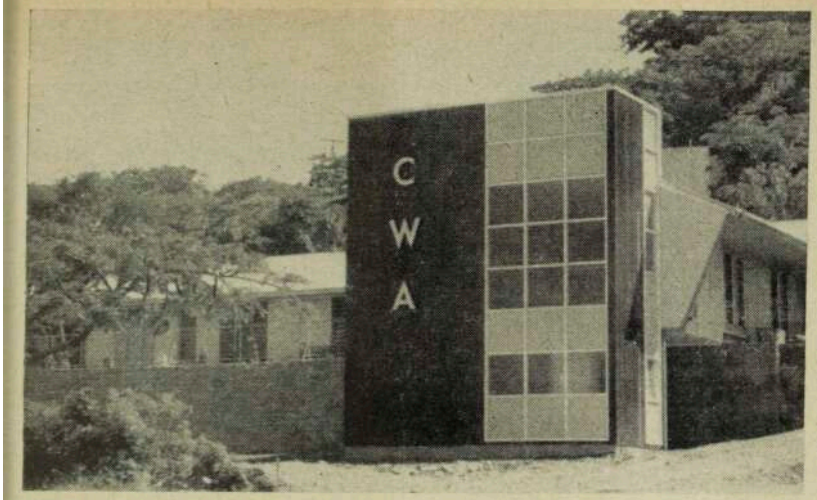
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ANOTHER ADDITION. Yet another building for expanding Port Moresby in the Country Women's Association hostel, which was officially opened by the Administrator, Brigadier Cleland, in October. The building cost about £15,000 and includes a meeting hall and accommodation for expectant mothers visiting from out-stations. It's several years since the CWA first planned and began to work towards establishing the hostel.

—Papuan Prints.

Head-Tax Clash in NG—Inquiry Ended

After hearing evidence during four weeks in Navuneram Village (Gazelle Peninsula area) and Rabaul, and one week in Port Moresby, the inquiry into the shooting at Navuneram Village on August 4 was concluded in Moresby on October 10.

The Chief Justice of Papua and New Guinea (Mr. Justice Mann), who as a special Commissioner conducted the inquiry on behalf of the Australian Commonwealth Government, will report directly to the Minister for Territories, and the latter presumably will present the report to Parliament.

The Navuneram incidents arose out of measures taken by the District Commissioner and other high officials to compel the inhabitants of Navuneram village to pay the £2 head tax, introduced by the administration last year. The natives of the Gazelle Peninsula, the Tolais, in their relations with the Administration, have been regarded for years as difficult to handle.

Navuneram villagers resisted all demands for the tax. Finally, an official party, led by Police Commissioner Chris Normoyle and District Commissioner J. R. Foldi, and guarded by armed police, approached the village on August 4. The official party was attacked, and the police were ordered to fire over the heads of the villagers. Two natives were killed and one wounded.

After lively exchanges between Port Moresby, Rabaul and Canberra, the Commission of Inquiry was ordered.

Mr. Normoyle, giving evidence before the Commission, said that there had been "an upsurge" of sorcery among the Tolai people; that these particular villagers on August 4 seemed to have been maddened by betel-nut chewing; that the attitude of the natives towards the official party on August 4 was hostile and aggressive; that individual fighting broke out between the natives and the police, and officials were attacked; that he saw District Officer Foldi struggling on the ground with four natives; that he saw Inspector Holloway being pursued by natives who were throwing stones; that stones from silng-shots came over the tree-tops and fell among the party; that several police were trying to hold the Navuneram leader, Manoa, who came crashing through a hedge and was "roaring like a bull"; that he saw about 100 natives coming over a rise from Tavilu village. He considered the situation as dangerous and critical, and he ordered the police to fire over the heads of the villagers.

A Sentimental Journey

It was a sentimental pilgrimage for Emile Mercier. It was 33 years since he had last seen New Caledonia—and Noumea then had no big new buildings and "about half a dozen cars".

When he returned in September he found that easily half of Noumea's buildings were big and new, and there were 6,000 cars to keep him dodging in the streets. ("Even in Sydney drivers are less dangerous").

A member of an old and respected New Caledonian family, Mercier has long since made his own name in Australia as a top Press cartoonist and humourist, whose crazy drawings have made tinned gravy famous throughout the land, and Etaoin & Shrdlu Ltd. an honoured business name, although neither exists outside of Mercier's world.

Mercier spent part of his boyhood on the Isle of Pines, 30 miles off New Caledonia's southern tip, where Mercier Snr. had a bakery—and back to the isle Emile went during his New Caledonian visit.

"I knew I was home," he said, "when the wind brought the smell of that sea."

And just to prove to himself he had been there, Mercier gathered a little bag of fine-as-talcum sand from the beach, and a bunch of pink orchids growing on the aerodrome.



Emile Mercier on the Isle of Pines . . . an orchid and a bag of sand . . .
Photo: Fred Dunn.

New Ways of Getting There

Beginning December 7, a Qantas Super Constellation under charter to TEAL will operate a new service across the Tasman and on to Fiji.

The new service will leave Melbourne each Sunday at 7.30 a.m., fly to Auckland, and then on to Nadi, arriving at 9 p.m. to connect with Qantas Super-Constellation service from Australia to the United States. It will return to Melbourne along the same route the following day.

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Christmas Box for P-NG Planters

The Papua-New Guinea Copra Marketing Board announced early November that in view of the continued rise in the price of copra, the Board would raise the tentative price by £3 per ton all round. The new prices will be: Hot air dried, £A53; FMS, £A52; Smoke dried, £51/7/6 per ton. (Prices paid at the Kabakaul sub-depot, will, as usual, be 17/6 less than deliveries to main ports).

The first tentative price was declared on January 1, 1958, and adjusted upwards by £3 per ton in August. This is the second adjustment, and the price will apply to whole period, and mean a back payment of a considerable sum.

When the tentative price was raised in August, a back payment of around £A150,000 was made. It will, of coures, be somewhat more this time. The Board aims to make it during December.

oute from Australia to Fiji, with top-over privileges at Auckland; nd allow New Zealand passengers o travel right through to London f they wish on the same type of ircraft. It will also increase to two er week, then Melbourne-Auckland ervice.

The new arrangement gives effect o an agreement reached some nonths ago between the Australian nd New Zealand Governments.

It is emphasised by the com-anies concerned that this is a 'EAL service, run with aircraft nerely chartered from Qantas and hat it does not, in any way, in-ringe the rights New Zealand has o a monopoly of trans-Tasman air raffic.

(It was said in New Zealand some nonths ago, at the time that it was ecided to re-equip both TEAL and Qantas with Lockheed Electras, hat this was the "thin end of the edge" and paved the way for Qantas to break in on TEAL's Tas-nan monopoly.)

Meanwhile, *PIM's* Noumea corre-pondent reports that air communi-ations between Australia and New Caledonia were in a snarl in mid-October following the ban by the Australian Department of Aviation n the use of Tontouta, New Caledonia's international airport, nd the subsequent suspension of Qantas services.

The French airline, TAI, had to mmediately modify its schedules. The Paris-Auckland service no onger touches Austraila on the way ut, making a hop from Saigon to Biak in Dutch New Guinea, and hence direct to Noumea.

On the return flight, the old route from NZ to Noumea, then Brisbane, etc., is followed.

The service, Paris-Papeete still touches Darwin and Brisbane on the voyage out but flies direct Brisbane-Nadi, Fiji. A DC3 makes the connection Noumea-Nadi to pick up the passengers, mail and freight destined for New Caledonia. On it's return to Paris the plane flies its usual route, Bora Bora-Nadi-Noumea-Brisbane-Darwin and on to Paris.

The DC3 which went to Nadi in mid-October was unable to load all the passengers or freight for Noumea, and had to make an extra trip next day. Some passengers from Sydney had taken four days to reach Noumea and were annoyed about it.

But work is going ahead on the Tontouta strip and it is hoped that the situation will become normal in a few weeks.

Six thousand barrels of Coltex arrived by a recent ship from France, to be used on surfacing the runways.

The French Ministry of Civil Aviation has ordered the strip at Magenta near Noumea closed to traffic until certain important works are carried out.

This strip is used by the internal line, Transpac, which runs between Noumea and the Loyalty Islands. Public Works are working on the strip which will be closed for at least one month.

During that period, Transpac will use Tontouta aerodrome. (Over)

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Surveyors are P-NG's Great Need

The area of 35,000 acres of land in the rich Warangoi Valley, near Rabaul, New Guinea, bought three years ago by the Administration, and which Territorians confidently expected to be thrown open for agricultural leases, has again become a matter of agitation.

Last year there was great disappointment that only five blocks were made available; this year the position has been aggravated and not assisted by the fact that only four blocks are offered for leasing.

The necessity for rural expansion becomes increasingly apparent in Rabaul, already top-heavy with trading centers. Growing numbers of Chinese shops are trying to survive on the copra and cocoa production which is the main source of income for the district. Increased land development is economically essential to this part of the Territory, and there are Europeans, Asians and natives who, given the oportunity, will take up leases.

Recently the RSL expressed its dissatisfaction with the small area of land to be made available, but another problem is that the land must be surveyed first, and there are not enough surveyors.

The District Advisory Council had something to say about it at its last meeting when it recommended that "every endeavour" be made to secu as much land as possible and make it available for settlemer Exploratory surveys were talked —and there they were back to th same problem: Where to get th surveyors.

Surveyors are needed not only f land settlement (and the new Soldi Settlement Scheme will complica matters), but also for titles f plantations and other properties.

During the Jap regime th majority of land titles were lost destroyed; at the present rate progress 15 years may elapse befo titles can be issued to all proper owners and Administration lessees

Private people and companies fir the task of arranging their own su veys practically impossible, but mar have offered to assist financially i helping the Administration to g land surveyed. Surveyors are skille

Duke in BSIP in March

The Duke of Edinburgh has approved a provisional itinerary for his visit to the Pacific next year.

It is expected that he will begin his British Solomon Islands visit at Gizo where he will arrive on March 19.

The rest of the proposed itinerary is: — March 19, Honiara; March 20, Malaita Island; March 21, Graciosa Bay (Santa Cruz); March 22, depart for Gilbert and Ellice Islands.

The Duke will be travelling in the Royal Yacht "Britannia".

His Islands tour is an extension of a visit to Singapore which he intended to visit during his 1956-57 world cruise (which took in the Melbourne Olympics) but which he had to cancel because of political trouble in Singapore.

and while they are able to com mand substantial salaries in Au tralia, P-NG is unattractive. Bu until more surveyors are availabl any land settlement scheme mu lag behind—even when the pr liminary step of making land avai able has been accomplished.

Two New Senior Posts For NZ Territories

Mr. A. O. Dare, Resident Com missioner for Niue Island for th last two years, in October wi appointed Assistant Secretary of th New Zealand Island Territories D partment.

His position on Niue will be take by Mr. D. W. R. Heatley, chief cler in the Department's head office Wellington.



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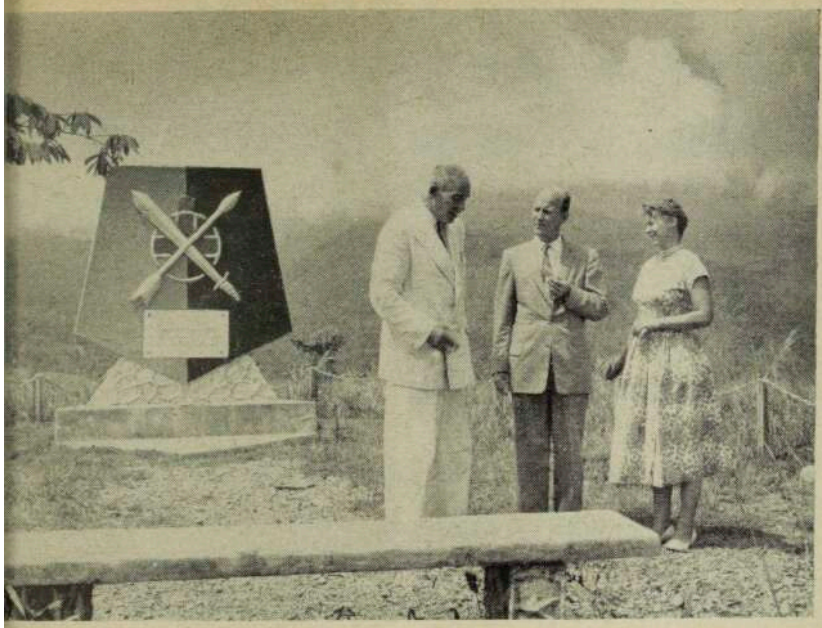


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MacARTHUR MEMORIAL. The Dutch Ambassador to Australia, Mr. A. H. Lovink, took a look at the General Douglas MacArthur Memorial during his first visit to NNG recently. The memorial was erected by the Royal Netherlands Army on "MacArthur Hill", near Hollandia, where visitors have a magnificent view of Lake Sentani. Low clouds and mists cover the nearby ranges. In this photograph, Mr. Lovink (left) is with the District Commissioner of Hollandia, Mr. F. R. J. Eibrink Jansen, and Mrs. Jansen.

Mr. Dare is 41. He was with the NZ Navy Department from 1935 to 1951 and held commissioned rank in the RNZ Navy in World War II —part of his service being spent on the *Monowai* when she was an armed merchant cruiser.

He was for a time an assistant inspector with the Public Service Commission, and went to Rarotonga in 1953 as official secretary to the Cook Islands Administration.

Mr. Dare is a former Auckland man, and in the late 1930's he was prominent in Auckland athletics as a distance runner. He is an active and able administrator.

Mr. Heatley, new Resident Commissioner on Niue is 53 and has had 37 years' service with the Government. He was secretary to the Resident Commissioner of the Cooks at Rarotonga from 1925 to 1931, and assistant secretary Western Samoa from 1945 to 1949.

He has been Island Territories' chief clerk since 1949, but was temporarily Resident Commissioner for the Chatham Islands last year. He will be accompanied to Niue by his wife.



Mr. A. O. Dare, NZ's Assistant-Secretary of Island Territories.

Coconut Products £100,000 Fire

An estimated £100,000 worth of damage was done when a fire broke out in Coconut Products Ltd. copra-meal store on the Rabaul waterfront on November 3.

Coconut Products is a subsidiary of W. R. Carpenter and Co., and the copra meal is a by-product of the company's copra crushing mill in Rabaul.

About 2,000 tons of bagged meal and several hundred tons of copra went up in the blaze, the store was completely demolished and damage was done to equipment, such as metal conveyor chutes, etc.

The crushing mill, power plant and other installations were not damaged—thanks to the efforts of hundreds of Europeans and natives who fought the blaze and kept it from spreading.

Loss of the copra in either Rabaul or Suva would be a serious blow to the copra industry in those territories.

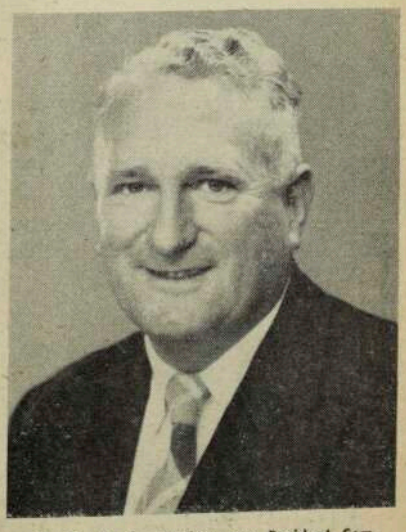
Coffee Meeting In January

The coffee conference, announced by the Minister for Territories in September, will commence in Goroka, New Guinea Eastern Highlands, on January 19.

The idea is to bring together coffee growers, selling agents, merchants, officials of the P-NG Administration and Department of Territories, to try to beat out a sound basis for future marketing of coffee in Australia—at present NG's only market.

Coffee marketing in Australia and particularly what the NG producer was up against—was dealt with fully in "PIM" in June, page 69. The position does not seem to have changed since then.

It is hoped that a representative delegation of the Australian coffee merchants will take this opportunity to visit the Territory to gain first-hand knowledge of how the crop is grown there. It was reported from some quarters in late October that some of the largest merchants were not keen to send representatives—on the ground of expense, which would probably be around £200 per person.

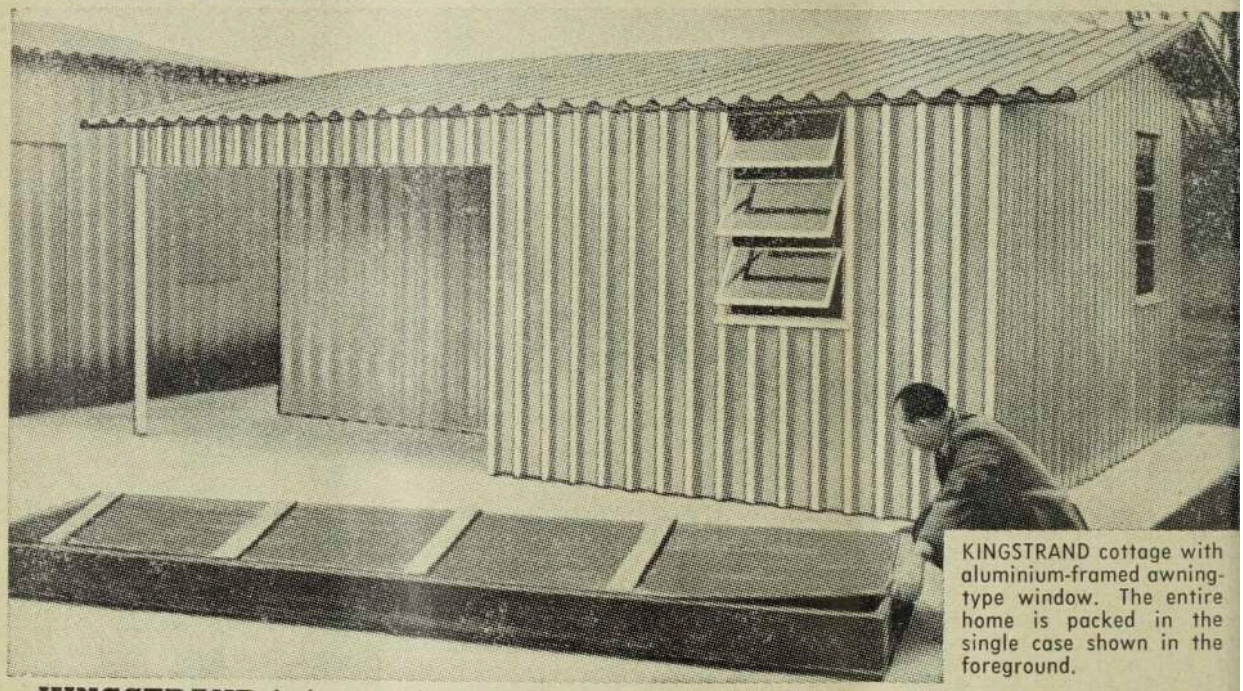


Mr. D. W. R. Heatley, new Resident Commissioner on Niue.

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Happy Days for Pacific Planters

Pacific copra planters have had reason to be happy over the last month, as Philippines copra on the London market, with a couple of minor set-backs, continued to climb steadily. It reached a peak October c.i.f. price of £Stg82/10/- on the last day of the month—which gave an average for October of £Stg. 78/10/-—up about £Stg.3 on the previous month.

It is on this average, Philippines price that planters in such places as P-NG will ultimately be paid for their copra—most of the territories that are still operating through a Copra Board pay a tentative price, with adjustments to be made on a final price.

It is the final price that makes planters happy.

High prices carried on into November—the price in London on November 6 being around £Stg.81. But it was quoted as nominal—which means, of course, "if there are any takers".

Consumers, unlike the planters, are not happy with the situation at all and are limiting their purchases to the minimum and using alternative oils where possible, although these, too, have hardened in price.

The high price for copra is directly attributable to the loss of production in Indonesia (because of the Troubles); and in the Philippines (because of drought, typhoons and a disease which is supposed to be killing coconut trees off at about two million per year).

Oil In Papua

(Continued from page 18)

World Wide Airservices planned to withdraw their helicopters and aircraft.

• In late September, Oil Search announced that they would try to form a new company with £5 million capital to carry on after the major partners withdrew.

• At October's end, the third phase of testing at Puri produced a flow of 70 barrels per day of condensate from around the 7,500 ft depth (Condensate is recovered from wet gas after a process of condensation).

• On November 4 it was reported from Port Moresby (unofficially) that, apparently as a result of treating the well with acid to burn away the limestone, that the flow had increased to over 1,000 barrels a day (35,000 gallons) and that it was reported to be crude oil—and not condensate.

The official announcement from APC was as follows:

The formation of interest in the Puri well—between 7,460 feet and 7,508 feet—has been acidised.

Further flow tests have been undertaken.

The well flowed a mixture of condensate and oil at the rate of about 1,000 barrels (35,000 gallons) a day.

"The public should treat the initial flow results with caution."

(Officials have estimated that 100,000 gallons a day would be a commercial proposition in Papua).

• Also on November 4, it was announced that a new company called Papuan Oil Search, had been formed to carry on—if the major partners did not reverse their decision to pull out. In order to do this, the new company would have had to raise a little over £3 million by January 6.

If they succeeded, and if the major partners in APC retired, which now they will not, Vacuum and BP agreed to give the new company a little less than half the shares in APC.

• By November 12, the heat was off; water as well as oil was coming from the well; Oil Search shares were down to a more comfortable 8/6; the Papuan Oil Search prospectus had been withdrawn, but BP and Vacuum had announced they would carry on—possibly with increased opportunity for Australian investors to participate.

APC experts are "optimistic", and more wells will be drilled around Puri to see what Puri means.

Annette Mystery

(Continued from page 18)

before it was abandoned. No bodies were found, although the divers forced their way into the padlocked cabin. Marine growth was found on mast and spars, and bedding and other gear in the cabin was disintegrating—indicating to the divers that the vessel had been submerged for several weeks.

A search has been ordered of all the islands—particularly the uninhabited islands in the area. But the chance of finding the Tanners alive on any of them, after this time, was considered remote.

The *Annette* is a 32-ft cutter. The last time that *PIM* heard from the Tanners was in August, when a letter from Mrs. Tanner said that they intended to visit Suwarrow after leaving French Oceania—then on to Apia, Suva and Sydney.

Loss of Previous Yacht

Both are experienced small-ship sailors and have previously experienced emergencies and survived. In 1950, they lost *Bachelor's Wife* (and almost their lives) off Lord Howe Island.

Considering the large number of yachts always cruising long distances in the Pacific, the accident rate is not high, but Pacific cruising is a pastime demanding constant caution.

The fact that *Annette*, which would normally seek a Fiji landfall at Wailangilala Light when approaching from Samoa, did not strike Duff Reef, to the north-east of Dibble Reef, indicates that the yacht was to the south of the direct track and was approaching on a more westerly course.

If the mainsail was furled and perhaps a jib set, this would indicate a cautious approach through poor visibility or failure to have sighted the light at the expected time.

Theoretically, the light should be visible from the deck of a yacht under clear conditions at Dibbles Reef. There may have been rain squalls, or the yacht may have been well ahead of reckoning and no close watch was yet being kept.

Dibbles Reef is within 5 miles of Kimbombo Island, which is 190 ft high.

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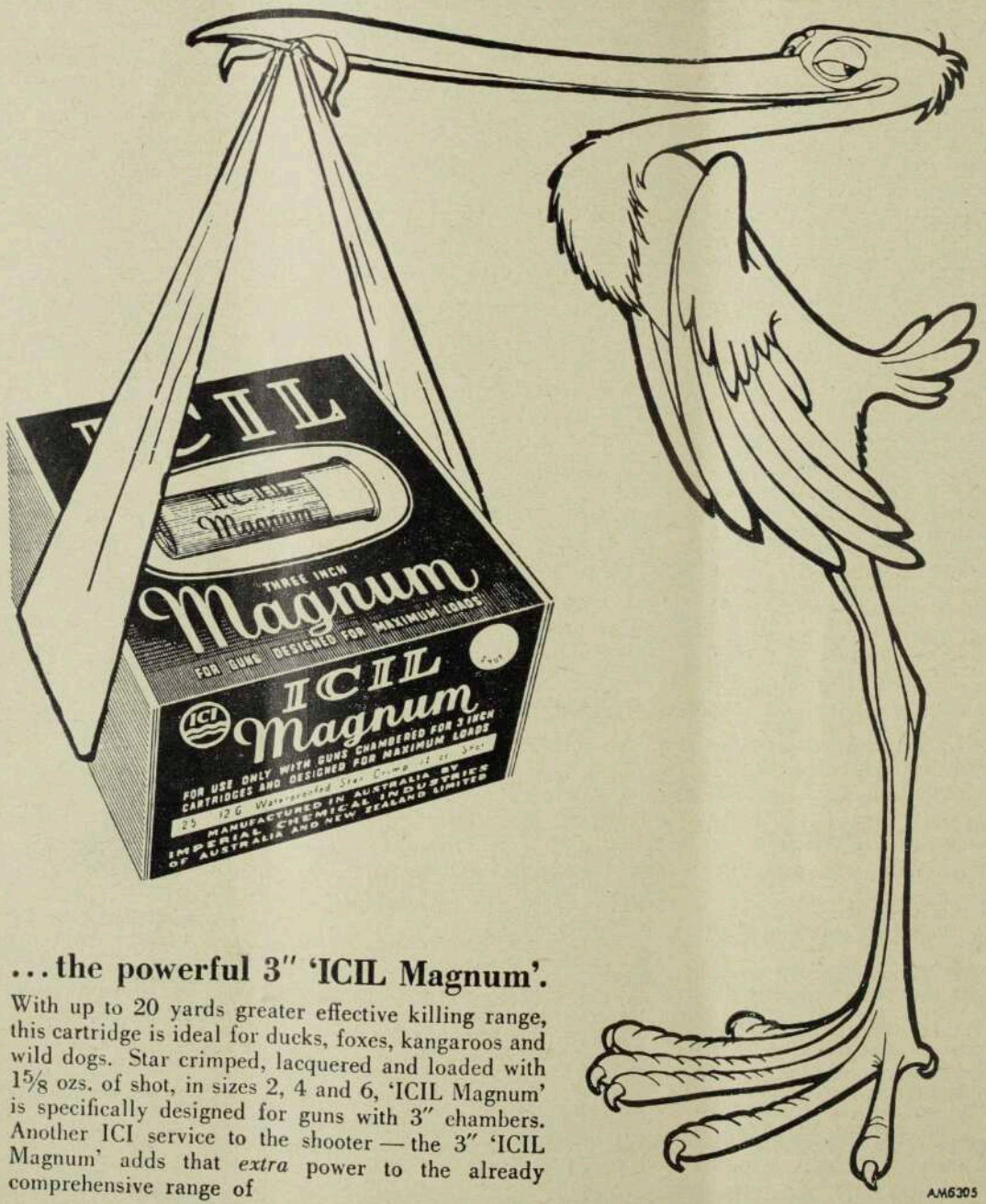
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Another theory advanced, is that the Tanners anchored the yacht near the reef, locked up and went off on a quiet normal expedition in the dinghy. A storm got up, and they were lost. At some subsequent time, the yacht dragged her anchor, holed herself on the reef, and sank.

It is feasible, but we may never know the truth.

Tahiti Arrests

(Continued from page 20)

De Gaullist envoy from Paris) interviewed them. They decided that "all was calm".

But the fire-bugs were out. A Chinese shopkeeper lit up his premises at 2 a.m.. He was warned by a small group of men: "If you don't want to die, you should leave it once." He left.

At about 2 a.m., two bottles of flaming petrol were thrown into the house of Robert Herve, a leading citizen; and soon afterwards three bottles were tossed into the premises of shopkeeper Arupa.

The police had been on the alert. By 2.20 a.m. the alarm sirens were sounding—and police, soldiers and responsible citizens hurriedly assembled. Half-a-dozen men, armed with "Molotov cocktails," were captured. They confessed that they were carrying out the orders of certain RDPT personnel to set fire to the town.

Arrest of the Deputy

Early in the morning of Saturday, October 11, the Governor issued orders for the arrest of Pouvanaa a Oopa, Deputy of French Polynesia and Vice-President of the Assembly Territoriale. A cordon was thrown around his house at 9 a.m., and he was called on to surrender. He submitted quietly.

It was found that his home, a construction of solid cement, had been transformed into a small fortress, with loopholes cut in the walls. Here is the official list of what the police found there:

1 large American flag.
3 automatic Winchester carbines.
1 American repeating carbine.
1 automatic pistol.
6 well-sharpened bush knives.
20 clubs of various patterns.
British and American army clothing.
A considerable quantity of big stones, suitable for throwing.
Crowbars, harpoons and underwater spearguns.
1 beer-making plant.
A collection of pornographic photographs.

There was a stock of "Molotov cocktails", and a considerable bodyguard.

It was reported at first that 50 persons had been arrested and were awaiting trial; but apparently many were questioned and released.

On October 28, it was stated that five more persons had been charged with acts of terrorism, bringing the total to 23. Pouvanaa then was still in gaol, awaiting trial.

It also was announced that the Territorial Assembly had decided that the local Government, suspended on October 8, should be dissolved; and the Assembly set up a Committee to discuss the future status of French Polynesia (presumably as a unit enjoying a degree of self-government within the French Union).

It was announced from Paris on October 22 that M. Pierre Sicaud, aged 47, a senior official of the French Overseas Territories Ministry, would proceed at once to Tahiti, to assume duty as Governor; and that M. Camille Bailly would then return to Paris, for a new assignment.

The Ship Slump

(Continued from page 22)

of the opinion that £7 per ton for copra from P-NG ports to UK would be a reasonable rate.

So far as the Australia-New Guinea trade is concerned, the Association



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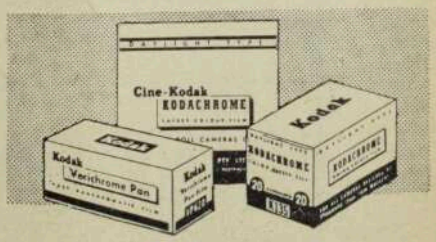


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would like to see all shipping lines, Australian or foreign, competing for the trade. At present, according to one member of the Association who attended the meeting, the Australian taxpayer and the NG copra planter subsidise the "inefficiency" of Australian crews" to the extent of £100,000 per annum.

He was referring to a statement made in the House of Representatives recently, when the Minister for Territories, in a reply to a question stated:

"To retain *Bulolo*, *Malekula* and *Malaita* on the Australian shipping register with Australian crews and operating under Australian conditions in competition with vessels operating under different conditions, £100,000 a year subsidy is paid and an assurance is given that the ships will get all the copra for shipment between the Territory and Australia."

At present there are four Burns Philp ships and three of the New Guinea-Australia Line on the Australia-New Guinea service. Only the Burns Philp vessels up-lift copra.

In addition to the above vessels, there are several, such as those owned by the Australia West Pacific Line, which trade down from the Far East to Australia via New Guinea ports.

NG Coffee for Europe?

Visiting Australia and S-W Pacific ports currently, is Mr. Folke Hillerstrom, owner and managing director of the Australia-West Pacific Line. He arrived in Sydney in time to farewell the Line's *Delos*, which left for the Far East and Islands ports on October 28, carrying the Australian Trade Mission to the Far East.

On November 4, in company with Mr. J. O. Johnsen, Sydney managing director of Wilh. Wilhelmsen, he flew to New Guinea. They will spend eight days in the New Guinea Highlands surveying the prospects of shipping Highlands coffee in the Line's ships, via the Far East, to Europe.

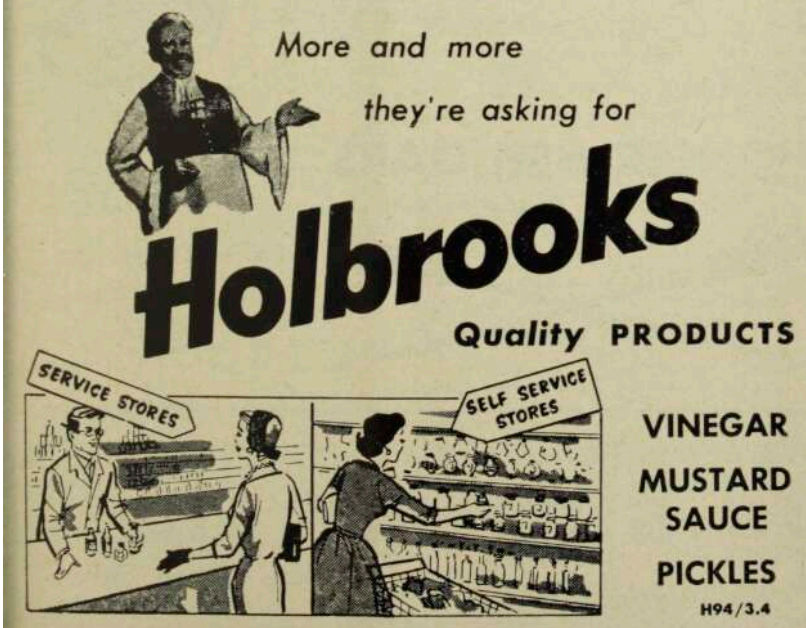
If this trade could be developed, it would be a very good thing for NG coffee planters who are at present entirely dependent upon the Australian market. At the present stage of coffee development, in the Territory, however, there may not be sufficient coffee available to make shipments to Europe worthwhile—although the potential is certainly there.

Those Wharf Priorities

Another chore that will be undertaken by Mr. Hillerstrom before he returns to Sweden via Noumea, New Hebrides and New Zealand, will be a visit to the Territories Department in Canberra to discuss the present "priority" system that operates in Papua-New Guinea ports, to the detriment, so he says, of his own Line's vessels.

At present, under this priority system, if the vessels of the two regular shipping services on the Australia-New Guinea run, arrive at a Territory port while a "foreign" ship—that is, one without a priority—is loading or unloading, the vessel without the priority must pull out and let the Australian-based vessel get in to the wharf.

Mr. Hillerstrom cites the case of his company's *Citos*, which in August was at Lae within a short time of completing loading when a priority vessel arrived. *Citos* had to give way. As the delay in Lae would be considerable, *Citos* then proceeded to Rabaul and Honiara, BSIP, then went all the way back to Lae to complete loading, before sailing for Brisbane.



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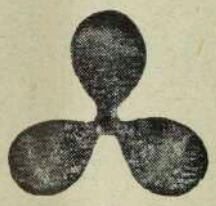
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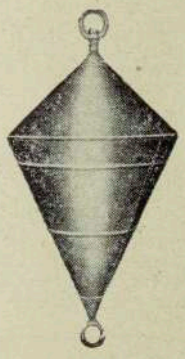
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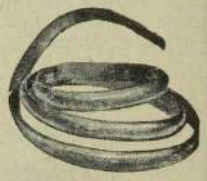
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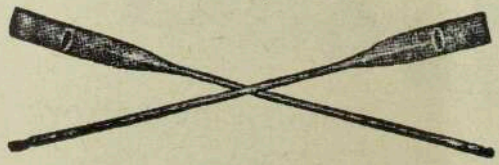
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DEATHS OF ISLANDS PEOPLE

MR. R. R. HAVILAND

The death in Sydney in October of Mr. R. R. Haviland, 26, a promising young Native Affairs field officer, shocked New Guinea, where he and his family are well known.

Mr. Haviland had been in Sydney on leave since June. He was admitted to the Royal North Shore Hospital suffering from pneumonia and died a week later.

He was stationed in Kaiapit, Morobe District, as a Patrol Officer, before going on leave; on his return to the Territory he was to be posted to New Britain.

He was the son of Mr. and Mrs. A. R. Haviland, well known residents of Lae, where Mr. Haviland was District Officer. A younger brother is a Cadet Patrol Officer, at Namanai, New Ireland.

MR. NORMAN LEE

One of New Guinea's best known residents, Mr. Norman Lee, died suddenly in Rabaul following a heart attack, on October 22. He was only 56.

Mr. Lee was a pre-war resident of the Territory. He went there first as a plantation manager on Iwi, Bougainville. He enlisted in the AIF at the outbreak of war and went with the 8th Division to Malaya, escaping from there just before the Japs took Singapore.

He later served in New Guinea as a Captain in ANGAU.

When the war ended, he went back to plantation work, but soon left it to become manager of the New Britain Club, and then of the Cosmopolitan Hotel. He bought an interest in the hotel and became managing director of the company which operated it.

He took an active part in the running of the hotel and was known to hundreds of travellers—that last cup of tea before a dawn take-off was frequently served by Mr. Lee.

He was interested in sport, and particularly in horse-racing. He was a vice-president and a foundation member of the Rabaul Amateur Turf Club and raced horses in both NSW and New Guinea. A photograph of him receiving a trophy at a recent Rabaul race meeting appeared in the October *PIM*.

Mr. Lee is survived by his wife and one daughter, Mrs. R. T. Ralph.

MR. PERCY H. EDMUNDS

Mr. Percy H. Edmunds, who for 40 years managed the lonely Easter Island sheep and cattle ranch, died in Tahiti recently.

Born in England, Percy Edmunds went to South America as a young man, working on sheep stations first in Argentina and later in Chile.

In 1899, he met Enrique Marlet, who then had a controlling interest in the Easter Island station, in Valparaiso.

Marlet was then in the process of disposing of his interest to the London and South American stock and station owning firm of Williamson, Balfour & Co., and was looking for a manager to go out to Easter on the new owners' behalf. Edmunds took the job—and remained on Easter until 1929, except for occasional trips to Valparaiso.

Since retiring from the island, Mr. Edmunds had lived in Tahiti.

MISS MAUD FORMAN

The death occurred recently in Perth, Western Australia, of Miss Maud Forman, who was an Anglican mission school teacher at Taupota, on the north-east coast of Papua, in the very early nineteen-twenties.

The late Miss Forman left her mark on the Taupota district. Even today one meets her scholars who all speak excellent English, for, unlike most missionaries who teach in the local native dialects, she resolutely refused to teach anything but straight grammatical English.

She was very popular and highly respected by the residents of her time from Samarai to Cape Nelson.

MRS. LILYAN HARPER

The death occurred in Sydney on September 30 of Lilyan Isabel Harper, wife of Mr. John Harper, for many years associated with Burns Philp (New Guinea) Ltd., the BNG Trading Co. Ltd., and during the war, ANG Production Control Board.

Mrs. Harper lived in Port Moresby from 1947 to 1949, until Mr. Harper was transferred to the Sydney office of Burns Philp. A daughter, Elizabeth Louise, is at school in Sydney.

CAPTAIN R. R. KANE, MC

The death occurred in Sydney on November 4, of Captain R. R. Kane, MC and Bar, well known to an older generation of residents in Fiji and the Solomon Islands. He was 81.

After an adventurous youth, Captain Kane, who was born in Ireland, is believed to have arrived in Fiji at the end of the last century. He joined the Colonial Service as a cadet shortly afterwards and for many years, served in the Colony, ultimately becoming a District Commissioner.

In 1915, he went back to the United Kingdom and joined the Ninth Royal Irish Rifles, and served with this regiment throughout the rest of the war.

He returned to Fiji after the war and was later posted to the Solomon Islands, where he was Resident Commissioner from 1920 to 1928.

He then returned to the UK and lived for some time in the Channel Islands, finally going to Sydney in 1950, where he lived until his death.

In Fiji he married a Miss Ethel Thurston, a niece of an early Fiji Governor, and through her he was connected with many of the well-known Fiji families.

There were three sons of this marriage—Richard (Paddy), Dennis and Brian. Denis and Brian returned to the UK with their father and during the Second World War both were killed—Denis in the RAF and Brian in the Royal Horse Artillery. Mr. Paddy Kane remained in Australia when the rest of the family went to England; he still lives in Sydney.

Captain Kane is survived also, by his second wife.

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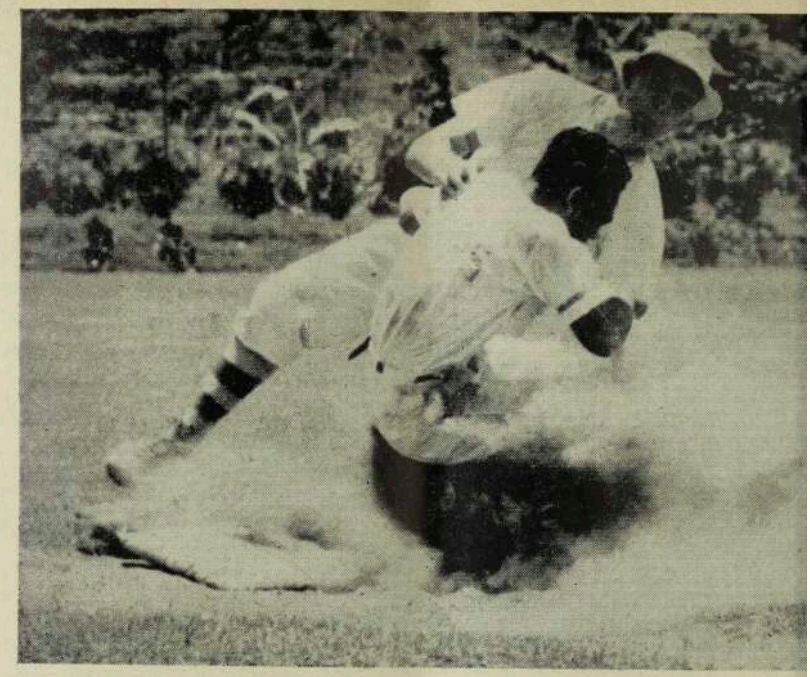
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There was some fast and spectacular baseball at Rabaul, New Britain, in October when Rabaul Baseball Association staged the 1958 Lightning Knockout competition (for the Bu Philp Trophy) over one week-end. The Chinese "Red Sox" team got off with the top hono after a 4-3 win against the "Silver Lions", Catholic Mission team from Vunapope, in a ga which had the big crowd on its toes. This action shot was taken during the week-end.

Sports Review

He's A Fighter Looking For A Good Fight

AT least two Fijian heavyweight boxers, who planned to cash in on fights with world famous Tongan, Kitione Lave, had their hopes dashed when the British Boxing Board of Control, outed Lave for six months. (*PIM* October).

One of the Fijians was Isimeli Radrodro, who revels in the title of "Heavyweight Champion of the Orient", gained when he was serving in Malaya with the Fiji 1st Battalion.

Radrodro recently took his discharge from the Fiji Military Forces, after 16 years' service, and although he will say nothing about his work in future, he admits he is looking for professional fights.

He hopes to go to Tonga, New Zealand and perhaps Singapore.

Radrodro is a fine sportsman, but as a professional boxer he is probably past his best, judging by some of his performances in t last 12 months.

He has won international rug honours in three tours—in N Zealand in 1951 and 1957, and t year when he led the Fijian tea in Tonga.

The Kiwis Extended The Rugby Season

From Norman Baxter, in Suva

THEORETICALLY, the rugl season in the Southe Hemisphere ends about the e of September each year, and Ki Willow takes over almost imme ately.

In Fiji, however, there is genera a break of six weeks between t two to give the grounds a chance recover from a hard football seas

Part of this vacuum was fill this year when a rugby team fr New Zealand (the Corinthian made a three weeks' visit to pl half a dozen matches in Viti Le and Levuka.

So while the death throes of t rugby season were somewhat pr longed, no one really minded,

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the Kiwis provided an attractive band of sound, orthodox rugby and gave the local boys many a lesson.

Those Kiwis must have found it tough playing when the temperature was anything between 75 and 85 degrees—and they could not have a swim to cool off afterwards, as the Suva Sea Baths were closed because of the polio epidemic.

He's Another Rising Tongan

A rising Tongan welterweight, Alami Kaihau, won by a technical KO in the eighth round, a scheduled ten-round contest with New Zealand welterweight champion Peter Graham on October 20 at Auckland. Kaihau was down on points in the first few rounds, but proved a heavier hitter and delivered some damaging punches later in the catchweight contest.

In the preliminaries Semi Waisale, of Fiji, won by points in a contest with Johnny Iefata, of Western Samoa. The Samoan appeared to be the heavier hitter, but Waisale was more active.



Charman's All Races Amateur Boxing Club continues to do a good, clean job for the youth of Suva. For the presentation of trophies at its recent championship tournament in Suva, leading citizens of several races were on hand. Here, for the presentation to one trophy winner, are the Commissioner for India in Fiji, Mr. K. D. Bhasin, the Speaker of the Legislative Council, Mr. Maurice Scott (with trophy) and Ratu Edward Cakabau, Deputy Secretary of Fijian Affairs.

A Very Good Green —Number One

BOWLERS in Suva must be among the keenest in the world.

Each fine day it is an even bet there will be some players out, and that has meant a lot of play in the last few months because of dry weather.

Twelve months ago the Suva Bowling Club ripped up its No. 1 green, which was showing more than ordinary signs of wear and tear. For the keen bowlers there was only No. 2 green, 100 yards away from the clubhouse, and this green has taken a proper thrashing.

Fortunately No. 1 green reopened on September 28, and has an excellent surface which should stand up to the hardest work these bowlers can give it for the next few years.

No. 1 green has a very big advantage over No. 2—it is only a step to the bar.

KEENEST competitor in the mile cycle race at the Popondetta (Papua) Agricultural Show in October was Alexander Pouga, who travelled 50 miles by canoe and bicycle to enter the event—and win. He trained by riding his bicycle around the bush tracks of his home district, Oro Bay.

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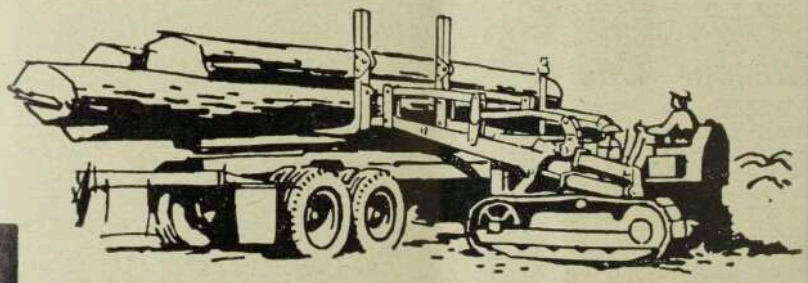
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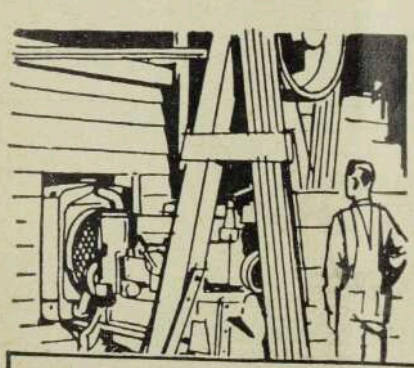
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SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for ydney, Brisbane, Port Moresby, Samarai. abaul, Madang, Lae, Port Moresby optional). Next Sydney sailing approx. ec. 5.

MV Malekula sails from Sydney for Brisane, Port Moresby, Samarai, Rabaul, ewak, Alexishafen, Madang, Lae, Sydney. ext Sydney sailing Nov. 26.

MV Malaita sails from Sydney for Brisane, Lae, Madang, Lombrum, Lorengau, avieng, Rabaul, Samarai (other ports ccasionally, and order of ports varies). ext Sydney sailing, Nov. 12.

MV Bulolo, modern liner, sails about very six weeks: Sydney, Brisbane, Port oresby, Samarai, Lae, Madang, Lombrum, abaul. Next Sydney sailing approx. Dec.

Details from Burns, Philp & Co. Ltd., Bridge Street, Sydney.

MV Pak Hoi: Leaves Melbourne for ydney, Port Moresby, Rabaul, Lae. Next ydney sailing Dec. 6.

MV Soochow: Leaves Sydney for Brisane, Port Moresby, Samarai. Next Sydney ailing Dec. 2.

MV Sinkiang: Leaves Sydney for Honiara BSIP), Rabaul, Kavieng, Madang and ae. Next Sydney sailing, Nov. 28.

MV Shansi: Leaves Melbourne for ydney, Brisbane, Port Moresby, Samarai, ae, Madang, Rabaul.

Details from Swire and Yuill Pty., Ltd., Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silinoeng, Sibigo and Sinabang carrying pasengers and cargo from E. Australian orts to Hollandia and Sorong, DNG (with liak and/or Manokwari if inducement), hence Borneo, Bangkok, Singapore, thence ustralia direct. Next Sydney sailings: inabang Nov. 25, Silindoeng Dec. 15, ibigo Jan. 2, Sigli Jan. 30.

Details from Royal Interocean Lines, 255 eorge St., Sydney.

Far East-S.W. Pacific-Fiji-Australia

Calling S.W. Pacific ports on south-bound journeys only.)

Chengtu: Dep. Japan Nov. 15 (approx.), ongkong Nov. 21, Sandakan Nov. 28, anto (NH) Dec. 6, thence Suva, Lautoka, oumea, Sydney and Australian ports.

Chungking: Dep. Japan Nov. 26, Hongong Dec. 3, Sandakan Dec. 10, Madang ec. 16, Kavieng (optional), Rabaul Dec. 8, Lae Dec. 21, Samarai Dec. 25, Port oresby Dec. 26, Suva Jan 3, Lautoka an. 6, Noumea (optional), thence Sydney nd Australian ports.

Chefu: Dep. Japan Dec. 24, Hongkong ec. 31, Sandakan Jan. 7, Madang Jan. 3, Kavieng (optional), Rabaul Jan 15. ae Jan 18, Port Moresby Jan. 22, Suva bout Jan. 30, Lautoka Feb. 3, Noumea optional), thence Sydney and Australian orts.

The three vessels call at all four ustralian ports, Brisbane, Sydney,

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958-59

		ORONSAY	ORCADES	HIMALAYA	ORCADES
SYDNEY	depart	Nov. 11	Jan. 24	Mar. 18	Apl. 28
AUCKLAND	arr/dep	Nov. 14	Jan. 27	Mar. 21	May 1
SUVA	arr/dep	Nov. 17	Jan. 30	Mar. 24	May 4
HONOLULU	arr/dep	Nov. 22	Feb. 4	Mar. 29	May 9
VANCOUVER	arr/dep	Nov. 28	Feb. 10-11	April 4	May 15
SAN FRANCISCO	arr/dep	Nov. 30-Dec. 1	Feb. 13-14	April 6-10	May 17-18
LOS ANGELES	arr/dep	Dec. 2	——	April 11	May 19
HONOLULU	arr/dep	Dec. 7	Feb. 18		May 24
SUVA	arr/dep	Dec. 14	Feb. 25	Return	May 31
AUCKLAND	arr/dep	Dec. 17	Feb. 28	Different	June 3
SYDNEY	arrive	Dec. 20	Mar. 3	Route	June 6

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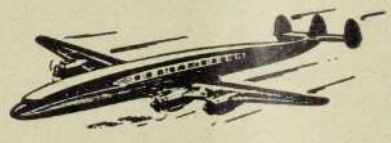
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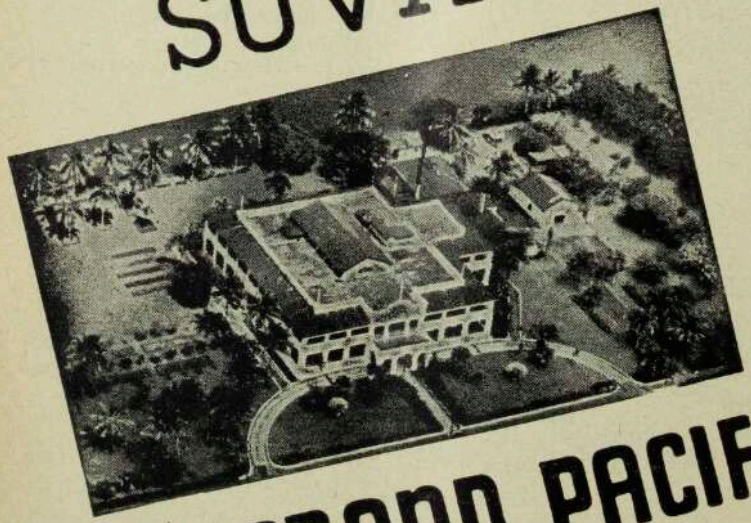
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Melbourne and Adelaide, and load there cargo for Far East including Shanghai where a call is made (if inducement) on the southbound voyage between Japan and Hongkong.

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

Citos: Northbound from Sydney, Dec. 15.

Aros: Dep. Hongkong Nov. 8, Rabaul Nov. 17, Honiara Nov. 20, Vanikoro Nov. 24, Brisbane Nov. 30, Sydney Dec. 3. Northbound ex-Sydney, Dec. 14.

Milos: Dep. Japan Nov. 26, Kennedy Bay, Dec. 5, Lae Dec. 15, Brisbane Dec. 21, Sydney Dec. 24. Northbound ex-Sydney, Jan. 20.

Delos: Dep. Japan Dec. 2, Hongkong Dec. 10, Sandakan Dec. 13, Rabaul Dec. 24, Honiara Dec. 28, Lae Jan. 2, Brisbane Jan. 8, Sydney Jan. 12. Dep. Sydney Northbound, Feb. 4.

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. 29.

MV Matua maintains a service from Auckland to Lautoka, Suva, Apia, Suva, Lyttleton, Wellington, and return to Auckland. Next sailings from Auckland: Dec. 18.

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, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailing, Dec. 4.

Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motorships, Tahitien and Caledonien and a chartered vessel, Melanesien. Next Sydney sailing: Melanesien Nov. 21, Caledonien Jan. 4, 1959, Tahitiene Feb. 17, Melanesian April 1.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailings: Nov. 21, Dec. 12.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

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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. Seattle Nov. 6, New Westminster Nov. 8, San Francisco Nov. 15, Los Angeles Nov. 18, Papeete Dec. 1, Nukualofa Dec. 8, Pago Pago Dec. 10, Apia Dec. 11, Suva Dec. 15, Lautoka Dec. 16, Noumea Dec. 20, Townsville Dec. 27, Pago Pago Jan. 6, Los Angeles Jan. 10, San Francisco Jan 22.

Thorshall: Dep. New Westminster Nov. 29, San Francisco Dec. 6, Los Angele Dec. 9, Papeete Dec. 23, Rarotonga Dec 26, Pago Pago Dec. 31, Apia Jan 2, Suv Jan. 6, Lautoka Jan. 8, Noumea Jan. 1 (Townsville, Lae, Vila, Santo, all open) Pago Pago Jan. 19, Los Angeles Feb. 2.

Details from General Steamships Cor poration Ltd., 432 California St., Sa Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisc operates a regular five-weeks passenger cargo service from Los Angeles with th Ventura, Alameda, Sierra and Sonoma Southern terminal ports vary with cargoe offering. Vessels call at Papeete, Pag Pago and Suva, depending on cargoes Next sailings approx., Sonoma, ex Brisbane, Nov. 27. Ventura arr. Sydne Nov. 26, departing northbound, ex Australian ports, end Dec. Alameda, du Sydney Dec. 3, dep. Australian port northbound end Dec.

American Pioneer Line has eight ship (Pioneer Gem, Isle, Glen, Reef, Cove, Star Tide, Gulf) on Australia - Panama - U Atlantic Coast service with calls a Papeete on southbound voyage. Sailing approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (sub sidiary of W. R. Carpenter & Co.) operat a service three times yearly with th 10,000 ton, 98-passenger vessel Lakemb along the above route. Accommodatio is entirely First Class, two-berth cabin with calls at Suva, Lautoka and Honolulu Next sailing from Sydney about Jan. 1

Details from American Trading & Ship ping Co. Pty., Ltd., 19 Bridge St., Sydney

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The four cargo vessels, Waihemo Wairuna, Waikawa, and Waitomo, owne and operated by the Union Steam Shi Co. of NZ Ltd., maintain a monthl service across the Pacific, from Sydne to Vancouver and USA ports, via Suva Lautoka, Nukualofa, and Apia, as cargoe offer. Occasional calls are made at Far ning Island. They have limited passenge accommodation. Next Sydney sailing Waihemo, Nov. 21; Waitomo, Dec. 30.

The Waitemata, from NZ ports, make 3-4 trips yearly to Vancouver (via Raro tonga and Papeete).

N. America-Hawaii-Fiji-Samoa Tahiti-N. Zealand-Australia

Matson Line's Mariposa and Montere make round passenger trips from Pacifi North Coast American ports to Australi via Pacific Islands ports and New Zealan

Monterey: Dep Sydney Dec. 13, Auck land Dec. 16-17, Suva Dec. 20, Pago Pag Dec. 21, Honolulu Dec. 26-27, Sa Francisco Jan. 1-11, Los Angeles Jan. 1 Papeete Jan. 20-22, Auckland Jan. 28-2 Sydney Feb. 1.

Mariposa: Dep. San Francisco Dec. 1 Los Angeles Dec. 14, Papeete Dec. 22 24, Auckland Dec. 30-31, Sydney Jan. 3- Auckland Jan. 10, Suva Jan. 13, Pag Pago Jan. 14, Honolulu Jan. 19-20, San Francisco Jan. 25.

Details from Matson Lines, Berge House, 82 Elizabeth Street, Sydney.

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(Inc. U.S.A.)

SYDNEY

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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 Dec. 17.

Kildare: Dep. Liverpool Dec. 23, arr. Port Moresby Mar. 6.

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 18); and also twice monthly between Nadi and Tafuna, American Samoa (see table 20).

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).

From December 7, Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland connect at Nadi on Sundays with Qantas northbound flights, and on Monday with southbound flights (see table 17).

TEAL Super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tues. and Fri.; and on Sat., Mon. and Wed. at Nadi for the southbound flights.

Qantas Wed. and Fri. services ex-Sydney connect with BOAC London services at San Francisco (dep. Thurs. and Sat.).

BOAC services ex-London Tues. and Thurs. connect at San Francisco Thurs. and Sat. with southbound Qantas services.

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft—Britannia on Vancouver-Amsterdam Service)

Every Wed.: Sydney (dep 11 p.m.), Nadi, Honolulu, Vancouver, Amsterdam.

Every Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.

Every Sat.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Sun.), Honolulu, Fiji and Sydney.

Every Mon.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Tues.) for Honolulu, Fiji and Auckland. (Note: Crosses Dateline en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

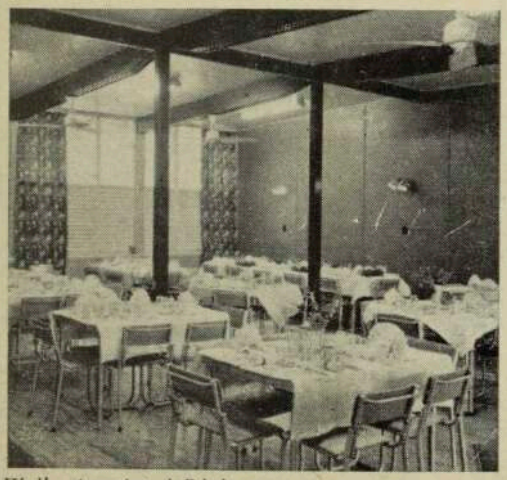
Service by Qantas Empire Airways (Skymasters)

NORTHBOUND

Mon.

Depart:	**Arrive:**
Sydney, 6.30 p.m	Brisbane, 9.10 p.m.
Brisbane, 10.10 p.m.	

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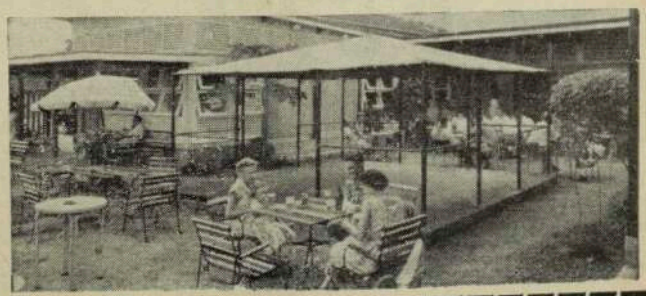
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Bar Planned to Carry Most Modern Equipment

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Bedrooms Equipped to Provide Maximum Tropical Comfort

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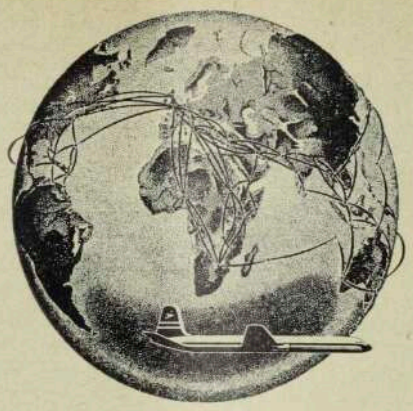
A Glimpse of One of the Hotel's Cool and Pleasant Lounges.

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Phone: Port Moresby, 5181

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BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A

A97/AU

Tues.

Depart:	Arrive:
	Townsville, 1.50 a.m
Townsville, 2.50 a.m.	Pt. Moresby, 6.35 a.m
Pt. Moresby, 7.35 a.m.	Lae, 9 a.m

Tues., Fri., Sat.

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m
Brisbane, 11.45 p.m.	

Wed., Sat., Sun.

Depart:	Arrive:
	Pt. Moresby, 6.35 a.m
Pt. Moresby, 7.35 a.m.	Lae, 9 a.m

Thurs.

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m
Brisbane, 11.59 p.m.	

Fri.

Depart:	Arrive:
	Cairns, 4.35 a.m
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.

Depart:	Arrive:
	Pt. Moresby, 6.35 a.m
Pt. Moresby, 7.35 a.m.	Lae, 9 a.m

SOUTHBOUND

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.

Depart:	Arrive:
	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 pm
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.

Depart:	Arrive:
	Sydney, 12.30 a.m

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (Nov. 12, 26, Dec. 10, 24, etc.. Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternative Thurs (Nov. 13, 27, Dec. 11, 25, etc.) departs Hollandia at 10 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.50 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori alt. Mon., returning same day via Baimuru, Kerema, Yule Is. (Nov. 12 Dec. 1, 15, 29, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Mon., returning same day (Nov. 10, 24, Dec. 22, etc.).

Via Kerema, Baimuru: Alt. Thurs., returning same day (Nov. 20, Dec. 4, 18 etc.).

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PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs, returning same day via Balimo (Nov. 20, Dec. 4, 18, etc.).

Via Kerema, Baimuru: Alt. Weds. (Nov. 26, Dec. 10, 24, etc.) returning alt. Fri. (Nov. 28, Dec. 12, 26, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Tues. and Sat., departing Port Moresby 7.45 a.m. On alt. Sats. extends to Esa'ala.

Alt. Sat.: Esa'ala, Samarai, Abou, Pt. Moresby, dep Esa'ala 12.30 p.m., arr. Moresby 4.40 p.m. (Nov. 15, 29, Dec. 13, 27, etc.).

Tues. and alt Sat.: Dep. Samarai 11 a.m. arr. Pt. Moresby 2.40 p.m. (alt. Sat. Nov. 22, Dec. 6, 20, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, 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)

Fri.: Lae (7.45 a.m.) to Baiyer River, calling at any of: Goroka, Nondugl, Minj, Mt. Hagen, Baiyer R., Kainantu. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (DH Otter)

Fri.: Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Kaiapit, Gusap, Aiyura, Rintebe, Bena Bena, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DH Otter)

Mon.: Dep. Lae 7.30 a.m., via Bulolo, arr. Wau 8.35 a.m.

Mon.: Dep. Wau 8.55 a.m., arr. Lae (direct) 9.25 a.m.

Wed., Sat.: Dep. Lae 9 a.m., via Bulolo, arr. Wau 10.15 a.m.

Wed., Sat.: Dep. Wau 10.45 a.m., arr. Lae (direct) 11.15 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sat.: Dep. Pt. Moresby 7.45 a.m. arr. Wau. 8.50 a.m., dep. Wau. 9.20 a.m., arr Bulolo 9.35 a.m.

Wed., Sat.: Dep. Bulolo 10.05 a.m., arr. Pt. Moresby (direct) 11.15 a.m.

MADANG-GOROKA- MADANG (DC3)

Fri.: Dep. Madang 7.45 a.m., arr. Goroka 8.20 a.m., dep. Goroka 8.50 a.m., arr. Madang 9.25 a.m.

GOROKA-LAE (DC3)

Sat.: Dep. Goroka 8 a.m., arr Lae 9.10 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Mon.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj, arr. Mt. Hagen 11.10 a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 11.40 a.m.

Fri.: Dep. Pt. Moresby 9.30 a.m., via Goroka, Minj, arr. Mt. Hagen 1.10 p.m.; dep. Mt. Hagen for Madang (direct or via airfields as required) 1.40 p.m.

MADANG-PT. MORESBY (DC3)

Mon.: Dep. Madang 7 a.m., via Mt. Hagen, Minj 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.

NEW GUINEA-NEW BRITAIN (DC3)

Fri.: 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.

Mon., Sun.: Dep. Lae 11 a.m., Finschhafen noon, Rabaul 2.10 p.m.

Wed.: Dep. Rabaul 6.45 a.m., Finschhafen 9.10 a.m., arrive Lae 9.45 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.

RABAUL-BUKA-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. Buka 10.20 a.m.; dep. Buka 1.40 p.m., arr. Rabaul 3 p.m. (Nov. 13, 27, Dec. 9, 23, etc.).

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thur.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.50 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (Nov. 20, Dec. 2, 16, etc.).

SERVICES BY MANDATED AIRLINES
Scheduled flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Optional call at Goroka on this flight.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines (Super Constellation Service)

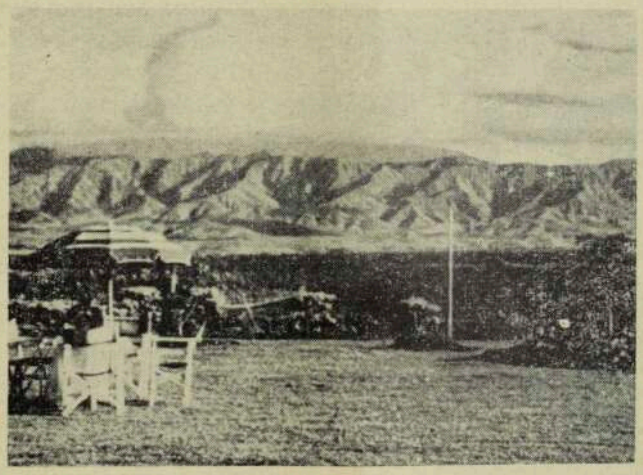
A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Niemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Rabaul, Buka, Munda, Yandina, Honiara (BSI), arriving 5 p.m.



View of the Ranges from the Goroka Hotel

For a cool, exhilarating holiday visit the Eastern Highlands of New Guinea.

Goroka Hotel offers all those amenities that will make your stay a happy one.

The cuisine is excellent and the tariff moderate.

Goroka Hotel

Under the management of Tom Abberton.

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JR.36.SPIM

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 Thurs. for Cairo, Karachi, Saigon, Djakarta, Darwin, Noumea, Auckland. Leaves Auckland every Mon. 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. (Nov. 21, Dec. 5, 19, etc.): Dep. Sydney midnight, arr. NI 6.45 a.m. Sat.; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. (Flight extends NI-Auckland-NI. See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters (Fortnightly)

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

Tue. and Sat.: Dep. Tontouta (N. Cal.) at 8 a.m., arr. Vila 10.15 a.m., dep. Vila 10.45 a.m., arr. Santo 12 noon, dep. 1.30 p.m., arr. Tontouta 5 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: Dec. 6 Dep. Wallis Dec. 8.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sat. (Nov. 22, Dec. 6, 20, 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. Auckand-Sydney

Tasman Empire Airways, with DC6 aircraft

Mon., Tues., Thurs., 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.
Tues., Thurs.: Dep. Sydney 8 a.m., arr. Christchurch 2.50 p.m.
Sat.: Dep. Sydney 3 p.m., arr. Christchurch 9.50 p.m.

15. 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.

16. 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.

17. Melbourne-Auckland-Nadi (Fiji)

By Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

Sun.: Dep. Melbourne 7.30 a.m., arr. Auckland 3 p.m., dep. Auckland 4 p.m., arr. Nadi 9 p.m. Return, same route, following day.

Note: This service connects with Qantas Super Constellation service from Sydney to US.

18. 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.

19. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats (Service Fortnightly)

Dep. Suva alt. Thurs., 9 a.m., crosses Dateline, arrives Satapuala (Western Samoa) Wed. 1.55 p.m.
Dep. Satapuala alt. Mon. at 8 a.m., crosses Dateline, arr. Suva Tues 10.55 a.m.
(Dep. Suva Nov. 13, 27, Dec. 11, etc. Additional services will also leave Suva on Dec. 18, Feb. 2.)

20. 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 Dateline—the two-way flight is actually made on the one day.)

21. Fiji-Tahiti

Tasman Empire Airways, with Solent Flying-boats

Dep. Suva 9 a.m. alternate Thurs., crosses International Dateline, 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 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 Dateline, arr. Suva 10.55 a.m. alt. Tues. Services dep. Papeete Nov. 16, 30, Dec. 14, 28, etc.

22. New Caledonia-Tahiti

TAI with DC6B aircraft and flying-boat

Sun.: Dep. Paris for Athens, Karachi, Saigon, Djakarta, Darwin, Brisbane, Noumea. Immediate connecting flights by DC6B for Nadi, Bora Bora. Transfer to flying-boat for flight to Papeete.
Dep. from Papeete on return flight every Wed.

23. Fiji Internal Airways

Fiji Airways, Ltd., Drover aircraft

Suva-Nadi-Suva: Two flights—Mon., Tues., Wed., Thurs., Fri. Three flights—Sat. One flight—Sun.
Suva-Nadi: One flight—Wed., Fri., Sun., afternoon.
Nadi-Suva: One flight—Mon., Thurs., Sat., morning.
(The three Suva-Nadi and Nadi-Suva flights are additional to the above return flights.)
Suva-Labasa-Suva: Two flights—Tues., Thus., Fri. One flight—Mon., Wed., Sat., Sun.
Suva-Savu Savu-Suva: One flight—Mon., Tues., Sat., Sun.
Suva-Taveuni-Suva: One flight—Mon., Fri., Sun.
Labasa-Taveuni-Labasa: One flight—Mon., Fri., Sun.
Labasa-Savu Savu—Labasa: One flight—Tue., Thurs., Sat., Sun.
Labasa-Taveuni-Labasa: One flight—Mon., Fri.
Suva-Tavenui-Savu Savu-Suva: One flight—Wed.
Suva-Savu Savu-Taveuni-Suva: One flight—Thurs.

24. N. Caledonia-Loyalty Is. Internal Service

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Noumea, Koumac, Noumea (with conditional call at Plaine des Gaiacs): Fri. a.m.
Noumea, Lifou, Ouvea, Is.: Wed. mornings.
Noumea, Ile des Pins, Noumea: Saturday and Monday afternoons.

25. French Polynesia Inter-Island Service

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(Continued over page)

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Handy Sydney Addresses fo Islands Visitors

AUSTRALIAN TERRITORIES DI PARTMENT, Commonwealth Building Circular Quay West (B-0537)—a massi brown stone building on the right side lower George Street, Millers Point.

PAPUA-NG COPRA BOARD Represent tive (Mr. Winn, B-0537, extension 59-A) located in Commonwealth Building, abov

NEW ZEALAND GOVERNMENT office Colonial Mutual Building, 14 Martin Plac opposite GPO. Tourist Bureau on groun floor. Trade Commissioner's Office an library elsewhere in building.

FIJI GOVERNMENT Representativ Dalgety & Co. Ltd., 15 Bent Stree (B-0524, extension 342, Mr. Menzies Bent Street is an extension of Sprin Street.

SOUTH PACIFIC COMMISSION: Cli office for publications etc.: 115 Pitt Stre (Tels. BW 3409/BW 5487). West side Pitt Street between Martin Place an Hunter Street.

AIRWAYS TIMETABLES

(Continued from previous page)

Wed.: Papeete, Huahine, Raiatea, Bo Bora, Raiatea, Papeete.
Fri.: Papeete, Huahine, Raiatea, Bo Bora, Raiatea, Papeete.
Booking agents in Papeete: Messageri Maritimes.

26. Micronesia

Trans Ocean Airlines

Using Grumman Albatross twin-motore amphibious flying-boats, TOA operates service throughout the Trust Territory Micronesia on behalf of the US Govern ment. Details from Trans Ocean Airline Agana, Guam.

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Pacific Commerce and Produce

Carpenter Group's Assets Over £10 Millions

AFTER various reorganisations and capital rearrangements —made necessary mostly by phenomenal growth during the last 35 years including the purchase of Morris Hedstrom Ltd.—Messrs. W. R. Carpenter & Co. Ltd., South Pacific traders and planters, finally settled down a year ago as W. R. Carpenter Holdings Ltd., registered in Canberra.

Its first financial year ended on September 30 last, and its certified balance-sheet was presented at the annual general meeting 17 days later—an unusual feat of rapid accounting and audit.

The published accounts do not give much detail—but they disclose a Holding Co. profit on the year of £326,499; which provides a dividend of 11½ per cent., and a carry forward of £32,703.

The Directors say that the profits earned by the organisation (or group of companies) were derived from operations in Australia, Fiji, New Guinea and elsewhere, in trading, shipping, insurance, investments, services, and sale of manufactured goods and of produce grown on the companies' own estates. The consolidated accounts show that the group values its assets at £10,079,308; that the net income of the group was £517,907; and that the total of the unappropriated profits of the group as on September 30 was £2,974,633.

The Board comprises Messrs. R. B. Carpenter (chairman and managing director), C. H. V. Carpenter (vice-chairman and managing director), W. S. Bennett, B. B. Perriman and C. D. Brownhill (of Sydney), and W. G. Johnson and H. S. Snell (of Fiji). The acting-secretary is Mr. C. A. M. Adelskold.

Papuan Oil Search Prospectus Withdrawn

THE 64 dollar question at the end of the first week in November, was whether the big partners in Australasian Petroleum Company British Petroleum and Vacuum and interests, associated with each) would carry on with their earlier intention of withdrawing and leaving the field to Oil Search, which had formed a new company, Papuan Oil Search with the object of raising £5 million new capital.

The issue was not long in doubt. By November 9 the Big interests had announced that they would carry on—although perhaps with bigger opportunities for Australian investors.

How these opportunities were to be created was not stated.

Under present APC construction, Oil Search has only a 10 per cent. interest.

A prospectus for Papuan Oil Search was issued on November 4 (it was drawn up before there were any indications of oil at Puri) and offered the public 20 million 5/- shares at par. It was later withdrawn.

Whatever happens now, of course, the flow of oil at Puri can be regarded as a triumph for Mr. Kater and his directorate. They refused to throw up the sponge, and wanted to keep on prospecting in Papua even when the big fellows called "Enough".

Papua's "Steamies" Shows Healthy Figures

With E. V. Crisp at the helm, Steamships Trading Co. Ltd., of Papua, has maintained its earnings and increased its profits, in the year ended July 31 last.

The disclosed profit was £179,749, permitting a yearly dividend of 10 per cent. on 50,000 £1 Preferences, and 12½ per cent. on £741,000 £1 Ordinaries, and an addition of £75,000 to General Reserve, which now is £925,000.

With the carry-over of over £200,000 in P/L account, and the reserve, the shareholders' funds (other than subscribed capital, £791,000) are now well over one million pounds.

It is a very healthy balance-sheet. Even if withdrawal of the oil boring industry, and other factors, should reduce Papua's income, the Co. is well equipped to stand up to almost any kind of recession.

The board comprises Messrs. E. V. Crisp (chairman and managing director), L. A. Willis, R. J. Paul, G. M. Cadden, D. M. Spence and H. D. Underwood.

New Guinea Goldfields Production

NGC Ltd., announced on October 21 that their September production in New

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Gordon St., Suva, Fiji

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Guinea was as follows: From the Golden Ridges Mill, 847 oz of fine gold were recovered from 4,234 tons of ore treated; 912 oz of fine silver were also recovered. Golden Ridges alluvials produced 88 oz fine gold; and a further 61 oz came from tributes. Timber produced amounted to 188,803 super feet.

Papuan Apinaipi's Queensland Interests

The Papuan Apinaipi Petroleum Co., Limited, has announced that the 43,000 square miles of Authority to Prospect for Petroleum No. 54P, in Western Queensland (to the north of and adjacent to the area held by Santos, Limited, and its American associate Delhi-Taylor) will, under the new inter-company integrated policy, be developed equally by The Papuan Apinaipi Petroleum Co., Limited, Associated Australian Oilfields, No Liability, and Associated Freney Oil Fields, No Liability.

The announcement refers to the fact that, in September, the three companies decided to pool their resources and to adopt a joint policy for future exploration. (Associated Australian Oilfields and Associated Freney already have a large financial interest in Papuan Apinaipi). Subsequent to the pooling arrangement being made, Papuan Apinaipi was granted a prospecting area in Queensland and this, too, will now be developed by the consolidated companies.

Steady Decline of BGD Production

The net profit from the one dredge now working the Bulolo area for Bulolo Gold Dredging, Ltd., is an estimated $61,000 for the quarter ended August 31. Profit for the same period last year was $139,700—but it scarcely is a good comparison as those 1957 figures included profits from cleanups from No. 4 dredge which ceased operating in May, 1957.

Nonetheless, value per yard dredged has also fallen in 1958—to 16.31 cents for the August quarter, in comparison with 22.18 cents per yard in the same period in 1957.

An Interim Dividend of 25 cents (Canadian currency) per fully paid share has been declared and will become due on November 15, 1958. It will be paid from all offices of the company on December 8, 1958. Payment from Sydney office will be made in Australian currency calculated at the rate of exchange ruling on November 15, 1958. Dividends payable to non-residents of Canada will be subject to Dominion of Canada Absentee Tax of 15 per cent.

Dylup Pays Bigger Dividend

Dylup Plantations, Ltd., which operates plantations in the Madang area of New Guinea, has increased its dividend rate to 14 per cent. (Last years' total dividend was 12 per cent.) This is probably due to the higher than expected prices that have been maintained for copra over the period.

The company has thus lifted the interim dividend from 6 per cent. to 7 per cent.

Sandy Creek's Application Rejected by Administration

The net profit of Sandy Creek Gold Sluicing, Ltd., for the year ending March 31, 1958, was £2,489—£2,403 from gold mining and £86 from other profits.

The annual general meeting of th company (held on November 6) was tol of the company's abortive attempts take up agricultural leases in the Upp Watut Valley, NG, near their gold work ings. The company, in making this re quest to the NG Administration, wa mindful of the company's assets alread established there—houses, buildings, ai strip, water-races and road. Howeve the company has been informed that th local natives want the land for them selves.

The chairman of the Sandy Cree board, Mr. H. G. Hyde, said that it ap peared that the Administration encourage the natives to become interested in minin and agriculture on their own account which was "commendable in theory" bu . . . "Would hasten the end of companie like ours continuing to be interested i New Guinea".

The Stock Market

Probably as a natural reaction to th extraordinary buoyancy of the last fe months, there was a sharp downwar trend in the Stock Exchange from mi October.

This seemed to be despite a better ton on the wool market, which has been n indication at all of the state of the stoc market this year.

A couple of months ago, when the stoc market was reaching a peak, the woo market had received a severe set-bac at the opening of the current wool sellin season. Now, towards the end of th season, the price has recovered, to a extent, but there has been no similar re covery in the stock market, which in th interval, had slumped.

The Sydney Stock Exchange index f all ordinary shares on November 5, wa 216.83—a fall of about 42 points fro the figure for the same date in Octobe

Highlight of events in early Novembe was the wild trading in Oil Search—th 5/- shares at one stage reaching 26/ This was exciting, but in the long-vie not very realistic. Oil Search has, present, only a 10 per cent. interest Australasian Petroleum Company, an even if the new company, Papuan O Search had been proceeded with, O Search would have had no bigge holding. Fantastic results would be needed to make shares at 26/- show a profit.

SYDNEY SALES PRICES

	Oct. 3	Nov. 5
Burns Philp	57/6	58/6
Burns Philp (SS) . .	45/6	47/-
C.S.R.	£42	£42/7/
Dylup Plantations .	14/6	14/3
Hackshalls	46/6	47/-
Kauri Timbers . . .	21/-	20/-
Kerema Rubber . . .	11/-	10/6
Koitaki	12/-	11/3
Lolorua	8/-	6/6
Mariboi	6/5	6/-
Norfolk Is. Whaling	4/2	3/1
Queensland Insurance	69/-	65/-
Rubberlands	6/6	5/-
Sthn. Pac. Insurance	16/	18/- (sa
Steamships Trading .	47/3	46/9
W. R. Carpenter Hold.	15/9	15/3
Timor Oil	5/5	7/2

OIL AND MINING SHARES

	July 9, '58	Oct. 3, '58	Nov. 5, '5
FIJI			
Emperor .	b5/9	s6/-	NQ
Loloma . .		b29/-	b30/-
PAPUA-NEW GUINEA			
Bulolo . . .	b35/-	s40/-	b30/-
N.G.G. Ltd.	b1/9½	s2/6	s2/6
Oil Search	b2/6	b2/8	b15/1
Ent. of N.G.	b7d	b4d	s1/2
Papuan Apin	b9d	b1/11	b4/11
do. opt. .	b6½d	b7d	b2/11
Placer Dev.	b86/6	s92/6	b91/6
Sandy Creek	b4d	b3d	b3d

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COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by Government; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (under contract covering 1958), (b) Australia (for local consumption) and (c) crushing-mill in Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for hot-air dried.

"Tentative" Price For New Guinea

In November, 1958, P-NG Copra Board announced new "Tentative Prices", for copra delivered main ports: Hot-Air Dried, £A53 per ton; FMS, £A52 per ton; Smoke-Dried £A51/7/6. These prices will apply to whole period, from January 1, 1958, and thereafter. The necessary back payments will be made in December, 1958.

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 November 3, prices were, HAD, £F66/12/6; FM1, £F65/5/-; FM2, £F63/17/6.

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 November: 1st grade, £58; 2nd grade, £A56; 3rd grade, £A52 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:—On November 1, price was 9,400 Pac. francs (£A55) per ton, delivered Vila/Santo. (On October 6 price had risen to 98,000 Metrop. francs per metric ton, 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 Nov. 6, was £Stg.311/5/- per ton, c.i.f., London. A large W. African crop is expected this season.

W. SAMOA:—Price quoted November 6, £S285, f.o.b., Apia.

P.-N.G.: Nov. 6: £A350-£A360 per ton ex-wharf, Sydney. Market quiet.

COFFEE:—P.-N.G.: Nov. 6: 4/- to 4/4 per lb c.i.f. Sydney, was generally quoted. Supplies continue plentiful.

Last quotes for Kenya Arabica were in early Nov. when they were, A grade, f.a.q., £Stg.392; B grade, f.a.q., £Stg.390; C grade, f.a.q., £Stg.385; all per ton and c.i.f. Aust. ports. The market has been erratic in anticipation of new crop. When this is available next month, European prices are expected to firm.

PEANUTS:—P.-N.G.: Nov. 3: Kernels 1/8 to 1/9 into store; Virgina 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 Nov. 5, was: No. 1 RSS. spot, 91¼ Straits cents (31.68d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Nov. 6: 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.—November quotation by independent pearlers for: Sound, £A750; D, £A550; E, £A300; EE, £A150 (in store Sydney). **Manihiki,** £Stg.500 f.o.b. Rarotonga, nominal.

TROCHUS:—Supplies very light, and possible opening for increase. Nominal price £A355 ex-wharf, Sydney.

GREEN SNAIL:—Nominal price £A350 ex-wharf, Sydney.

London and US Quotations

Copra: London, November 4, Philippines, bulk, November, c.i.f., $235 per ton, seller. Straits/Borneo, fair mer., del. weights, c.i.f., UK/North European ports. November delivery £Stg.81 (nominal) per ton. New York, November 4, Philippines, $215 per ton c.i.f., US Pacific Coast ports. (£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, Nov. 4, Ceylon in bulk, UK/Nth. European port, c.i.f., £Stg.125 per ton. Straits/Borneo, £Stg.122/10/- per ton.

Rubber: London, Nov. 5, RSS No. 1, spot, 26d Stg. per lb; Jan.-Mar., 26¼d Stg. per lb; Oct., 1959, 25⅞d Stg. per lb.

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 exchange rate **Australia - Norfolk Island:** 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

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. **D'Escompte de Paris)** in Sydney June 9, quotes: Selling, Noumea, 168 Pac. francs to £ Aust.; Papeete, 166.25 Pac. francs to £ Aust.; 208 Pac francs to £ Stg.; 72.82 Pac. francs to US $. Selling 1,179.25 Metrop. francs to £ Stg.

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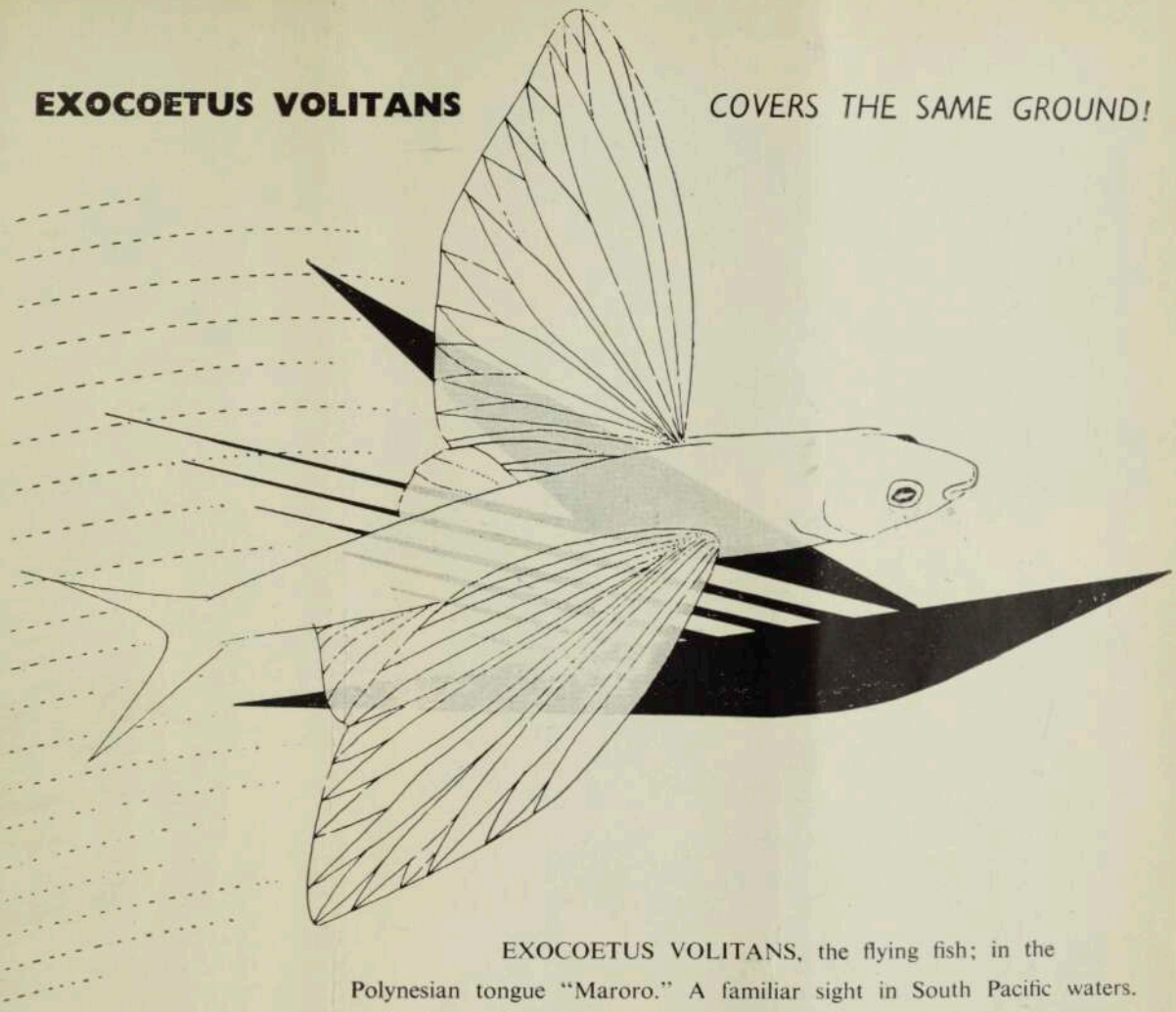
Index to Advertisers

Akta-Vite . . . 124
Aluminium Union 68
Amal. Dairies . . 56
Angliss, W. & Co. 40
Arnott, Wm. . . . 122
Aspro 94
Austin Cars . . . 32
Ballina Slipway . 110
BALM Paints . . 54
Bank of NSW 52, 156
Bank of NZ . . . 74
Berger Paints . . 14
Bethell, Gwyn . 165
Blaxland-Rae . . 111
Booth, N. G. . . 30
B.O.A.C. 168
Boat For Sale . . 7
Boroko Hotel . . 167
Bradford Mills . 78
Braybon Bros. . . 35
British Aluminium 16
British United Dairies 70
Britstand 76
Broadway Motors 42
Brunton & Co. . 121
Bryant & May . 83
Bunting, A. H. . 102
B.P. 93, 128, 138, 165
Cadbury 11
Caine's Studios . 153
Camelia Chemical Co. 140
Carlton Breweries 142
Carpenter Ltd. . 146
Cecil, The Hotel . 13
Cheoy, Lee . . . 111
Coldstream P/L . 46
Colgate . . 38. 126
Colonial Meat . . 60
Colyer Watson . 94
C'wealth Bank . 10
Crammond Co. . 136
C.S.R. Co. . . . 161
Cystex 123
Cyclone Co. . . . 50
Dangar, G. & M. . 64
Davison Paints . . 5
Donald Ltd. . . 143
Douglass, W. Co. 43
Dunlop Rubber . 144
Dunsford, Capt. G. 107
Econo Steel . . 152
Eveready Co. . . 132
Fay-Gardner . . . 35
Franke & Hiedecke 44
Frigate Rum . . 127
Gardner Eng. . . 118
Gilbey, W. & A. 176
Gillespie Bros. . . 70
Gillespie, R. . 1, 100
Glazebrooks Paints 8
Glaxo Lab. . . . 150
Goodyear Tyre Co. 72
Gordon's Gin . . 58
Goroka Hotel . . 169
G.P.H. (Suva) . . 164
Grahame Book Co. 119
Grove Ltd. . 44, 80
Halvorsen, B. . . 108
Halvorsen, L. . 114
Hari, G. B. . . . 120
Harris, K. & Co. 80
Hastings Diesels 162
Hellaby Ltd. . . . 99
Hemingway Robertson Institute . 54
Holbrooks . . . 157
Hong Kong Dock Co. 106
Hytest Co. . . . 140
I.C.I. 154
International Harvester . . . 3
Jenber Lodge . . 51
Johnson, S. C. . 48
Kanimbla Hall . 47
Kennedy, Capt. . 10
Kerr Bros 12
Kitchen, J. & Sons 17
King, J & Co. . 10
Kiwi Polish . . 13
K.L.M. 16
Kodak 15
Kopsen & Co. . 15
Lawrence, A. . . 14
Lysaght, J. . . . 8
MacRobertson P/L 12
McIlrath's . . . 3
McNiven Bros. . . .
Marine Spares . 11
Mason Bros. . . 11
Mendaco 12
Millers Ltd. . . . 9
Morton P. G. . . 6
M. H. Ltd. . 24. 11
Mungo Scott . 6
Mutual Acceptance Co. 3
Nathan & Wyath 1
Nestles 7
N. & R. . . 98, 11
N.G. Aust. Line . .
Nile Products . 13
Nixoderm . . . 12
Pac. Shipbuilding Co. 10
Parke Davis . 6, 16
Penfold, W. C. . 14
Philips 1
P. I. Line . . . 16
Piccaninny Wax . .
Polarizers P/L . . 3
Qld. Insurance . 17
Qld. Milling Co. . 6
Ransomes Co. . . 6
R.C.A. Records . 14
Rohu, Sil 5
Scott & Bowne . 14
Seppelt, B. & Sons Ltd. 11
Seward Ltd. . . 15
Shaw Savill . . 16
Sparklets Ltd. . . 3
S.T.C. Co. . . . 5
Stapleton, J. . . 11
Stewarts Lloyds 12
S. P. Brewery . 7
Sthn. Pac. Ins. . 15
Sullivan Ltd. . 48, 9
Swain & Co. P/L 3
Taikoo Dockyard . 2
Tait, W. S. . . . 6
Tallerman & Co. . 2
Tatham, S. E. . . 6
Taubmans Ltd. . 10
Thornburgh College 5
Thornycroft Co. . 5
Tilley Lamps . . 13
Tongala Milk . 13
Tooth & Co. . . 9
Tulloch Ltd. . . 17
Turners & Growers . . . 5
Tyneside Eng. . . 4
United Insurance 13
U.R.D. 6
Ventura 17
Victa Mowers . . 10
Vi-Stim 11
Walkers Ltd. . . 10
Warnock 10
Webster, D. . . . 7
Western Accept. . 8
Weymark Pty. Ltd. 6
White Rose Flour 6
Wills Ltd. 8
Wrigley's 7
Wunderlich Ltd. . 12
Yorkshire Ins. . 13
Young, J. P. . 17
Zevenboom, J. 31, 4

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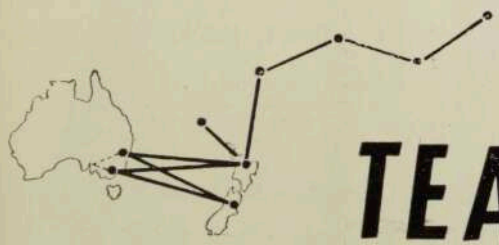
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