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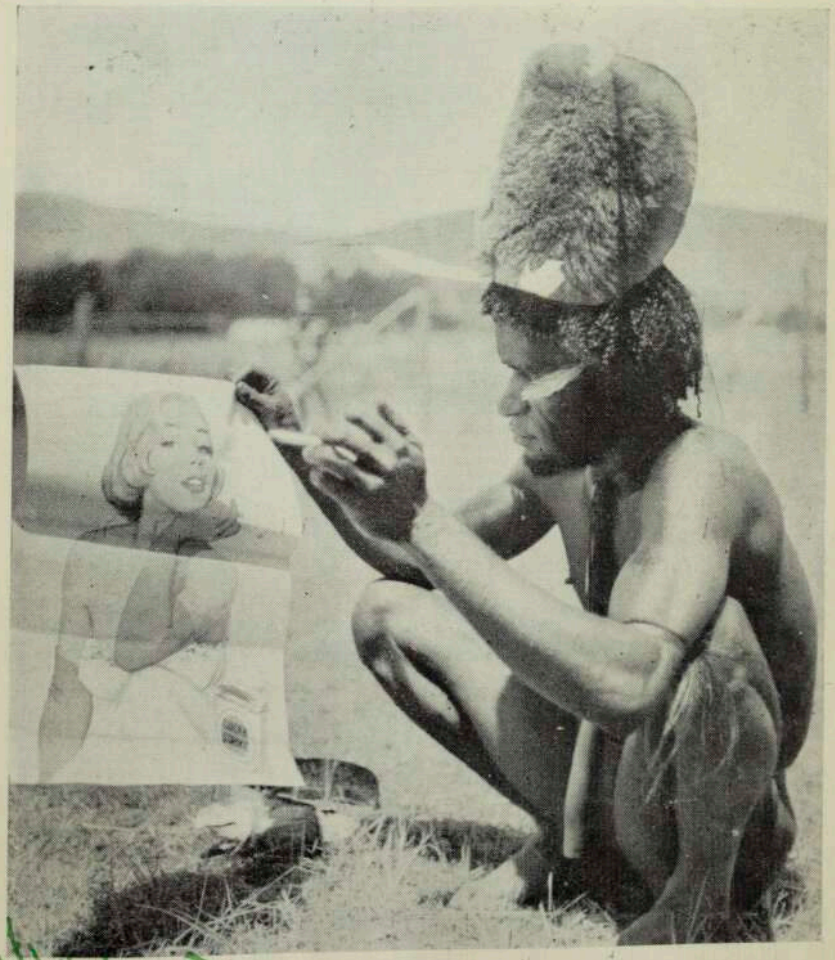
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# PACIFIC ISLANDS Monthly

JANUARY, 1959
Vol. XXIX. No. 6



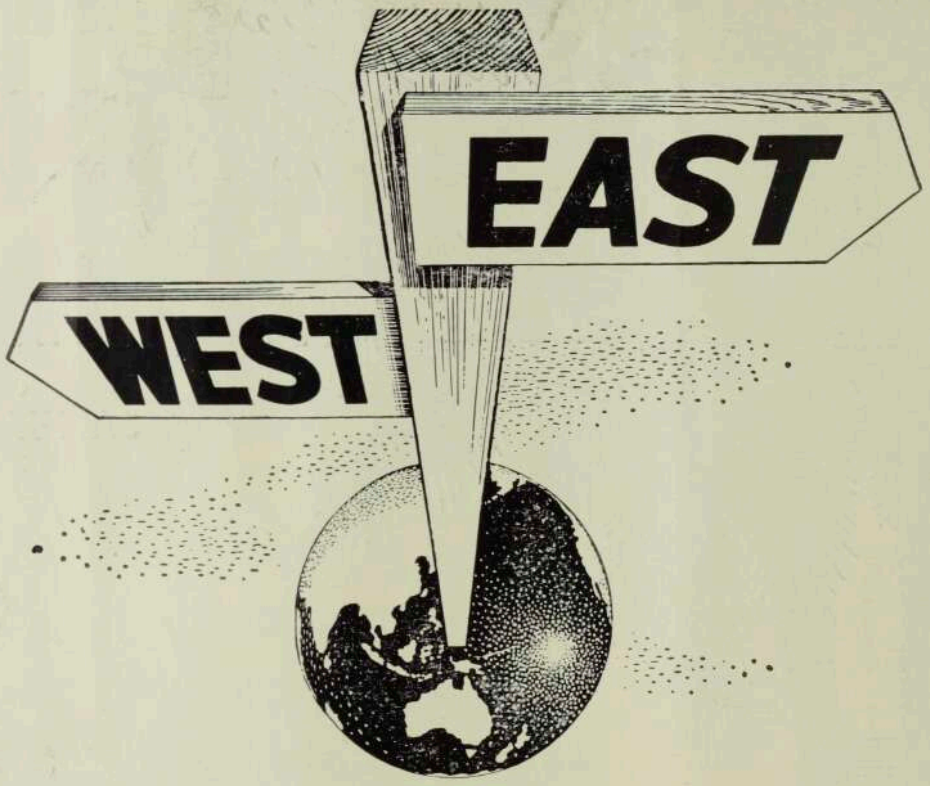
*Civilisation has come to Baliem Valley in Dutch New Guinea—which became the "Shangri-la" of wartime fame, when an American aircraft crashed there. Here, a valley native becomes acquainted with American advertising—but what he thinks about it is impossible to tell.*

Photo: KVR, Hollandia.

Established 1930

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


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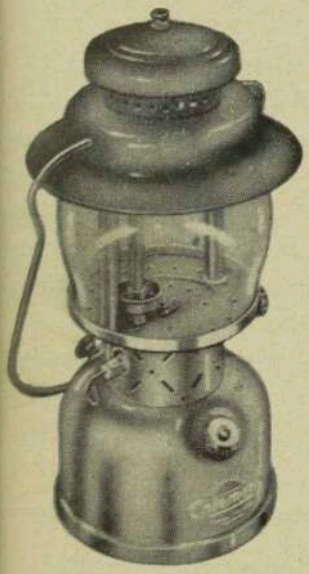


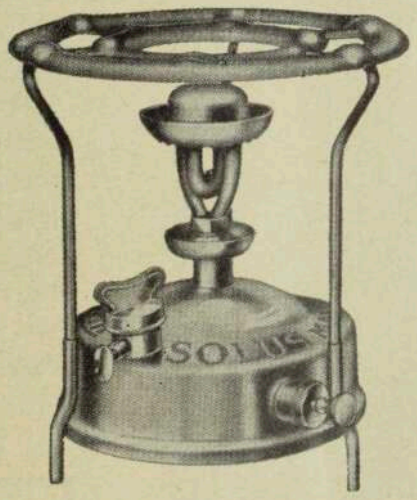

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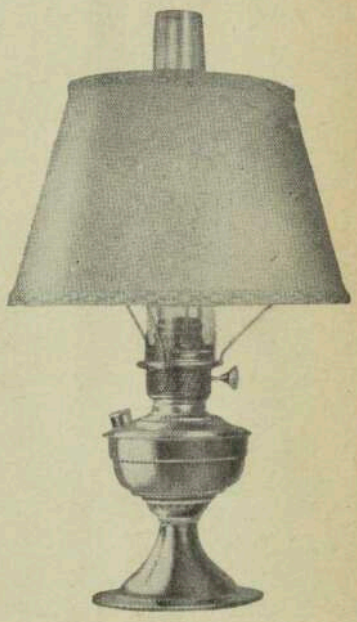
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*International Harvester products —*

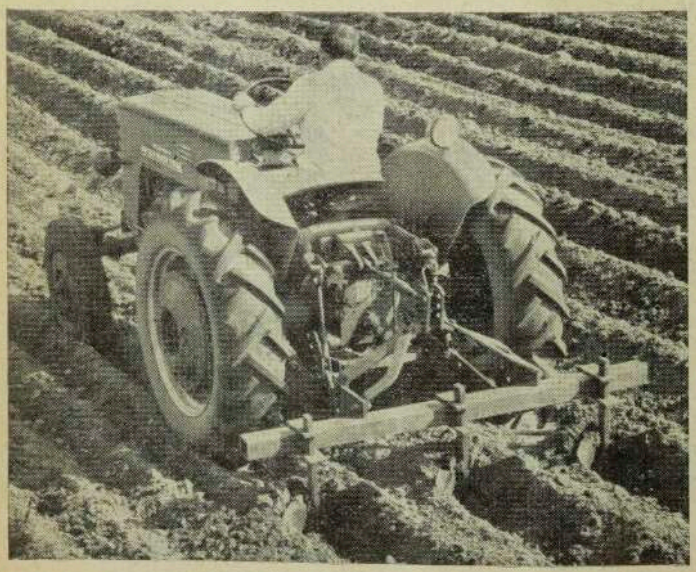
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| GL-225 | Post Hole Digger |
| GL-226 | Rear Blade (illustrated) |
| GL-227 | Toolbar (illustrated) |
| GL-229 | Toolbar |
| GL-240 | Front End Loader |
| GL-320 | Mouldboard Plough |
| GL-323 | Disc Plough |
| GL-330 | Earth Scoops |
| GL-331 | Earth Scoops |
| GL-325 | Offset Disc Harrow |
| GL-326 | Rear Platform |
| GL-327 | Pasture Harrow |
| A4-1 | Rotary Mower |





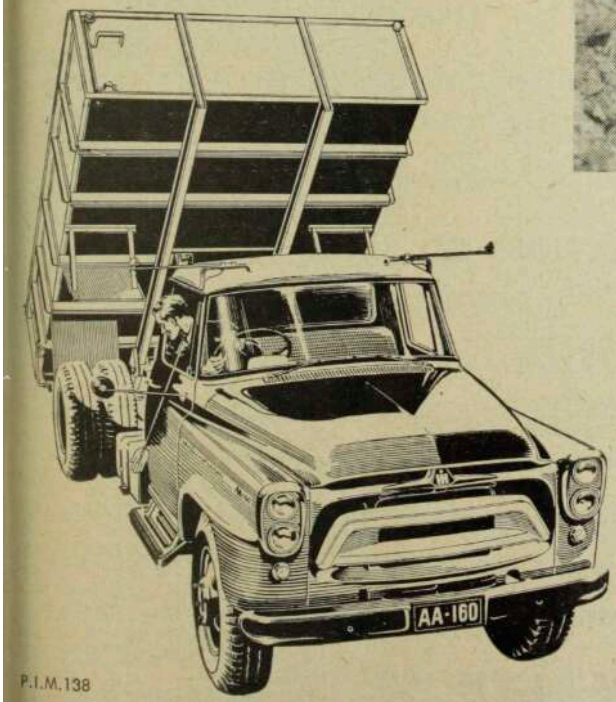
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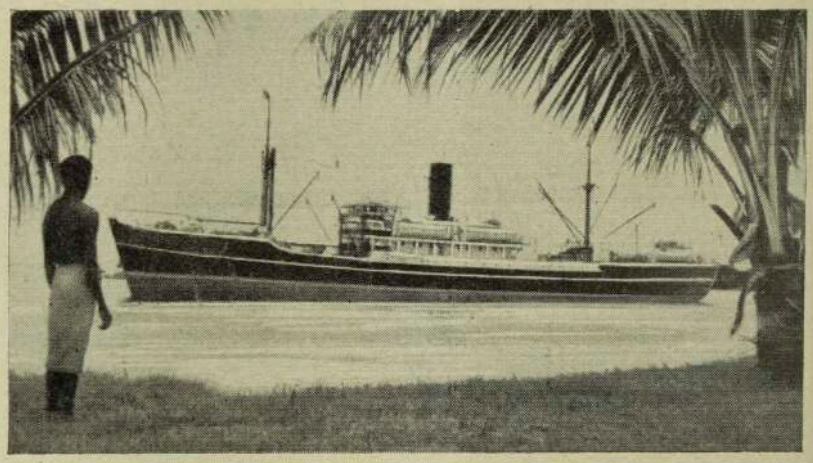
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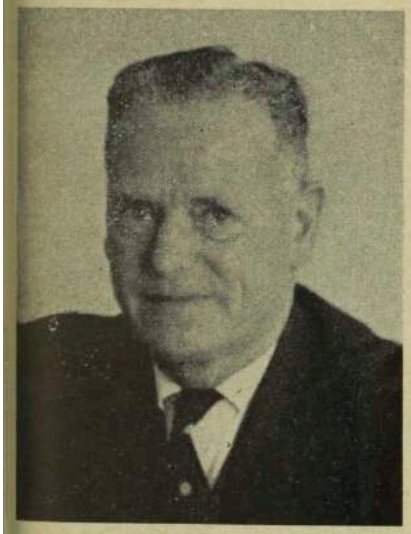


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# PEOPLE

The first European wedding on the island of Daru, Western Papua, for very many years, took place on December 13 when Miss Patricia Wendy Croft, daughter of well known Mrs. Jan Croft, Education Officer at Daru, was married to Patrol Officer Desmond John Murphy, of the Department of Native Affairs.

The young couple have gone to reside at Oriomo for a few weeks; but in January Mr. Murphy will take his bride to Sydney, where he will be a student at the School of Pacific Administration for a while. Mrs. Jan Croft—who is a sister of the late Mr. Jack Hides, and therefore a member of a Papuan pioneer family—has been Education Officer at Daru for two years, and will return there when her present term of leave is finished.

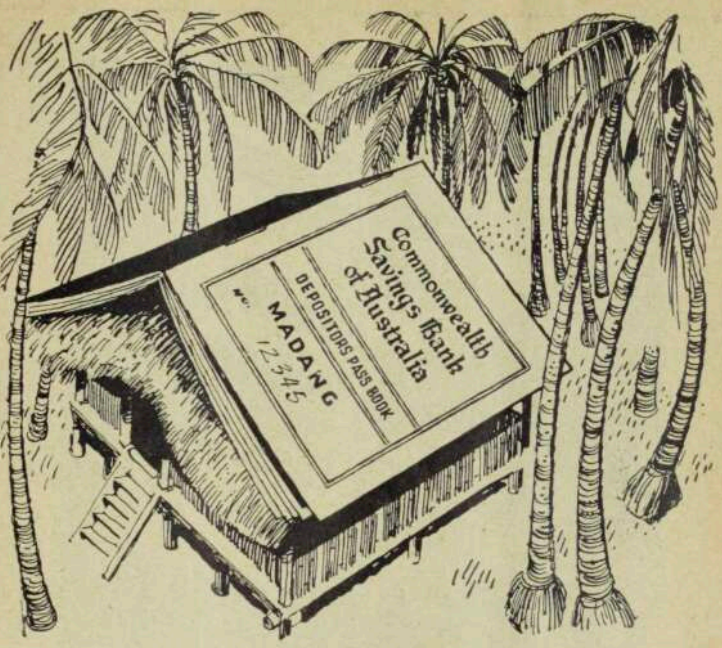


A man who began his public service career with the New Zealand Cook Islands Department has just retired from one of the top positions in New Zealand's Ministry of Works. He is Mr. D. R. Newson (above) whose adventurous life included service with a special naval expedition to North Russia. Mr. Newson reached the position of chief mechanical engineer for his department. His Cook Islands career began as marine engineer on the old "Hinemoa" and one of his first jobs was moving Cook Islands lepers to the Fijian leper colony of Makogai.

The Morris Hedstrom University Scholarship for 1959 has been awarded to a 21-years-old Fijian, Radike Qereqeretabua. He will study for a Bachelor of Arts Degree in New Zealand. Radike was educated at the Lelean Memorial School, the Queen Victoria Fijian School and the Boys' Grammar School in Fiji.

* * *

Mr. Don Lane has been appointed Secretary of the Fiji Visitors'


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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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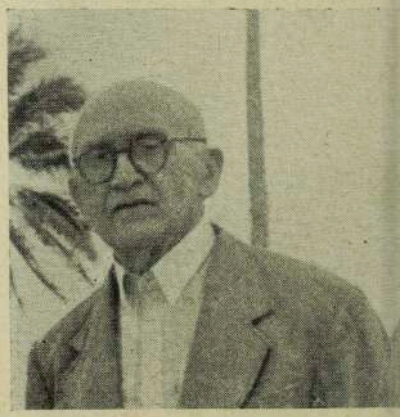
Bureau, which has the task of pro moting the Colony's fast-growin tourist trade. He succeeds Mr. Pete White, who resigned some time ag

* * *

Mr. Dick Cousens and wife Palu left Tonga in October on the *Fleet bank*, en route to England fc leave. Planning on a cheap, shor trip to England with a Bank Lin they did not count on the shortag of copra in Tonga and Fiji whic meant three extra weeks loading a Tarawa and Line Islands befor continuing to Europe. After a shor holiday in England they go to Ne Zealand, where Dick is to take ove the management of "Atalanga", th Auckland home of Queen Salot and the hostel for Tongan student studying in NZ.

* * *

The first and only Tongan to gai his wings with the New Zealan Air Force during the war, Vae Tupou, has recently taken up dutie as Governor of Vava'u, Tonga. nephew of Queen Salote, Vaea, ha for a number of years acted as he Aide-de-Camp, travelling with he to Australia and New Zealand an although still a young man his ex periences have given him a goo background for his new post.



Mr. August Hettig (see phot graph above), of Nukualofa, Tong has not been enjoying good heal lately. He is one of Tonga's Eur pean pioneers.

The original Hettig—Mr. Augu Hettig's grandfather—took his fam from Germany to the South Paci about 1875. They lived for a tim in Tahiti, Samoa and New Zealan before settling down finally in Ton

One of the sons, Mr. William Hett lived the last 57 years of his life Tonga—he died there in 1949, ag 75. He was married twice—eac time to a Tongan. Two of William sons settled in the United Stat a son and a daughter in New Ze land; one daughter in Samoa, an the name has been carried on Nukualofa by Mr. August Hettig well known photographer, who now over 60 years of age.




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Oliver Dudley and Everett Riley, from Suva, who were visitors to the Polynesian Association's Christmas party while they were in Sydney in December.
—A Tele-photo.

Miss Margaret Cashmore was married to Mr. Hans Wetzel at St. John's Church, Canberra, on December 19. They have now gone to New Guinea where the bridegroom will resume his teaching job with the Administration—and the bride will start one, at the Chinese School, Rabaul.

* * *

Another newly married pair who went off to New Guinea recently, were Mr. and Mrs. Richard Hagon who were married in St. Mark's Church, Darling Point, Sydney, on December 22. Their home will be on a coffee plantation at Mt. Hagen. The bride was formerly Miss Caroline Cameron-Waller.



Mr. D. M. Kamerling, governing director of Demka Pty., Ltd., Sydney, who has just returned from a six months business trip to Singapore, Ceylon, India, England, Belgium, France, Western Germany, Denmark and Holland. He visited European factories for which his company acts as sales promotional representatives for the South Pacific.

Mr. Kamerling will be leaving Sydney again on January 28 on one of his routine trips, which will take him over the entire area covered by his company's activities, in order to visit his business connections.

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HEADACHE & ALL PAIN
VINCENT'S A.P.C.
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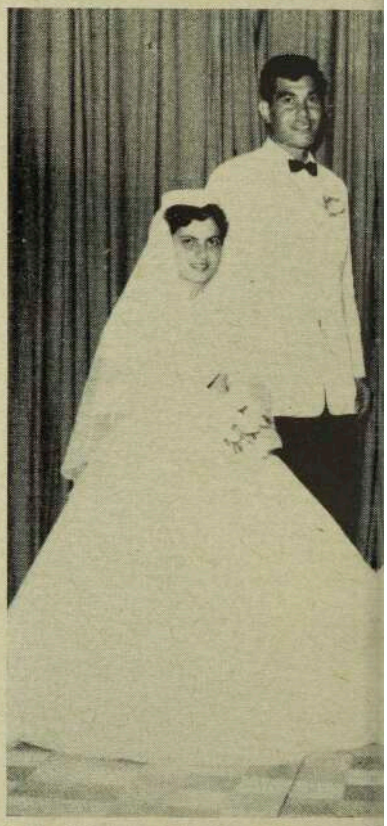
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Mr. and Mrs. C. A. Stinson he is a well known business ma of Fiji and deputy Mayor of Suva passed through Sydney in Janua on their way to Singapore and tour of the Far East. In Sydne Mr. Stinson personally inspect various city amenities with a vie to developing ideas for the bett government of the growing city Suva. In Singapore, he will atter (as a member of the Fiji Visito Bureau) the annual conference the Pacific Area Travel Associatio



**At the Cathedral of the Immaculate Conceptio Apia, Western Samoa, on November 13, M Rosita Cook was married to Mr. G. A. Fepulel Both are public servants; the groom is clerk-assistant of the Legislative Assembly, the bride a stenographer at central office** Photo: Edwards Studi

Heintraud Hofman and Gert Baer, who were both born at t Lutheran Mission Station, Finsc hafen, NG, graduated from t Brisbane Teachers' College in D cember. Both girls will spend a ye teaching in Queensland before g ing to New Guinea to teach native mission schools.

The parents of both girls a missionaries, and their fathers wo brought up in the same village Germany.

Now Gerda's people live at Hon a mission outstation between H and Finschhafen.

After the war she and her pare returned to Germany, for five yea



When the French Navy sloop "La Confiance" visited Sydney some weeks ago, these two lads from Papeete, Harold Ellacott and John Urima, took the opportunity to visit the Polynesian Association.
—A Tele-photo.

during which Gerda forgot how to speak English.

Heintraud first went to Queensland five years ago to go to St. Peters Lutheran College.

* * *

Mr. John Baker, manager of Burns Philp (NG) Ltd., Lae, NG, and Mrs. Baker arrived in Sydney on leave just before Christmas and later went on to Perth, Western Australia. They expect to return north about February. Mr. Baker is being relieved in Lae by Mr. Monty Stobo.

* * *

Mr. M. H. Helsen, managing director of Burns Philp (SS) Ltd., Suva, Fiji, has been elected president of the Suva Chamber of Commerce.

* * *

Two Tongans, John Latukefu and Jubilee Tahai, returned to Tonga in December from Brisbane where, at the University of Queensland, they gained Bachelor of Arts degrees and Diplomas of Education. They will teach at Tupou Boys' College.



On December 12 at the Ela United Church, Port Moresby, Miss M. Bailey was married to Mr. W. Dalgleish.
—Photo by Papuan Prints.


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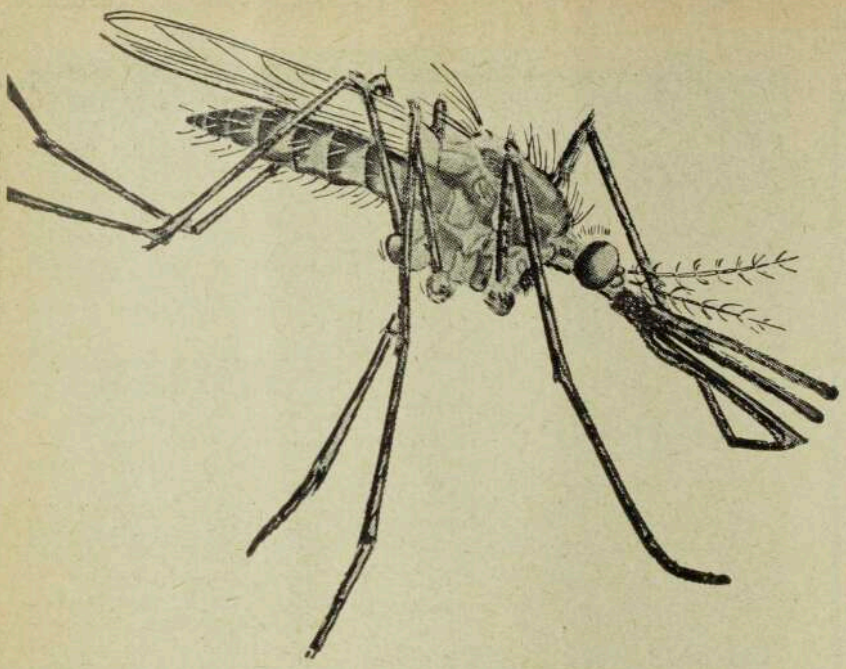
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*SUPPRESSIVE DOSE—*

**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:**

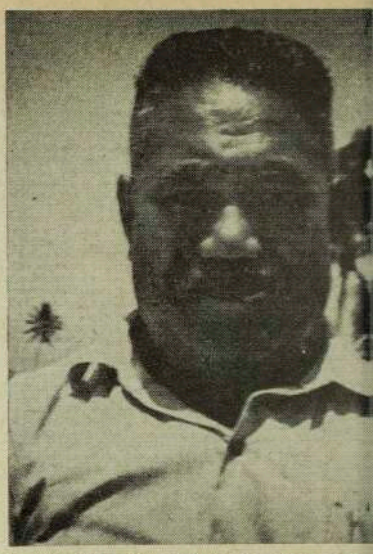
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3-5 years, two INFANT FORMULA TABLETS as a single dose.

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

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The Administrative Officer in charge of District of Savaii Island, in Western Sam is a full Samoan, Papalii Poumou. Last y he succeeded Mr. T. Robson, who had cha of that Administrative District—where there over 25,000 people—for many years. Pap Poumou, who is well-educated and a trai administrator, is the first Samoan to be Administrative Officer. He will reach the tiring age shortly, and then he probably seek election to the Legislative Assembly

Among RAAF and RAN train pilots who graduated in a Win Parade at Pearce, WA, in early D cember was Naval Airman Noel W Hoff, who originally came from To woomba, Q'ld., but who has had adventurous career as shearer, can cutter and truck driver, two yea as a member of the Queensla Police, and then as sub-inspector the Royal Papuan and New Guin Constabulary in 1955-57.

* * *

Monsieur Favreaux has be appointed French Resident Co missioner in the New Hebrides,



Mr. and Mrs. Hugh Aspinall, well-known dents of Suva, Fiji, were at the Polynes Association's Christmas party, in Sydney, December.

—A Te'e-phi




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uccession to M. Pierre Anthonioz. M. Favreau represented the Min-ster for Overseas France at the ubilee celebrations in New Hebrides n 1956.

* * *

Mr. and Mrs. S. G. Jones de-arted from Port Vila in November, fter a series of farewell functions. Mr. Jones, who has been manager f Burns Philp (New Hezrides) Ltd. or 19 years — and who formerly erved BP in Gilbert and Ellice slands—received the Order of the British Empire (Officer class) in the New Year Honours, for public ser-ices rendered in the New Hebrides.

* * *

Mr. and Mrs. G. S. Hill arrived rom the New Hebrides at the end f 1958. Mr. Hill—who gave many ears of service to the New Hebrides s official and business man—has een undergoing medical treatment n Sydney.



r. Willie Quan left Sydney for Honiara (BSIP) the January "Sinkiang" after completing is education at the De La Salle OQ College, dney, where he has been for the last seven years.

Dr. Herbert Spencer, who made outh Pacific friends while engaged n education work in American amoa, and who since has been tationed in Nebraska, USA, has een appointed Educational Adviser the Government of Eritrea (East frica). Mrs. Spencer (who is prin-ipal of Dakota High School) may oin him there later in 1959.

* * *

The bride (Sister Lois Conner-on, of the Paton Hospital, Port ila) travelled from the New ebrides, and the bridegroom (Mr. ruce Sharpe, a Department of ands official in Kavieng) came rom New Guinea, in December, to e married in the Methodist Church, osford, NSW, on December 27. oth belong to well known families f the Gosford district. They met n the New Hebrides, where Mr. harpe was for two years in the





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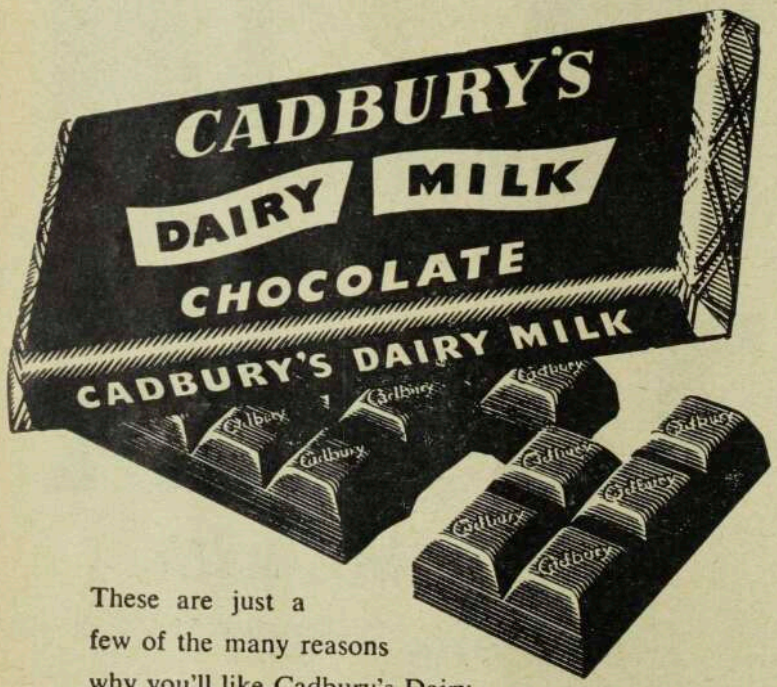
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A wedding of interest to old Fiji residents t place in November at the Cathedral of the Sa Heart, Suva, between Miss Beverley Joan Jen and Mr. Fintan MacManus. The ceremony conducted by His Lordship, the Very Rev. Foley, SM, DD, who also celebrated the Nup Mass.

The bride, who was a nursing sister on staff of the CWM Hospital, is the great-gr daughter of the late J. P. Storck and Hugh Hall Ragg who settled in the Colony the early 1860's. The bridegroom is engineer with the PWD in Fiji and comes f Galway, Ireland. Following the ceremony, guests were entertained at the home of Hugh and Lady Ragg at Tamavua, Suva.

Photo: G. Winkelkoe's

service of the Condominium G ernment. They will live in Kavie New Guinea.

* * *

The Polynesian Association Sydney got a little astray in one the captions it supplied to a pho graph last month, and had Mr. a Mrs. J. Campbell, on page 47, turning from the United Kingdo Mr. and Mrs. Campbell had not be to the UK (and did not say t they had). They are spending th leave right there in Sydney, and v return to Levuka, Fiji, some time April.



Mr. Sundin (right) and Mrs. Sundin, phg graphed in Lautoka (Fiji) with Mr. Fras (left), well-known Islands representative Gillespie's Flourmills (see page 9).




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Mr. E. V. Crisp, Chairman of Steamships Trading Co. Ltd. of Papua, left Sydney early in January on a leisurely tour of the Far East, including Malaya and Thailand. He will return by air in February from Manila to New Guinea. Mr. Crisp travelled north with Captain A. S. Fitch, the founder of Steamships Trading Co., and now retired. Captain Fitch went on to India—he was a pilot in Calcutta before he became a trader in the South Pacific.



After three months leave in Sydney, the Bretts —Mr. and Mrs. W. J. and Stewart, 13, and Kay, 9—looked happy as they sailed for New Guinea on January "Sinkiang". Mr. Brett has been at Bulolo, NG, for the Administration for the last three years.

* * *

Mr. E. A. Sundin, who was Burns Philp (SS) Co. manager in Levuka for some years, and who has been on leave in Australia, leaves Sydney early in February for Rabaul, New Guinea, where he will occupy a senior position on the Burns Philp executive staff. Mr. and Mrs. Sundin have not previously lived in New Guinea. Mr. Sundin has spent most of his lengthy Burns Philp service in the Fiji-Samoa area.



Mr. and Mrs. A. Willis, with their son Peter (7 months) returned to Rabaul, NG, on the "Sinkiang" in January, after four months leave, spent mainly in Sydney.







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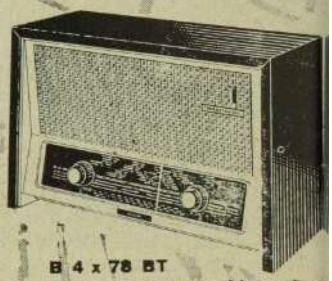
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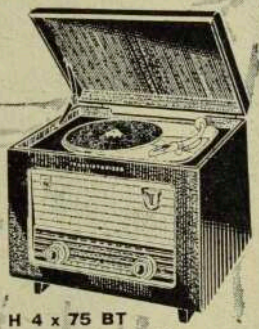


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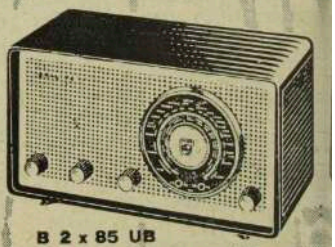
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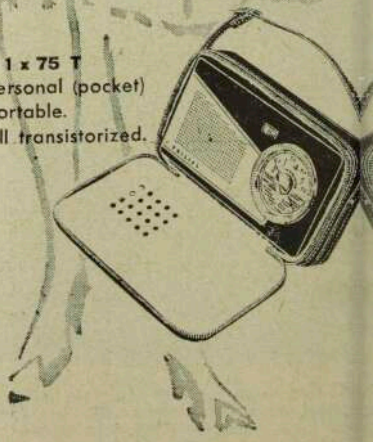


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# Pacific Islands Monthly

No. 6. Vol. XXIX JANUARY, 1959

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## It's Been a Happy New Year, Too

# Pacific Planters Did Nicely From Free Marketing In 1958

British planters in the South Pacific who a year ago expected the worst when copra, for the first time in a decade, reverted to "free marketing", found that 1958 realised none of their fears, but to the contrary, brought bigger profits. And they enter 1959 on the same wave of high prices.

WHEN the nine-years United Kingdom Ministry of Food agreement ended on December 31, 1957, planters with memories that went back to the open-go narketing of before World War II, had some misgivings. It was open-o marketing with some differences, however, as most producing terri-ories had made some forward arrangements for disposal of pro-portion of their production.

With the exception of Fiji, most of the arrangements included dis-posal of a proportion to Unilever at a price to be based on Philip-ines price.

Papua-New Guinea, which is the biggest producer in the area, arranged to sell about 20,000 tons to Unilever, about 35,000 tons to Aus-tralian crushers, 40,000 tons to the local crushing mill at Rabaul and he remaining 5,000-odd tons on the pen market. All these arrange-ments were based on Philippines rice.

Again with the exception of Fiji, all the territories involved continued market through government or semi-government copra marketing boards.

### Fiji's Simple System

Fiji, however, disbanded the copra board that had been in existence during the currency of the MOF agreement, and planters proceeded make their own individual arrangements.

In the event, the majority dis-posed of their copra at the Suva crushing mill of one of the W. R. Carpenter companies.

The mill buys at a price that is fixed each week and the Fiji planter who sells his copra in this way will emerge from 1958 certainly no worse off—and probably better off—than his brother planter in, for example, New Guinea.

Such has been the success of the Suva scheme, that producers in Western Samoa and Tonga look upon it enviously. They have con-sidered a mill of their own, but this is an economic impossibility with-out an output of 25,000 tons of copra per annum, which neither has at present.

The Fiji system has the merit of simplicity. The planter delivers to the mill, is paid promptly—and the deal is completed.

In New Guinea, it is more com-plicated. All copra is purchased by the Board, even that which goes to the local mill. The planter is paid a "tentative price", which is necessarily a great deal below the final price, and it is not till well into the next year of operations that the final payments are made.

### The Test Could Come Later

Papua-New Guinea planters are, however, well enough satisfied with their Copra Marketing Board, which was retained after the end of the MOF Agreement at their request. They have three of the six seats on the Board. The extremely modest "Tentative" price declared for copra by the Board in January, 1958, was partly in order that it could finance its own activities from accumulated funds.

The real test of whether a Board is an advantage will come when or if the copra industry falls on hard times.

The tentative P-NG price of £A47 per ton made in January, 1958, had been raised by the end of 1958, to £A55 per ton (top grade). This still

(Continued on page 146)

## PACIFIC REPORT

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

**Bayly Clinic Fights Disease**; Un-couth Officials in P-NG, Samoa——113. Sustenance for Niue Aged; Officials Crack down on BOP Trade—115. Tin Can Is. Re-settled; Weird Weather; Wallis Islanders A'feuding—117.

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**Whence came the Oranges to Rarotonga?**; W. Samoa's Spy Hunt; Diptheria Outbreak in NNG; Subsidising Fiji Hotel Building—129. More Capital for Tolai Cocoa Growers; Papua's Rubber Planters have Assured Market; New Road Regulations in Tonga; "Delos" Returns after Successful Trip—130.

**The Shirley Baker Incident**; Two dead in Papua War—133. Father Pays for Speedster Son; New Factor in Islands Flour Trade; New planes for PAT—134. Auck-land Takes Kava; Pre-Christmas Fun for Islands Assns.—135. Super-Constellations for Moresby; Easy Access to Australia for Fiji Bananas—137.



A smiling Lady Maddocks, wife of Fiji's Governor, receives a gift of a wooden bowl and a piece of masi (tapa cloth) after she had christened the new Government cruiser and launched her with a very stubborn bottle of champagne. At the second attempt, the bottle broke and Lady Maddocks named the vessel "Cagimaira". She will be used in administration work in the northwestern areas of Fiji, including the Yasawas.

Photo: Rob Wright, Fiji PRO.




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## Same System, Mixed Result

# *Common Roll Used In Elections In French Pacific Territories*

From a Staff Writer

In both of the large French Territories of the South Pacific —New Caledonia and French Polynesia—a new Territorial Assembly was elected in December, under the *Loi Cadre*.

IN French Polynesia, where the leaders of the Leftist parties (which formerly had the majority and provided the Government Council) have been recently in conflict with the law, a non-Leftist majority was returned.

In New Caledonia, on December 7, the same numbers of Party representatives were returned, giving the Union Caledonienne Party, led by M. Lenormand, 18 seats, as against 12 for the Republican Socialists. M. Lenormand thereupon formed a Government Council of eight Ministers, and offered two of these portfolios to the Opposition—an offer that, up to December 31, had not been accepted.

It was expected, when the Fourth Republic ended and the Constitution of the Fifth Republic was accepted in September, that the new French Constitution would provide for the abolition of the *Loi Cadre*, under which a common roll was provided for the election of a Territorial Assembly in both New Caledonia and French Polynesia.

As is well known, the enrolment of natives as electors in both Territories, in equal status with Europeans, resulted in the return in each case of a Leftist majority.

This, in turn, brought a Leftist Council of Government into power in both Territories; both Councils introduced laws which the property-owning classes regarded as oppressive; and in both Territories revolts by Rightist sections led to suspension of the Governments, and resumption of authority by the French Governors—a condition which lasted until the establishment of the De Gaullist regime in France.

The action of the new French Government, in ordering new elections in both New Caledonia and French Polynesia, under the *Loi Cadre*, was unexpected; but the return of a Leftist majority in New Caledonia, under the *Loi Cadre*, was not.

One of the first acts of the new Assembly, in both New Caledonia and Tahiti, was to declare the status of the Territory—and each declared itself "Territoire d'Outre Mer" (an Overseas Territory within the French Union).

The leader of the New Caledonia Assembly proposed to add to the declaration a provision that the *Loi Cadre* be retained in its entirety; but the opposition would not agree —in fact, it demanded a return to the electoral conditions which preceded the *Loi Cadre*.

### No Compromise in Noumea

A vote was taken, and retention of *Loi Cadre* was demanded, by 18 votes to 12.

The Assembly in Tahiti, on the contrary, expressed itself against the continuance of *Loi Cadre*.

The new Governor and High Commissioner for France's Pacific Territories, M. Laurent Pechoux, urged the NC Assembly to approach its difficult problems in a spirit of tolerance and compromise.

M. Lenormand responded by offering two portfolios in his new Governing Council to the opposition; but the opposition made it clear that there could be neither compromise nor co-operation while the country was ruled under the *Loi Cadre*.

Using the common roll, New Caledonia voted 14,600 for the Lenormand group, and 9,000 for the opposition, and there was a substantial increase in the Lenormand vote, compared with 1957. In 1957, only 63 per cent. of the enrolled voted; but in 1958 the vote was 73 per cent. of the total enrolment.

### Big Development Programme

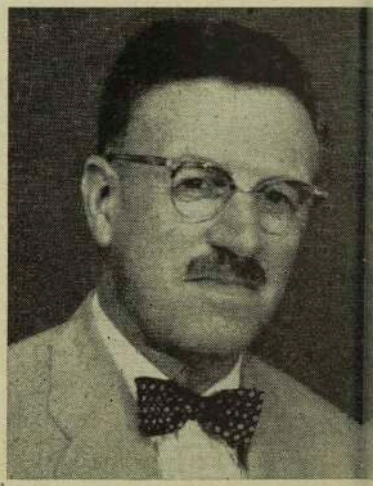
M. Lenormand, in a brief and lively election campaign, made the following promises:

- **A public works programme to cost 400 million francs (about £3 million Australian), calculated to encourage new agricultural industry in NC.**
- **The immediate building of huge cold stores, to enable the country to hold and distribute for its own use the foodstuffs which it can grow abundantly. (At present, such imports are called "scandalous"—carrots and cauliflowers in cans from Holland, tomato juice from Australia, and orange juice from California, for example).**
- **Construction of a second hydro-electric station half-way along the island, and probably a third in the north.**
- **Government, in association with private enterprise, to exploit the ex-Japanese iron mines at Goro, the ex-Australian copper mines on the Diahot River (north NC); and to seek development of a new metal treatment system for cobalt and nickel.**
- **Causeway to be built over shallow water to join Noumea with Ile Nou, thus making much additional building land available and countering the operations of land speculators and profiteers in Noumea where land has reached "fantastic" prices.**
- **Development of a more forceful tourist policy, including encouragement of improved hotel accommodation.**
- **Establishment of a fishing industry similar to that now operating in New Hebrides.**

### For de Gaulle

On December 21, the persons and institutions (including the Assembly) qualified to vote for President, in both New Caledonia and French Polynesia, declared almost unanimously for Charles de Gaulle.

It was worth noting that one of the four officials in charge of the voting procedure in Noumea was M. Henri Sautot, the man who became famous (he was in charge of the French Government in New Hebrides) as the first French Colonial Governor to declare for de Gaulle and Free France in 1940.



**ISLANDS TELECOMMUNICATIONS: Mr. A. J. Black, manager of Cable and Wireless Office, Suva, now on three months' leave in Australia, has seen a lot of Pacific Islands service, and some incredible changes in technique.**

**He was at Fanning Island between 1937 and 1939 as cable engineer; back there again as manager between 1945 and 1947; and after six years in the head office of the engineering branch in Sydney, he went to Suva as manager in 1955. Having visited children and grandchildren in West Australia, Mr. Black returns to Suva, for another spell of Pacific service, in March.**

**Since he learned the communications trade in Adelaide in 1929, Mr. Black has seen the bulk of the traffic turn over steadily from the under-sea wire to radio; while the actual messages once tapped out by a long-suffering operator on a Morse key, is now flashed electronically from continent to continent by teletype.**




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They Help to Balance Budgets

# FIJI WANTS MORE TOURIST HOTELS

AS the years pass, and the need grows for earning overseas funds, Fiji becomes more Tourism-conscious; and this, since War II, has been expressed with effectiveness through the Fiji Visitors' Bureau.

Various patriotic citizens have given much time to the Bureau; and its work was done excellently by that restless genius, Bob Howlett.

The Bureau greeted the incoming traveller at Nadi or Suva, with leis, pamphlets and soothing words; helped him with kindly interest while he was in the country; farewelled him in Polynesian fashion—and (this most important) sent him off with a desire to tell his friends about Fiji, and distribute the appealing literature of the Bureau.

### Fiji Visitors' Bureau

It was slow but sure propaganda, and its certainly paid off. It was a bad blow to Fiji Tourism when the mercurial Bob Howlett was lured away across the world to a similar but much bigger job.

After that the Bureau learned, the hard way, one of the outstanding facts of post-war life—that suitable executives are very hard to find.

The Bureau's Directors appointed, to fill Mr. Howlett's place, a lively overseas journalist named Peter White. Mr. White, like most strangers in important jobs, felt that new methods and viewpoints were necessary; and he proceeded to point out the errors of their ways to a couple of senior citizens who had contributed much to the Bureau in ideas and honorary services. He could have been right, of course, but he was not very wise.

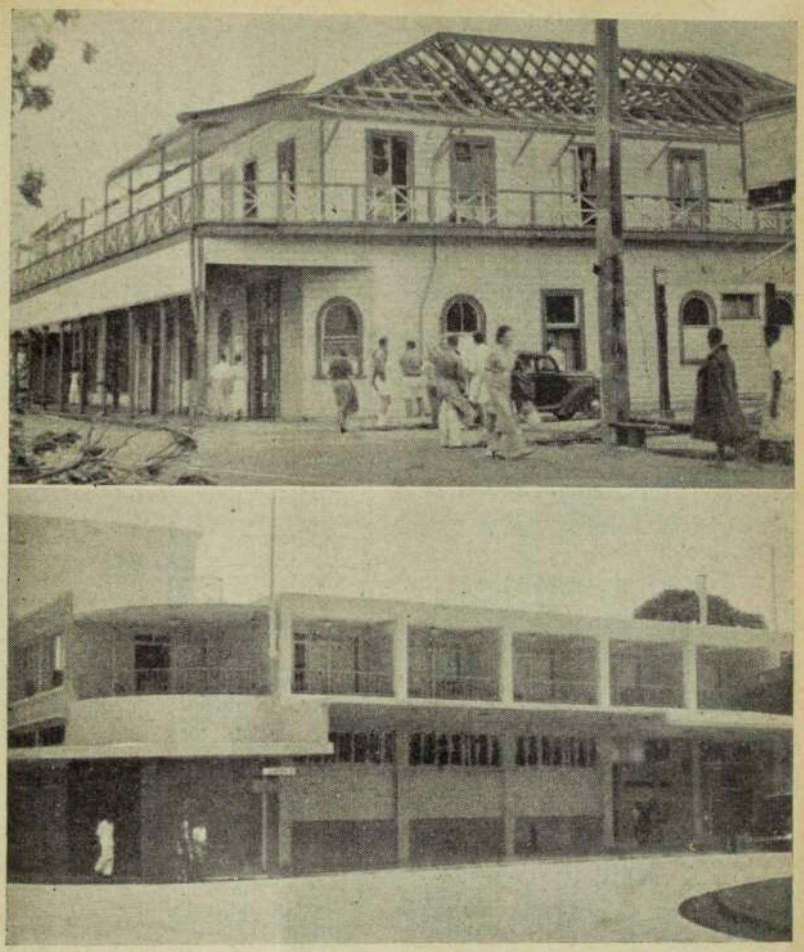
By November last, the Fiji Visitors' Bureau and their new secretary-manager had parted company.

In December, the Bureau appointed to the job Mr. Don Lane—a young man who has been engaged in business in Suva for several years, and is well and favourably known. He may be short on knowledge of public relations; but he does know the Fiji scene, and he will have the goodwill and help of most of Fiji's business men.

### New Club Hotel

Meanwhile, preparations are being made for a bumper tourist season in Fiji in 1959. The 1958 fall

(Continued on page 146)



TOP: This photograph, taken by J. K. Stone, shows the old Club Hotel, in Suva, just after it had been unroofed by a hurricane in January, 1952. The old building was subsequently removed entirely.
LOWER: This photograph, taken from the same spot in November, 1958, shows the new Club Hotel, erected on the same spot, and officially opened on December 8.

Death of Robert Crompton

# LAST OF THE FIJI BIG FOUR

FOUR men greatly influenced the administrative shape and economic character of the Fiji which entered World War II nearly 20 years ago. They were James Maynard Hedstrom, Henry Marks, Henry Milne Scott and Robert Crompton.

To a degree, therefore, they were the architects of modern Fiji.

Two were merchants (Hedstrom and Marks) and two were lawyers (Scott and Crompton). Each, in business, was highly successful, and —often unconsciously — thus exercised some control over material things. But, in each case, the man's real influence came from breadth of vision, wisdom, and strength of character.

Nominally, Fiji was ruled by the British Colonial Office, through a series of Governors. But Britain, very wisely, accepted advice and guidance in administering her Colonial Empire, from outstanding local citizens; and Fiji's long record of peace, progress and prosperity was due to the useful collaboration with Fiji's Governors, during 50 years, of Hedstrom, Marks, Scott and Crompton.

The three first-named all passed away after World War II, full of honours and riches. The fourth, Robert Crompton, CBE, QC, lived longer than all the others—he died at his home in Christchurch, New

(Continued on page 145)




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Bermudan Tax Deferred

# BUT BSIP RESIDENTS PAY MORE JUST THE SAME

British Solomon Islands residents who have been awaiting a new Customs schedule with some trepidation, breathed more freely in December when they learned that television receivers were to remain at the same 17½ per cent. duty, and that railway and tramway cars of all kinds were to continue to be free.

AS, however, the Protectorate has no TV station, nor is likely to have; and no railways and tramways, these concessions are not expected to cause any drastic reorganisation of the domestic economy.

More serious, was the fact that duties on some goods considered unessential or luxurious—and these include butter—are to have higher rates.

The government's intention to assess all duty on a c.i.f. value instead of f.o.b. has been "temporarily deferred" as a result of a concerted howl from the non-government members of the Advisory Council and businessmen in the Protectorate. (See *PIM*, Dec., p. 17).

But to make up for this, some reductions and exemptions which were to be announced simultaneously with the introduction of the Bermuda-type import duty, have also been "temporarily deferred."

## Secretary of State's Idea

Reorganisation of BSIP's Customs schedule came about after the Secretary of State for Colonies insisted that more revenue be raised within the Protectorate itself. The new duties came into effect on January 1.

These are some of the new duties, extracted from a very long list:

Butter, previously free, now 2½ per cent.;

Bacon, hams, sausages and frozen fish, previously free, now 5 per cent.;

Frozen fruit, vegetables, dripping, 5 per cent.;

Old newspapers, exposed cine film, refrigerators, tyres and tubes for tractors, previously free, now 17½ per cent.;

Watches, record-players, photographic materials, increased 2½ per cent. to 20 per cent.

Jewellery and cosmetics, up 7½ per cent. to 25 per cent.

# 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 Dec.-Jan. headlines.*

It was a record Christmas-New Year: Record spending, record road deaths, and, most of all, record lousy weather of a kind resented by Australians more than most.

Except for three fine days, holiday weather consisted of rain, gales, grey skies and drizzle. It was a tale of woe from bogged and bedraggled Xmas campers, to the 3rd Test Match, which was dampened if not washed out in the second week of January.

Only one person was happy about it—Queensland long-range forecaster Walker (upon whom the mantle of the late Inigo Jones has fallen), who said long ago that it would happen just like that.

* * *

Amongst the seasonal crop of accidents there were the well-tried favourites—drowning, boating, being thrown from horses, not knowning the gun was loaded. But there were other victims who got their names in the papers for more unusual accidents—40 who were crushed by a 60-ft high ferris-wheel that collapsed into a crowded carnival at Coogee (one woman died of her injuries, many others are still in hospital); a boy who died after being bitten by a snake; and an infant after being bitten by a funnel-web spider.

Death reaped his biggest harvest on the roads, of course. With 31 killed between Christmas and New Year it was the biggest piece of mass suicide since the season of 1955, and brought the State's grand total for 1958 to a record 825 road dead.

The Christmas toll was in spite of the new law that suspends licences for short periods for two traffic offences (including not giving hand signals), in spite of the threat that stiffer driving tests and full-scale medical tests will be introduced in 1959; and in spite of the fact that 300 motor cycle police were on duty in the metropolitan and near-metropolitan area, and booked the phenomenal total of 4,000 motorists for various offences during the 10-day period.

* * *

THE PRESS: Following introduction of publication of free birth, death and marriage notices in the Sydney *Daily Telegraph*, *Sydney Morning Herald* principals took out an injunction against the *DT*. *SMH* alleged that the *DT* had been copying birth, death and marriage notices from early editions of *SMH*, traditionally accepted as the only newspaper in which to die, marry or be born. According to *SMH*, there were 73 more deaths in the second edition of *DT* on January 5 than in the first edition. And amongst the 73 were two fictitious names which the *SMH* had cunningly run in its first edition.

* * *

SPORT: Over 22,000 attended Sydney's first "Twilight" race-meeting (4 p.m. to 6.30 p.m.). To encourage patrons, free betting vouchers, valued from 30/- to £6 each, were distributed to 60 lucky punters. (Of the 20 in the Paddock who got £6 worth of free bets, five lost the lot, no one made a fortune, and most made a modest gain by backing favourites). The AJC promises more Twilight meetings.

* * *

COMING: US Evangelist Billy Graham will arrive in Australia for five weekc crusade in February — complete with file on Australia's besetting sins, provided by advance agents.

* * *

COME: Ava Gardner, in early January, en route to Melbourne to co-star with Gregory Peck and Fred Astaire in Nevil Shute's *On the Beach*.

* * *

MOTOR MARKET: Statistics show that of the new motor-vehicles registered in November 7,781 or one-third were in NSW, and that Holdens still dominate the sales field with 9,500 registrations for the whole country. Ford was next.

* * *

WRATH OF GOD: Apostolic Delegate Archbishop Carboni who travelled 160 miles from Sydney to Ulladulla to bless the fishing fleet on December 28, returned displeased and without having performed the ceremony because the Italian fishermen had not turned up to the preliminary Mass. Parish Priest Father Weatherall finally did the job—then God whipped in some cold driving rain and dissolved the party. The spaghetti eating championship, the greasy-pole climbing and the procession had to be abandoned.




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"Reduce, Abolish or Defer"

# Territorians Fear Tax-Axe About to Fall

Most P-NG Territorians are reconciled to a belief that the Australian Government will try to introduce income taxation in the Territory in 1959—probably with the financial year beginning July 1. But not all of them are reconciled to letting it happen without a fight.

A NUMBER of organisations—including the Port Moresby Chamber of Commerce—are ganising fighting funds, and mem-ers of these organisations are ked to send donations. A public otest meeting will be held in Port oresby this month.

The object is to have the proposed xes reduced, abolished or deferred. Their fears are based on a "Review Territory Finances", a report epared at the direction of the inister for Territories some time go, which has been circulating ound the Territory in abridged rm for some months.

The expert who compiled the eview based his proposals on rais-g £1,300,000 from income tax but ducing customs duties by £600,000, though not all at once. The in-me tax rate proposed is 4/- in the company tax and 60 per cent. of e Australian rate for individuals.

That old-fashioned plank of stice, that there should be no tax-ion without representation, has ne by the board in post-war years. apua-New Guinea is now the only ajor territory in the South Pacific here income taxation does not erate. All of the other territories ve income tax, although none of em have self-determination or any the social-security benefits of ch heavily-taxed countries as the nited Kingdom, Australia or New aland, where a large slice of tax oney is directed towards pensions d other benefits.

### Taxes are Forever

If direct taxation is to be intro-ced in Papua-New Guinea, 1959 ems to be a most likely year. The inister has already informed sidents that, in future, greater mphasis will be placed on self-pport; the big oil companies seem t to stay there in Papua for nother year or so; and the level prosperity due to high copra rices and reasonable prices for her commodities, is good.

If income taxation were the only x, it would be the most equitable x of all. But it never is the only x, and the risk is not in its year of introduction, but in the years that come after.

Once on the statute books, a tax can be increased, amended and generally fiddled with. A Territory Treasurer 10 years from now, wishing to increase revenue, will not stop to consider that import duty was originally reduced in order to make income tax less of a burden, for Territorians; or that there were once good reasons for fixing the income tax rate at 60 per cent. of the Australian rate.

It is an historical fact that once introduced, a tax is rarely repealed and that rates are seldom reduced but are, to the contrary, increased.

Australian Sales Tax is a case in point. Introduced in 1930 simply as a temporary Depression measure, with a modest 2½ per cent. tax on

(Continued on page 18)



## BRILLIANT STUDENT

An important milestone in the New Zealand Government scholarship scheme was reached in December when the first student (who went first to NZ to secondary school in 1948) gained a Bachelor of Arts degree at Victoria University, Wellington. He is Mr. Metuakore Sadaraka, of Aitutaki, aged 24, who completed his university course on a part-time basis while working in Islands Territories Dept.

Mr. Sadaraka left Auckland in December to take up an appointment with the Cook Islands Administration.

Fiji Swallows its Taxation Pill

# Sharp Legco Discussion On Leave Privileges

*During December, there were some lively demonstrations in Fiji in relation to financial and economic matters—but all seem to have ended in the air except a decision to reduce the proposed pilotage charges by half. (See p. 118).*

THESE are the events of the period referred to—

• When the Legislative Council opened its session on November 21, the Government announced a reduction in the value of exports, shrinkage in overseas funds, failure of the Colony's normal revenues to meet the needs of normal expenditure, and (in consequence) an increase in personal income tax, and in charges on all imports.

• The non-official members of Legco then flatly refused the estimated expenditure in the Government's Budget, until they were shown how the Government carried out the Fiscal Committee's request that administrative costs be reduced.

• A public meeting of protest against new taxation packed the Suva Town Hall on November 26, and demanded greater economy in administration, and the development of policies which would better provide for the Colony's needs.

• A struggle between the Finance section of the Government, and the unofficial members, came to a head in the Legislative Council on December 4, when Mr. W. G. Johnson moved, as an amendment to the adoption of the Estimates, that the grant for the provision of leave and transportation for public servants be reduced by £42,000.

• The Johnson amendment was defeated by 20 votes to 10. There are 16 "official" members (mostly

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## NG TAX-AXE

(Continued from page 17)

the cost of goods manufactured in Australia, it netted in the first year £3,472,854 for revenue. By 1939 it was regarded as a permanent method of raising revenue, and was bringing in a comfortable £9,300,000 per annum.

Now, of course, it is quite indispensible, and in 1955 (the last year for which figures are available) it contributed the handsome sum of £100,446,000.

The rates are no longer 2½ per cent., of course. The rate now varies from 12½ per cent. for utility commodities, to 30 per cent. on those items which the Australian Taxgatherer regards as luxuries.

No Treasurer would consider quitting this lucrative field of revenue, although the purpose for which this tax was introduced was fulfilled 25 years ago.

### More Pay, More Say

It is undeniable, of course, that sooner or later, Papua-New Guinea residents will have to take a bigger share in paying the Territory's way. In 1957-58, internal revenue amounted to £4,725,031, and Australia's grant was £10,796,000—figures that speak for themselves.

But whether the flat-footed introduction of income taxation as the first step toward getting more balance into this situation is the correct step, is another matter.

Each non-native Territorian already pays something like £120 per head in indirect taxation—but the whole of the internal revenue of the Territory scarcely pays the salary bill of its Public Servants. If the Territory had to live within its own earnings (as before the war the Mandated Territory did, and Papua did to within £40,000 per annum) and had no Australian grant, the whole fabric of administration and expenditure would have to be cut down by two-thirds.

Under the present set up, the Commonwealth Government is paying for two-thirds of the cost of running P-NG, but it has all the say on how the *total* revenue of the Territory is to be spent. In 1957-58, £4,296,000 went in salaries (or "payments in the nature of salaries"), of Public Servants, of whom there are now about 3,000. About £4,000,000 was spent on capital works, and a large proportion of the rest went on native welfare.

The total non-native population of P-NG is 18,500 Europeans and about 3,000 Asians. The real producers of the Territory probably can be counted in hundreds, but between them they exported goods valued at £10,898,000 in 1957-58. In addition, in recent years about £2,000,000 has been spent annually in Papua by the oil search companies.

The rest of the population—that is, those other than the producers and the 3,000 Public Servants and their families—live on retail trade, and in providing services.

### Territory's Unreal Economy

Which ever way it is looked at, the economy of P-NG is unreal. It never will be anything else until the people who live there have some say in how revenue is to be spent, and assume some responsibility for spending it; or until income more nearly approximates expenditure—and not even the most fantastic rate of internal taxation could do that at present.

In the meantime, as the Territory is permitted to defy all the economic laws in relation to income and expenditure, it is pointless for any official to indulge himself with futile little sums that aim to prove how much the average Territorian is paying—or should pay—towards P-NG upkeep.

Out of its own terrifying generosity, the Australian Government has created a monster that is chewing up £16,000,000 to £18,000,000 per annum. All residents, native and non-native have benefited from this largesse but that doesn't make them enthusiastic about paying more to satisfy the monster in whose creation and upbringing they have had no part.

One Going Up, or One Coming Down?

## FIJI PRODUCES ANOTHER PACIFIC MYSTER

From a Fiji Correspondent

The authorities in Fiji have been unable to throw any further light on the tremendous explosion which was reported between Vanua Levu and Viti Levu on the night of January 2

A BRIGHT flash and then a dull glow followed the explosion which took place in the north-eastern sky.

Shortly afterwards, three white lights were visible for about half an hour and then faded altogether.

The Marine Department reported the next day that no ships were reported in the vicinity at that time.

Rumours that America's latest satellite, the Atlas Explorer, had come to grief were not borne out by any official announcement from the United States or anywhere else.

The detonation was seen and heard at about the same time as the launching of Russia's latest moon satellite now supposed to be in orbit round the sun—but this was no doubt pure coincidence.

Whatever it was, it's still a mystery, and like many other happenings in the South Seas, will probably remain so.

January 19-22 at Goroka

## NG's COFFEE TO BE DISCUSSED

(*See also "Commentary" page*

A CONFERENCE between all terested in the Papua-N Guinea coffee industry will held at Goroka, NG, between Janu 19 and 22.

The conference is the idea of Minister of Territories. It is ur the auspices of the Papua-N Guinea Department of Agricultu

Invitations have been issued five Australian coffee mercha five representatives of purcha agents, seven New Guinea co planters and three native produc In addition, the New Guinea Adm istration, the Department of Te tories and the Australian Dep ment of Trade will be represen Observers from other intere organisations may also attend.

The aims of the conference a

- To lay a foundation for fu marketing;
- To enable producers to appr ate the requirements of t merchants and the processors;
- To enable merchants to cognise the difficulties encount by growers in providing ma facturer's exact requirements;
- To help agents to understa how best to market coffee bean the satisfaction of merchants growers; and
- To assist the administratio determine the most appropri direction in which research and tension work should be applied

All Papua-New Guinea coffee present has to find a market in A tralia and it is vitally necessary good relations should be establis between the producers and tributers. The quantity of the be exported increases each year. ports for 1957-58 were 826,788 8 (about 350,000 lbs more than in previous year), valued at £225,0

Cost of production was wor out last year at 4/2 per lb for HH lands coffee—and as the present price in Australia is around a that, it is obvious that some adj ments will have to be made shoo




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# COMMENTARY

## At Last! Hasluck Produces a NG Policy

FOR the first time, Australia has given us a blue-print for the development of Papua and New Guinea. It is contained in a statement made to the press by Territories Minister Paul Hasluck, in Port Moresby, on December 15.

It is more than a coincidence that his outline of policy was made immediately after (a) the return to office of the Menzies Government; (b) the reappointment of Mr. Hasluck to the Territories Ministry (with higher Cabinet rank); and (c) wide publication and criticism of examples of Ministerial fumbling in Territories administration.

Summarised, this is what the Minister said:

- For the past eight years, in P-NG, the Government had given first priority to "foundation work"—namely, extended administration, bigger and better public services, public works which would open the way to the establishment of new and profitable industries.
- High priority still would be given to these things—but, henceforth, increasing year by year, more must be done to encourage and stimulate economic development, so that the Dual Territory may eventually become self-supporting.
- P-NG still could not take care of the cost of capital works and of social development, so that funds still must be provided by Australia. Some years still must elapse before the Territory would become self-supporting; but eventually it must cease to rely on Australia for economic aid.
- It was part of the plan that economic development should give new opportunities to native people as well as to Europeans.
- "We must look around for stronger economic development—if we do not get it, opportunities for employment of the natives, and means of providing the natives with higher standards of living, just will not exist," said the Minister.
- *It was obvious that increased economic development could not take place without the direction and leadership of European enterprise.*
- Increased economic development and production provided the Territory with the long-term problem of finding markets for Territory products.

The Territory, he said, rightfully looked to Australia as its natural and logical market—but it must be ready, by keeping down its production costs, to meet the challenge from other tropical countries which wished to sell their products to Australia.

The Minister—no doubt anticipating the kind of comment his statement would arouse—said this was not in any way a fundamental change in the Government's plans, nor a reversal of policy. "It simply means we are now entering a new stage in the progress of the Territory, in which greater attention will be paid to economic development."

* * *

It is to be regretted that Minister Hasluck did not describe his policy and plans (which he says are unchanged) five years ago, when he virtually "dumped" one of his brightest and most energetic District Commissioners because, in his view, the DC was too active in encouraging the kind of economic development that now is advocated by the Minister.

It would have removed misunderstanding and bitter feeling if Mr. Hasluck had explained his policy on the various occasions when he was broadcasting his opinion that Europeans should not have land because it was all needed by the natives; or when his statements and actions gave the impression of anti-European-enterprise thinking, of a strongly Eddie Ward character.

However, there can be real rejoicing over the sinner that repenteth. It does not matter much whether Mr. Hasluck is disclosing a long-term, secretly-cherished plan, or is reversing policy. The important thing is that at last we have a long-term governmental plan for the Dual Territory which seems reasonably practical, realistic, and free from the absurdities of UNO idealism, which hitherto have bedevilled P-NG Administration.

☆ ☆ ☆

## Psychological War at NG Coffee Conference

ALTHOUGH five Australian coffee merchants and five Australian purchasing agents have been invited to attend the Papua-New Guinea Coffee Conference at Goroka, January 19-22 (see p. 18), by January 8 only three of those invited had signified their intention of going.

It is obvious that it would be a very good thing to get merchants and consumers up to New Guinea to meet the growers, discuss marketing problems, and best of all, to show them NG coffee growing on the spot. It is equally obvious that the conference is going to be useless unless the 10 people invited from Australia—where all New Guinea coffee is sold—attend.

Some Australian coffee merchants don't like NG coffee, and some don't like NG planters—for reasons that were set out at length in an article in *PIM* in June, 1958. But what they don't like most of all, is the fact that they have to pay their own expenses to New Guinea at a conservative cost of about £200 per head.

They don't see why they should do this; and for the matter of that, neither do we.

As Australia is already spending between £10,000,000 and £12,000,000 in the Territory each year, it might have been a good idea to invest another £1,000 in paying the fares of Australian delegates to Goroka, and treating them while there as the Government's guests.

By attacking them with such kindness, think what a psychological advantage the New Guinea side would immediately establish over the visiting team from Australia.

This is the era of the happy public-relations handout. Unfortunately, neither the Department of Territories or the P-NG Administration seems to have heard of it.

☆ ☆ ☆

## Too Much Haste in Western Samoa

THE situation in West Samoa is discussed elsewhere in this issue by Mr. A. M. Gurau, who has been for 30 years a commentator on Samoan affairs.

Mr. Gurau discusses, temperately, a number of opinions expressed recently in New Zealand by Mr. Terry Dunleavy, who was for some years editor of the Samoan weekly newspaper, and who now is the Wellington (NZ) manager of Messrs. Wimble & Co. Ltd.

Mr. Dunleavy thinks that a combination of New Zealand enthusiasts, UNO idealists, and Samoan nationalists is rushing Western Samoa into self-government prematurely.

Mr. Gurau says that Western Samoa has been given a definite promise of self-government in 1960; and any departure from that undertaking, at this stage, would be very bad.

Both gentlemen are right. Samoa has been hustled into self-government with a haste that is politically indecent, and is not justified by any circumstances that we are aware of. But it now is too late to do anything about it.

The history of NZ administration in Western Samoa since 1920 is filled with examples of blundering incompetency and lack of vision; and the present situation merely




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adds to the long, sad list. If the New Zealanders had shown any real knowledge of Samoan history, and any understanding of Samoan character, they would have brought Samoans along the path to self-government in a much more effective way.

As it is, the spectacle of self-government being literally dumped upon the unprepared Samoans in 1960 by the same people whose militaristic swashbuckling created the Mau tragedy of only 30 years before, is something that the true historian must view with distress.

New Zealand's indecent haste in creating self-government is going to cause real trouble in Samoa; and the signs of it already are apparent.

Already, a large section of the younger generation of Samoans, uncouth and uninstructed, is showing towards Europeans generally a very ugly temper—and, most unfortunately, that sentiment is being directed, as well, against the large community of European-Samoans, of whom there are at least 7,000.

"We'll chuck the part-Europeans out of Samoa, like they did with the part-Dutch in Indonesia", was a remark heard by this writer recently in Samoa.

New Zealand should have remained in Samoa until the matailed Samoans and the Samoans of part-European blood had shown that they can dwell together in amity.

But now it is too late; and the blame for any cruelties and oppression that follow should rest equally upon the blundering politicians of Wellington and the myopic idealists of UNO's Trusteeship Council.

☆ ☆ ☆

## What To Do With The Solomons

What is to be done with the British Solomon Islands? The archipelago is the second biggest in the South Pacific—it has 14,600 square miles of land, of which a large proportion is good and usable—and a population of only 100,000 Melanesians, and a few Europeans and Chinese.

The present situation cannot remain much longer. In the world's overcrowded condition, no region so desirable as the Solomons can remain virtually unoccupied.

The matter is of growing concern to Australia (whose coastline is only 1,000 miles away), to Britain (which has the thankless and expensive task of governing the archipelago) and to the few Europeans who have investments in the Solomons.

This was said last month in a letter to the *PIM* from a resident of Honiara:

## Bravery Awards

**A New Guinea native, Seaman Powana Kaloga, is among three of the crew who have received awards for bravery for rescuing passengers from the "Bellbird" which foundered off New Britain over a year ago. Powana and the master of the vessel, Capt. Cyril Boulton, each received the Queen's Commendation. Engineer M. G. Tarrant received the Royal Humane Society's Bronze Medal for risking his life in attempting to save another passenger.**

**"We have an Immigration Regulation which makes it more than difficult for newcomers to enter this Protectorate, especially Chinese from the over-populated Colony of Hongkong. It is my firm conviction that if Chinese rural workers and artisans were allowed to come here, in 10 years this country would be self-supporting in rice and numerous other foodstuffs, instead of being a permanent financial drain upon United Kingdom taxpayers."**

There are (or soon will be) surplus Chinese in New Guinea, next door to the Solomons. There definitely is already a surplus of Indian population in Fiji. There is (as our correspondent says) a surplus of Chinese in Hongkong.

Is there any reason why facilities should not be provided for the transfer of these British-born Asians to the Solomons, where their enterprise and industry are needed?

It is a matter primarily for Australia, the European country nearest to the Group. Such economic structure as exists in BSI is Australian—the Australian £ is the unit of currency there.

Nothing can be expected from Britain. The Colonial Office, despite its magnificent achievements all over the world, has no record of development in Britain's South Pacific Territories (Fiji, Solomons, Gilbert and Ellice, and New Hebrides). Most of what has been done in Fiji is the work of Australian enterprise and money.

Under the right conditions, what Australia has done in Fiji, and is doing in New Guinea, could be done in the Solomons.

☆ ☆ ☆

## Civilisation's Getting Dearer and Dearer

If Territorians in Papua-New Guinea need any urging to fight against the proposed income taxation, scheduled for mid-1959, they need only take a good look at things in the neighbouring territories of Fiji and the British Solomons where recently, at a command from London, a little more juice is being wrung from both sets of taxpayers.

In the Solomons since January 1, every time someone spreads butt on his bread, eats frozen green pe smokes a cigarette, imports a of used newspaper for nativ smoke-paper, he pays just a lit bit more into Government revenu

In Fiji, every time a resident bu a gallon of petrol, earns an ext £, drinks a glass of beer, impo goods, powders her nose, takes snap-shot, just a little more of or her money goes to the t gatherer.

What are the residents of the two territories getting for this ext payment? No one knows — exce that they are alleged to be helpi to "pay their way".

None of these people are nai enough to believe any longer th there can be no taxation witho representation—but there are sig that they are getting restive abo it.

In Fiji it took the probably qu irrational form of attacking Pub Servants' privileges. As Fiji residen for all practical purposes, are di franchised like their P-NG and BS counterparts, they have no means telling where their tax-money go so they attacked what was mo obvious—the leave privileges of t public service.

The growth of the public servi in Papua-New Guinea has been matter of comment from time time—but so far there has been concerted attack on it as there h been in Fiji in the last couple years. There are 3,000 public se vants in P-NG now, and in 1958- their salary bill is calculated to co £4,900,000—about £300,000 less tha the whole internal revenue of t Territory during the same perio They don't get leave to the UK, b they get three months leave eve 21 months, and nine months lon leave every six years. Their far are paid to Australia and thereaft they are on their own.

In New Guinea, before the wa there were approximately 390 publ servants; in Papua there were 17 The increase of 600 per cent. sin then is for the sole purpose spending the £10,000,000 to £12,000,00 that Australia gives to the Territo —certainly no territory of the pr sent productivity of P-NG cou afford a PS of this size otherwis

One thing is certain—the Terr torian of the pre-war era who en joyed a low cost of living, mode import duties, no taxation and g little assistance from Australi (Papua got £40,000 per annum) w a much more contented person tha the average Territorian of today

The native was less advance socially, less educated, his healt services and hospitals were crude but whether or not he is happier t day is something that will argued in the Territories long aft the up-coming tax pill is swallow and digested.




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# The Editors' Mailbag

## Correction Please: The Liquid Was Tumeric

There are indications that some Fiji Indian is going to have his knuckles rapped for giving one of *PIM's* editors, Stuart Inder, some wrong information about Indian fire-walking. (October *PIM*, p. 53). The secretary of the Kaliamman Temple Naisinu has written asking for the name of the person so he can be better instructed in future.

It was the piece that said that as a spiritually cleansing process, 'quantities of cows' urine were swished about on the watching crowd". It seems that the reason is correct, the swishing is correct but the cows' urine is not— it just looks like that. It is really tumeric which is pounded and dissolved in water to produce a pale yellow liquid. Tumeric is, of course, a well-known spice, used in curry and for colouring generally.

It is obvious that Editor Inder's informant—an unidentifiable Indian spectator—did not know everything about the ceremony himself, or thought that cows' urine made a much more newsworthy purifying ingredient than powdered tumeric.

## Everything's Up To Date in Moresby City

The Papua-New Guinea Overseas Trade figures, in the handsome, bound, "Library Edition", for the period ending June 30, 1958, arrived in this office in late November. Inside was tucked a wee note from someone in the Statistical Office, Port Moresby, referring to some slighting remarks that were made in *PIM* for July, about the time-lag over certain statistics. We think that our withers were intended to be wrung.

The July remarks referred, however, to the Papua and the New Guinea Annual Reports to the United Nations—at that stage, those referring to the year 1956-57 had just turned up. The UN reports for 1957-58 are still many months off so what we said about them in July, stands.

But we should like to say that these Trade Figures, which are published quarterly and then in an expanded version at the end of the year, are always prompt, detailed and everlastingly useful.

As at the moment we fill the editorial spare time in compiling the 1959 edition of the *Pacific Islands Year Book*, we feel that we can speak with some authority on the matter of extracting information from Government Departments. When it is all over we intend to write an article about it called *Getting Blood From Stones—1959 Series.*

But not yet—on the principle of no complaints, no pack-drill. Some of these statistics are not in yet.

But as it looks at present, the trade figures for Papua-New Guinea are going to be more up to date than those for most of the territories that appear in the *Year Book*. We don't know whether the Statistical Section or Mr. Tommy Grahamslaw's Custom's Department is responsible, but whoever it is can stand up and take a bow.

## Moresby—With And Without its Port

From Mr. Evan R. Gill, in Liverpool, UK, comes a middle-sized letter directed mostly at Tolala, and calculated to wring *his* withers.

Says Mr. Gill: "The caption, 'Historically Casual' in Tolala's Talk-Talk (*PIM*, October, p. 33), was, I think, just a little unfortunate. First, the Administrator is taken to task for omitting any reference to the historic event of September 1, 1906. Had he done so I am sure he would not have been so 'historically casual' as to refer to the Territory which came under Commonwealth control on that date under the terms of the Papuan (sic) Act, as 'P-NG'!

"This pedant's eyebrows rose when, in the next paragraph, he read what might be called an 'and/or' in the spelling of the first Administrator's surname. As if there *could* be any question as to the correct spelling! This was "MacGregor", in proof of which I have several official documents bearing his autograph.

"Forgive me if I seize this opportunity to air a long-standing grievance. We are speaking of correct and incorrect appellations and we might as well be thoroughly pedantic whilst we are at it. I refer to the, to me, wholly abominable practice of referring to your Capital as 'Moresby'. All very well, perhaps, colloquially or in conversation but in print, no, a thousand times no. Can you—will you not—persuade your contributors, including Tolala, to write 'Port Moresby' or, failing that instruct your copy-readers to make the necessary alteration?"

After that we fear that Mr. Gill is not going to be pleased with the heading on the previous item—for which we claim editorial necessity: "Moresby" will fit in; "Port Moresby" will not. (The modern journalistic habit of using the irritating "probe" instead of the longer "investigation" is another sample of the same thing).

So far as Port Moresby is concerned, there are plenty of precedents for dropping the Port—Vila and Darwin being just two local ones. At one time, the most important thing about Port Moresby was its port; this is not so any longer, and there is logically no more reason for retaining the port, than there is in hanging Port onto, say, Sydney. In any event, we much prefer "Moresby" to another version of the same theme which drops out the Moresby and simply refers to the place as "Port".

## Want a Free Coconut?

*An oddment out of the Mailbag this month was a packet of literature about a new and very glossy magazine called "Realities", published in English or French, in London. The really interesting thing about it was the offer of a free bottle of Dior perfume to anyone who took out a year's subscription.*

*This seems to be a bit excessive surely.*

*Inspired by it, however, Pacific Publications almost decided as a New Year resolution, to give away a free coconut with every subscription to the "Pacific Islands Monthly".*

## Eugene Paul of Western Samoa

*"Kai Viti" asks for more details of Eugene Paul, the Apia business man whom "PIM" regards as Samoa's natural leader.*

*Happy to oblige.*

An American, E. Ripley, was one of the very early settlers in Tutuila —before 1850, we believe. His son also was E. Ripley, and was a planter and trader in Samoa; and the latter's daughter, Caroline, married a Mr. Paul, who was a builder and contractor in Samoa in the German time.

The Ripleys and, we think, the Pauls, were wealthy, and owned a lot of land at one time. Eugene Paul is the grandson of Mrs. Caroline Paul, who was a Ripley, so Eugene has his roots very deeply in the Samoan soil.

No one in Samoa, by the way, calls him "Eugene". He is invariably, after the German fashion, referred to as "Huegen" (hard "g").




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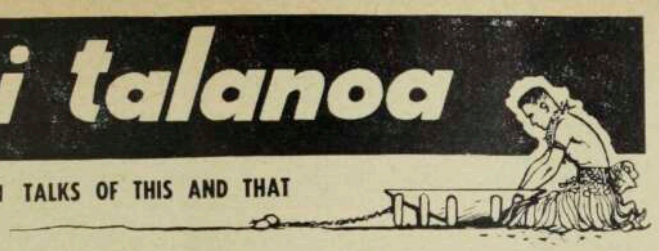
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# fiji talanoa



VAKATAWA TALKS OF THIS AND THAT

The new brewery at Suva is producing a draught beer which Fiji drinkers have pronounced "a very nice drop"—to such an extent that even customary spirit drinkers can be found downing the local draught with enthusiasm. Another aspect of the new state of affairs is that methylated spirit sales are said to have slumped.

MELBOURNE beer has always been a favourite in Fiji and the Suva brewed draught is of a type and quality which expert tasters with whom Melbourne memories linger say are very much akin to those of their home town product.

There were a few dispensing troubles to begin with, through lack of barmen skilled in the art of drawing beer from the keg (or drum, or firkin, or kilderkin, if you want to be all technical).

Fiji has had no draught beer for a long time—not since Sydney brewers cut off the supply because, they said, they found shipping costly and difficult. A few of the older Fijian bar boys are still in service, but most of them have been succeeded by younger men, used only to dispensing by or from the bottle.

The local draught is to be followed by bottled beer in the New Year and great stacks of bottles are waiting at the brewery at Suva. Cans are apparently out of the question, on economic grounds, for a long time to come.

The local brew has brought the price of beer down and if the Government's financial worries had not forced them to increase the excise rate the reduction in price would have been considerably greater. As it is, Suva drinkers who were paying 1/1 for an eight-ounce glass are now getting their beer for 11d in hotels and 10d. in most clubs.

Outside Suva, the price is generally 1/-, although the licensee of the Hot Springs Hotel, Mr. Robbie Lepper, caused some comment when he said that he would sell draught at Savusavu for 10d. after taking it the 100 miles or so by sea from Suva.

The spate of drunkenness, of which there were such dire prophecies, has not followed the open-ing for beer-drinking by non-Europeans and the coming of the local brew. If anything, there seems to be a greater degree of responsibility and less obvious drunkenness than before.

One man wrote to the *Fiji Times* to say that since the draught beer had been available the local storekeeper hadn't been able to sell any methylated spirits.

## GPH Offered As Going Concern

The Government of Fiji has called for tenders for the Grand Pacific Hotel as a going concern. A lease is offered for 99 years.

The hotel has come into Government hands as a result of a 40-year-old agreement with the Union Steamship Company of New Zealand.

The company built the hotel as a staging point for passengers in the various Pacific shipping services at about the time of the First World War. The Government leased the hotel site for 1/- a year, and undertook to take over the place "at current valuation" in 1959 if the company decided it wanted to move out of the hotel business in Fiji.

Now the company has decided it does want to move out.

In the past 40 years, the GPH has become one of the world's best-known hotel names, but, despite the expenditure of a lot of money on furnishings and on kitchen equipment, the hotel has, with the passage of time, fallen somewhat behind the requirements of a first-class hotel by modern standards.

The magnificent situation, the broad verandahs, the fine view, the pleasant grounds and the spacious and airy lounge are great assets, but there are few rooms with private baths or showers and the public bar is an integral (and inevitably sometimes a noisy) part of the hotel.

So the Government has promised preference to tenderers who are "prepared to modernise and extend the hotel within the next five years".

## Fiji's Days Of Reckoning

The Budget session of the Legislative Council in December aroused much more than ordinary interest in Fiji.

The revelation that the Colony had been living beyond its income



*One of the results of the hurricane in Fiji in early December was the destruction of these two huge trees which were blown over. The banyans are much admired along Victoria Parade, particularly by those who seek their shade as they walk along the harbour front. These two were opposite the Government buildings, not far from the Grand Pacific Hotel. The hurricane, however, was officially regarded as a minor one.*

Photo: Rob Wright.




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and that a day of reckoning had arrived, should not have been a surprise to anyone who had been studying trends of trade and production, but it obviously was not only a surprise but a positive shock to nearly everybody.

Some of the unofficial members of the Legislative Council admitted freely that, as far as spending was concerned, they must accept their share of blame for agreeing to expenditure which required the approval of the council's finance committee.

Others were less frank. They "hadn't been told"—an attitude which is rather more typical of the politician than the responsible representative of the people. (Yes, Fiji has them, too).

Out of the welter of comment and controversy about the Colony's finances generally, there emerged a fairly clear feeling that leave and passage privileges for the civil service have got out of hand and are now on too generous a scale and are more than the Colony can afford.

Some of the arguments ran: "If senior officers got six months' leave every three years (or four, depending on salary) and another two months are added for travelling time to the United Kingdom, continuity of policy is impossible and the cost of maintaining a staff and a quarter (or thereabouts) when added to the cost of passages half-way round the world and back, creates a burden too great to be borne by a country the size of Fiji.

"It is reasonable to send officers whose homes are in England back to England every now and then, but why should local people and those recruited in Australia or New Zealand also go to England at Fiji's expense?

"Anyhow, is it really necessary to leave a healthy country like Fiji every three years or so?"

## It's the Leave Not the Work that Counts

But there was another side, and some of the arguments ran:

"The leave and passage conditio now in operation were among t things that attracted many office to the Fiji service. If the privileg are interfered with, the Colony w lose these men, and will not be a to replace them.

"To withdraw terms of emplo ment accepted in good faith tantamount to breach of contrac

"Fiji is the better for the mai tenance of health and broadeni of outlook which comes fro periodical overseas visits by seni civil servants to temperate zo countries.

"The Government is not the on employer to recognise this. Co mercial houses offer comparal leave conditions to attract staff a to keep them contented a efficient."

On the question of English lea there was a certain amount of co fused thinking.

There were those who argued th local recruiting would save Unit Kingdom passages. But the m vehement advocates of this point view were those whose voices a heard with equal fervour agai "discrimination".

## You Can't Have "Discrimination"

The equal-privileges-for-equa jobs principle now in force, is a r sult of this "non-discriminatio policy which is a matter of deliber practice in Fiji.

If two men work side by si earn the same salary, and do co parable work and one gets eig months' leave as opposed to t other's six because the first m was born in the United Kingdo and the second in Fiji or New Ze land or Australia, odd frictions a ill-will develop.

They did develop in the past a so the present system of equ privileges for equal posts grew.

The periods of leave and lea earning service and the place wh leave can be taken and the passa grants made, are graduated accor ing to salary. The homeland of t race or the place of recruitme of the officer holding the post a not considered for leave purpose

It's a fine idea, equality of opp tunity and privilege, but if you h listened in to discussions in H round about Budget session tim you would have realised that th are one or two practical proble that are not in the book of theor

*(Fiji shouldn't despair. With t British Empire—pardon, Comm wealth—ever shrinking, and few jobs for existing Colonial Serv personnel, maybe we can yet lo forward to the day when the job more important than the lea privileges. Already there are more potential Colonial Governo than there are Governorships ava able for them.—Ed. "PIM").*

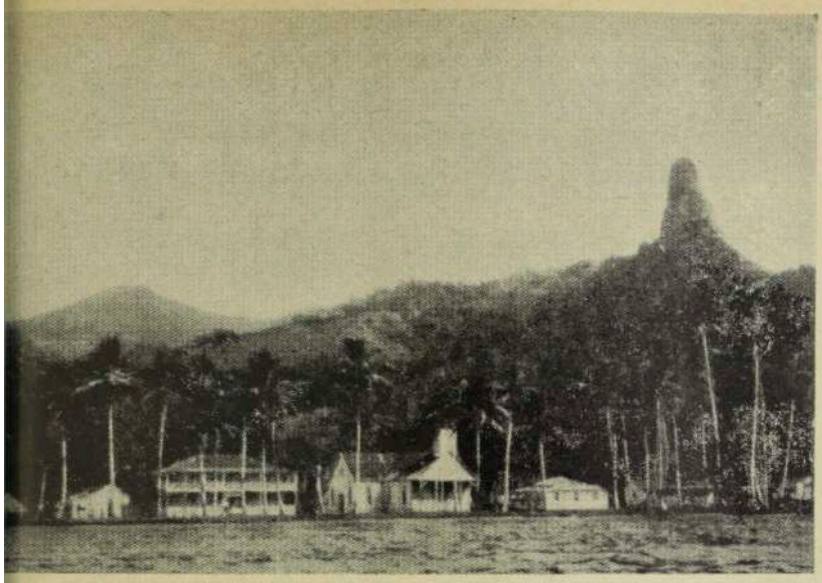








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Loreto, the Marist Mission station on Ovalau, shelters under the famous Breheret Peak, hree miles from Levuka. There the mission's first printer, Father Marion, built a large hall n 1898 to house the press bought from the old Suva Times. In those days there was no oad from Levuka, and the missionaries had to wait till low tide to walk along the beach.

## Ours Is Not The First by 66 Years

# First Talanoa Was Produced By A Bishop, A Priest And A Bricklayer

• *When "PIM's" Vakatawa was looking for a name for his Fiji column, e chose "Talanoa", for its meaning of "gathering together to talk or spread he news". But "PIM's" was not the first "Talanoa", in the newspaper sense: he distinction goes to the Marist Mission press in Fiji, which for 60 years roduced a monthly paper "A Talanoa" which was distributed amongst ijians.*

WITH a wit which one might expect from a man with an Irish name and French ationality, Father Patrick O'Reilly, he French Pacific's most enterpris- g literary researcher and writer, lls something of the early print- g efforts of the Marist Mission in iji. And more particularly he tells the Loreto Press, whose main b was producing *A Talanoa*, from ly, 1892, until 1954, when it seems have gone out of existence.

Whenever he has been wandering round the Pacific in the past 10 ears, this French O'Reilly has llected mission publications, but it as not until mid-1958 that, with he help of Fr. Joseph Castanie, ho was visiting Paris from Fiji here he has worked since 1903, e produced the small bibliography f the Catholic Mission publications full. (*Imprints of the Fiji atholic Mission Including the oreto Press*).

The Marists established themselves Fiji in 1844, but their first book in Fijian did not appear until 1864, and then it was published in Sydney—a sort of combination prayer book, catechism, hymnal, church history and the Gospel of St. Matthew.

### The Bishop's £50 Printing Press

It was Fiji's first Roman Catholic Bishop, the Marist Julien Vidal, who was appointed in 1887, who set up the first printing-shop.

At a later stage, Bishop Vidal had an extra cross to bear, in the shape of the ebullient Father Rougier—but in the meantime, the Bishop got on with establishing his press, first at Levuka, and finally at Loreto, some miles away on the island of Ovalau.

One of the reasons why the Bishop wanted a press, was to publish *A Talanoa;* and the reason for *A Talanoa* was to counter-attack against the Methodists and their *Ai tuku-tuku vakalotu*.

What kind of a press the mission printers had in the early years is lost in the mists of history, but in 1892 the *Suva Times* ("faltering visibly", says Fr. O'Reilly) merged with the *Fiji Times*. The *Suva Times* equipment became surplus to requirements, and Bishop Vidal purchased it, triumphantly, for £50, complete with numerous sets of type. *A Talanoa*, No. 1, Vol. 1, emerged soon after.

Father Marion was entrusted with the printing and editing of *Talanoa*, and in this task he was helped greatly by the versatile Brother Xavier, who went to the mission as a bricklayer but seemed to have no trouble whatever in changing his craft to typography.

In the early years of this century, Brother Xavier was transferred to the Rewa, where Father Rougier was in charge. With the Brother's help, Fr. Rougier set up in opposition to Loreto, and on *his* printing press produced a Fijian dictionary and other works—including a book of Fijian myths, of which "pagan stories" the other missionaries disapproved.

"They appeared without the imprimatur of his Bishop," says Fr. O'Reilly. "Bishop Vidal was too intelligent a man to take this whim seriously, but nevertheless, Fr. Rougier's press ceased to work." (It was, in fact, sent to Loreto).

The mission printing is no longer done at Loreto—a much more modern printing shop was set up in Suva a few years ago, and with the move from Ovalau, *A Talanoa* appears to have folded up, too.

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## The Correspondence Course that Failed

# *Papua's Cutch Enterprise Offered Where Is, As Is*

• *Another Papuan industry that at one time was believed to promise great things—not the least of which was that the Gulf natives were to have a means of earning money—has, like the poetical Arab, quietly folded its tent and stolen away. At the end of 1958, tenders closed for the Aird Hills cutch factory in toto, or for individual items of equipment. And that appears to be the end of cutch manufacture in Papua.*

THE parent of the New Guinea Borneo Mangrove Company, operated in Borneo for many years, producing cutch, a tanning extract made from mangrove bark. It was then found that supplies of mangroves were giving out in Borneo and it was proposed, about seven years ago, to set up a similar establishment at Aird Hills in the Gulf District of Papua. Mangroves are one of the things with which the Gulf country is plentifully endowed.

Establishing this factory was likened to setting up a small sugar mill and the difficulties encountered in the swamp lands of the Gulf coast were considerable.

However, the problems weren't all ones of terrain. Although the company may have been efficient enough back in Borneo, the history of the cutch industry as it turned out in Papua, makes it clear that all the cutch experts stayed right at the home-base, and the unfortunate Papuan factory was permitted to struggle along as best it could, in the charge of people who, through no fault of their own, scarcely knew what cutch looked like.

It seemed to be done out of a Do-It-Yourself Manual, or trial and error. When the first experimental batches were turned out, samples were sent abroad and months went by before reports on them came back.

The bark itself was supplied to the factory by local natives who had formed co-operative societies for that particular purpose.

### The 18 Months' Option

By about mid-1956, when the factory seemed that it might be getting to the point of turning out acceptable cutch in commercial quantities, financial difficulties were encountered and shortly afterward an Australian financial company, Mainguard, took it over and worked it with an option to purchase for a reported £50,000, which was probably about one-quarter of what had already been put into the venture.

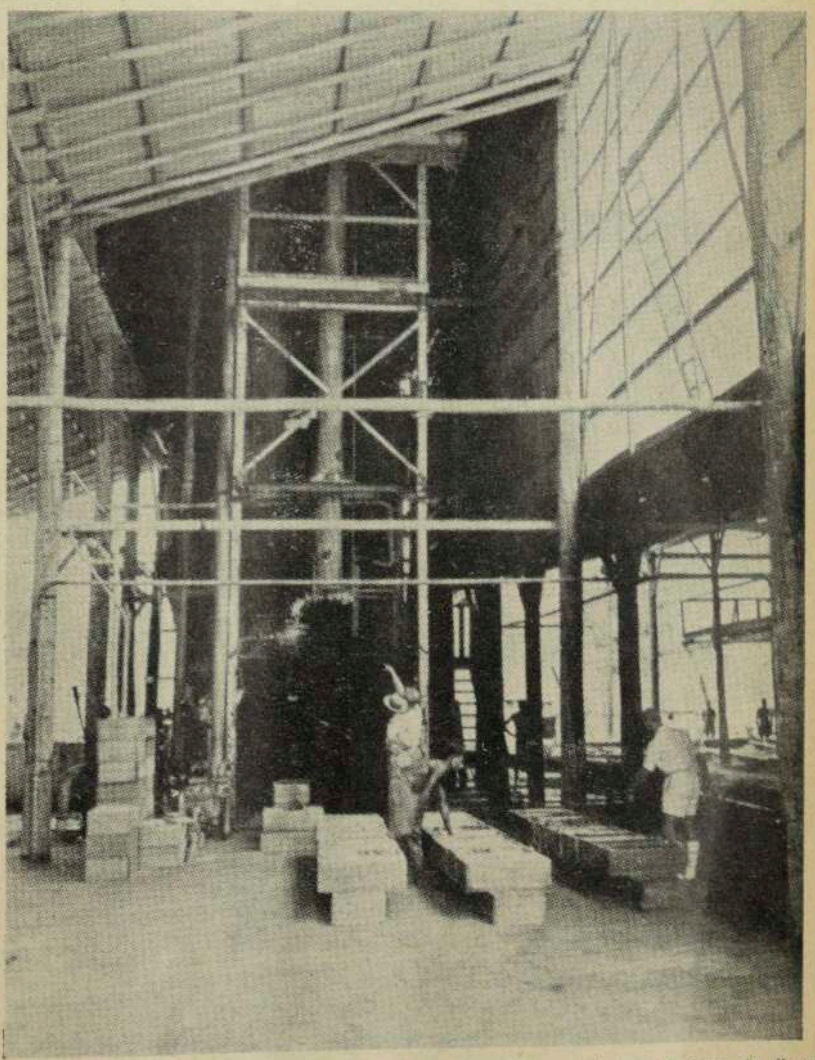
But, in December, 1957, the Mainguard company withdrew, without exercising its option. The NGBM then came back into the picture. A skeleton staff was retained at the factory and a conference was held in Port Moresby with representatives of the company and its sundry creditors.

It was decided to carry on—repair and remodel the factory (which appears to have been equipped with obsolete and used material from Borneo in the first place), to try to obtain more capital and to find new markets.

### Whole or in 136 Parts

Evidently this attempt failed, and the company finally went into voluntary liquidation, the plant was shut down and all personnel, except a caretaker, withdrawn. Tenders for the whole establishment, or for 136 individual lots that made up the establishment, closed, in November, 1958.

The notes that follow some of the mechanical items—such as "parts missing"; "never assembled", "unserviceable", "gear stripped", "less motor"—seem to give an indication of the state of confusion that at-



Interior of the Aird Hills factory, showing the machinery for extracting cutch from the liquor after treatment in the vats.

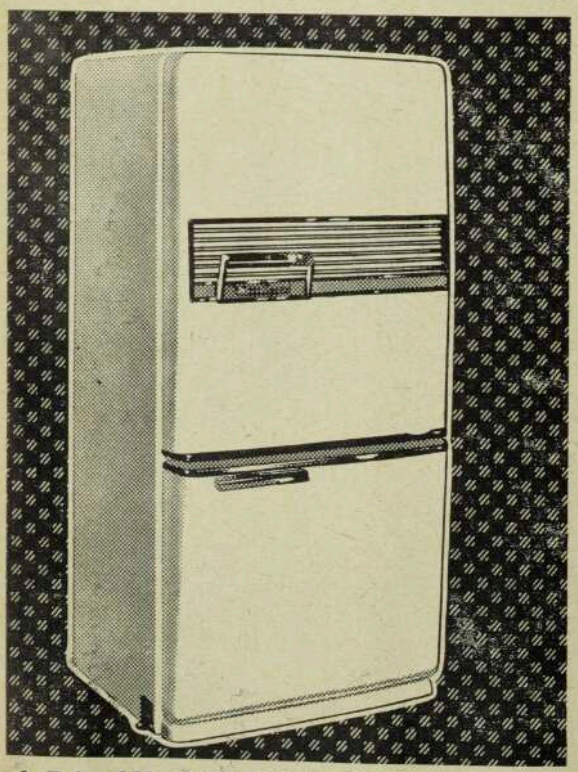
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nded this apparently promising dustry from its inception.

Those left lamenting when the terprise closed up finally included e local native co-operatives which id organised to collect the bark. part from prospective petroleum oduction, there is no scope for a sh income for these Gulf natives, id the mangrove bark business peared as a god-send.

When Mainguard took over in 56, it seemed for a time that some-ing might yet come of the enter-ise. In 1956-57, cutch valued at er £8,000 was exported but this s a flash in the pan. In 1957-58, which there was production for ly six months, exports were down £500.

### The Broken Beer-Bottle Look

Most of the trouble appeared to that no one in the factory had a ar idea of what constituted good ality cutch. So-called experts in stralia kept asking for lower and ver moisture content, and it was t until the end that the men who re at Aird Hills trying to hieve this, were informed that for Eastern market low moisture tent was not as important as pearance (it had to be dark and ssy "like a broken beer bottle"). Shipments were sent to America d although apparently acceptable, st buyers there were already nmitted to suppliers in South erica.

s stated in an article in *PIM* March, 1957, it seemed for a while t there might be a profitable rket for liquid cutch (the stage ore evaporation) right in the ritory.

Australasian Petroleum Company proached the company for uid cutch in drums to run into ir drills while boring, to facil-te the removal of spoil and mud. mally, they imported a prepara-n called Murtan for this.

arge shipments of cutch were plied, but it appears to have been atisfactory—which was not sur-ing as the production staff at d Hills was never informed of ct requirements. And, although y requested it be done, none of m ever was sent to the drill sites make an investigation on the t.

he CSIRO showed a great in-st in the cutch undertaking and ked for years to perfect from it lue for bonding plywood. They eved that it would mean that n the cheapest plywood could be erproofed with the aid of this e, at low cost.

uantities of the glue were sent Commonwealth New Guinea bers at Bulolo for large-scale erimental production—but so far he men back in Aird Hills were cerned, that was the end of the ter.

And so ends a seven years' fiasco, in which thousands of pounds of shareholders' money went down the drain, the natives of the area lost their reason for Co-operating, and the men who actually were trying to make the cutch were frustrated at every turn.

Having spent so much on erecting the premises, it might have been imagined that the hiring of an expert cutch-maker would be logical; instead, the whole thing seems to have been based on some crazy idea of Learning How by Correspondence.

Whatever may have been the problems, and they were considerable, the impression remains that know-how and enterprise might have saved the day.

## New Airways for E. Samoa

**A new company called Samoan Airlines has just announced that:—**

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**It will inaugurate later—if the demand is there—a weekly air service between Honolulu, Tahiti, Pago Pago, Tonga, Nadi and New Caledonia.**

**Announcements to this effect were made early in January by Mr. Lawrence M. Coleman, president of Samoan Airlines.**

**Several announcements about new hotels and new air services in Fiji and Polynesia generally have been made in recent years; but few of these plans have taken shape.**


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ne Reader's Views

# 'ANNOT DENY 'ELF-RULE TO 'AMOANS NOW

*Mr. A. M. Gurau, long-time resident and businessman of Apia, Western Samoa, is one of the Europeans of that Territory who feel that the Samoans are now capable of running their own affairs. Although not everyone agrees with him, all will admit that he sets out his arguments admirably in this letter to the editor.*

MR. T. J. Dunleavy, former Editor of the *Samoan Bulletin*, who left Samoa beginning of ovember, after seven years' resid- ce in the Territory, has lost no ne on his return to New Zealand voice in the Press his strong position to the granting of Self- overnment to Western Samoa, and suggest that Self-Government ould be postponed to 1970 at the rliest.

Mr. Dunleavy bases his views on e assumption that New Zealand pushing Western Samoa toward dependence in 1960 or 1962, when e mass of the Samoan people do t understand and may not even nt Self-Government.

He claims that it is difficult to tain a clear expression of Samoan blic opinion as political rights are nfined to Samoans of chiefly rank natais); and as there are no litical parties.

He also claims that demands for dependence made to the United tions and the New Zealand Gov- ment were made by relatively all groups of higher ranking chiefs d ambitious politicians seeking itical powers, indicating that such nands lacked support from the ss of the Samoan people.

Mr. Dunleavy cites the fact that tain measures submitted by the moan Cabinet Ministers were de- ted by the Legislative Assembly proof that Cabinet Government this stage of political develop- nt has failed.

## Bulletin Policy

The views expressed by Mr. nleavy have been propounded by n in the *Samoa Bulletin* for years, en he continuously criticised and acked Samoan leaders and the mbers of the Legislative Assembly o had different opinions and he concentrated his attacks on the tai System, the traditional chief tem of the Samoans which, in his w, is the root of the evil and st be abolished.

The Samoan people, however, ongly oppose any change in their ditional way of life at the present time though there will almost certainly be modifications of the matai system and the land tenure system connected therewith, in years to come.

The claim that the matai system and the present land tenure system are harmful to the agricultural progress has been convincingly disproved in 1958 when the Samoans under the matai system doubled banana production and banana exports to New Zealand.

There has been no demand voiced by any body of Samoans and particularly by the untitled Samoans, for whom Dunleavy pretends to speak, that the matai system should be abolished or that universal franchise should be introduced in Western Samoa.

Many of the untitled young Samoans are in fact potential matais or chiefs who will be title holders of the future and for this reason they are not opposed to the matai system.

Apart from this it is the untitled young Samoans and women who elect one of their number matai, and therefore the matai is actually the spokesman for the whole family, which, if so inclined, can also displace him.

When the Legislative Assembly recently rejected the introduction of a Customs amendment to provide for increased import duties, it was proved right, when, without this revenue, the Government found sufficient means to carry on—additional revenue from higher cocoa prices, a better than average cocoa crop and vastly increased banana exports, combined with higher imports, provided sufficient revenue to cover Government expenditure.

It is true that, as Mr. Dunleavy points but, the Samoans were wrong when they refused to sanction the levying of a direct tax, as in former years, in the form of a head-tax for the sole benefit of social services, roads, etc., in the outside districts and villages.

Mr. Dunleavy is also right that Self-Government could and should not be granted without insisting on full guarantees of security and rights of the European minority including Part-Europeans in the Territory.

However, Mr. Dunleavy's campaign in Samoa and his statements in the New Zealand Press have undoubtedly increased a previously non-existent antagonism to Europeans and Part-Europeans amongst the Samoans, and have caused considerable concern amongst the Europeans.

## Breach of Faith

Moreover, the Samoan public is practically unanimous in believing, as the New Zealand Prime Minister, the Hon. Mr. Nash, and the Minister of Island Territories have stated in their comments on Mr. Dunleavy's articles in the New Zealand Press, that a postponement of the establishment of Self-Government in 1960 would be considered a breach of faith by the Samoans and would make a continuance of the present Trusteeship system by New Zealand wholly unworkable, as the Samoans would refuse to co-operate.

New Zealand has given a solemn undertaking and promise to grant Self-Government in 1960 and cannot go back on this undertaking. Apart from this, the Trusteeship Council of the United Nations has frequently expressed full agreement with New Zealand Policy and intentions and the coming visit of a Trusteeship Council Mission will undoubtedly favour the granting of Self-Government in 1960.


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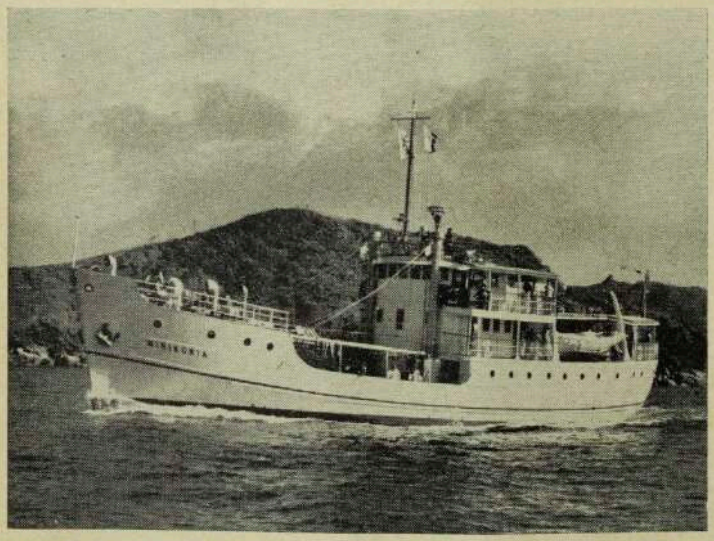



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# TERRITORIES TALK-TALK

By Tolala

Papua-New Guinea this month starts off a brand-new year, filled with a varied collection of potentialities, and lumping along a few left-over liabilities from past years: Bits and pieces of Unfinished Business such as Liquor Ordinances and the Navuneram Incident.

AND then there's the Independence Date Line to be determined if we are going to pay heed to the Trusteeship Council; which I hope we don't treat too seriously, despite the growing strength of the Afro-Asian bloc and the echoes reaching us from the "Dark Continent" of the United States of Africa, as voiced by Ghana, Guinea and Company.

Once again we have with us Minister Hasluck who, in the new Cabinet formation, has received promotion and whom we welcome back, despite the many unkind words delivered in the past on his stewardship.

He has to carry the baby for all the actions of his bureaucratic henchmen—and that is no sinecure in view of the power wielded by these gentry. (Kent Hughes recently exposed the strength of the chairborne autocrats of Canberra—if any expose were needed by an already thoughtful public).

But Paul Hasluck seems to have a fairly good grip of the situation and I think is becoming more human in his approach to matters which do not directly affect the native.

At least he is realising that the Territorial economy, which must be advanced, is dependent upon the co-ordination of the non-native Territorians, and this cannot be obtained by blunderbuss methods.

Anyway, here's hoping a happy issue out of all our afflictions in P-NG and may the tempo of progress become more realistic.

## The Booze Question

A by no means minor problem, which must be squarely faced this coming year, is whether selected natives are going to be allowed legally to drink alcohol.

At the beginning of last month, the Administrator announced the problem was no nearer to being solved. Keith McCarthy had had his ear to the ground and his finger on the pulse of native opinion. The official statement added: "There has been no clamorous demand for liquor from the people."

The report would be studied by the Minister.

And right here it might be suggested that the Canberra controllers could bear in mind the unfortunate Namatjira incident — Namatjira, a world renowned water-colour artist—in which a VIP abo., having been granted the privilege of imbibing the cup that cheers, now has a gaol sentence hanging over him for supplying liquor to others not so blessed.

How often is that same story likely to be repeated in P-NG, if liquor permits were issued to a select few?

As a solatium to public opinion, the Minister has stated that Namatjira will not serve any possible sentence behind bars.

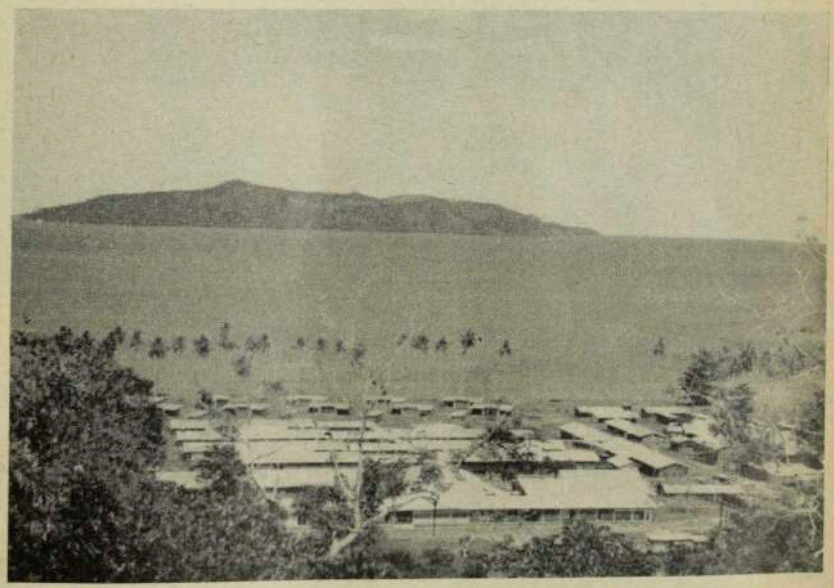
Having created such a precedent it seems only reasonable to expect that P-NG native VIPs would receive the same consideration, if permits were granted, and thus make the whole matter of penalties a farce.

And who is to decide the offender's status? A native might be a Very Important Person amongst his own people, yet only an "also ran" so far as Canberra is concerned.

An NT aboriginal, Willy, was recently sentenced to 18 months after the jury found him guilty of manslaughter. He had killed his lubra in a drunken brawl, hitting her over the head with a piece of ant-bed. Said Mr. Justice Kriewaldt: "This is a sad example of the evil effects of alcohol on aborigines. Taking into account the effects of liquor on Willy there is no necessity to be unduly serious in the penalty."

If drunkenness mitigates a crime committed by a native then surely we should not be eager to lower the legal slip-rails, enabling him to obtain liquor more easily.

I suggest the Liquor Ordinance file be marked: "P/A... B/F 1967."



*The £500,000 native hospital which was opened at Nonga, near Rabaul, by Minister for Territories, Mr. Hasluck, in December. Mr. Hasluck told the 4,000 people who attended the opening ceremony that the elegant new hospital was part of the Administration's £7,000,000 health service plan for the Territory. Nonga is the third of the big native hospitals to be completed—the first was at Lae, and the second at Port Moresby. The new Nonga hospital replaces the shocking old war-time relic that has been doing duty for 12 years, but hardly had the congratulations died down than Rabaul residents were complaining that it was "too far out", and that it was difficult for natives to get there "over an unsealed road". Nonga is on the North Coast Road, just opposite Watom Island, which can be seen on the horizon in the picture.*

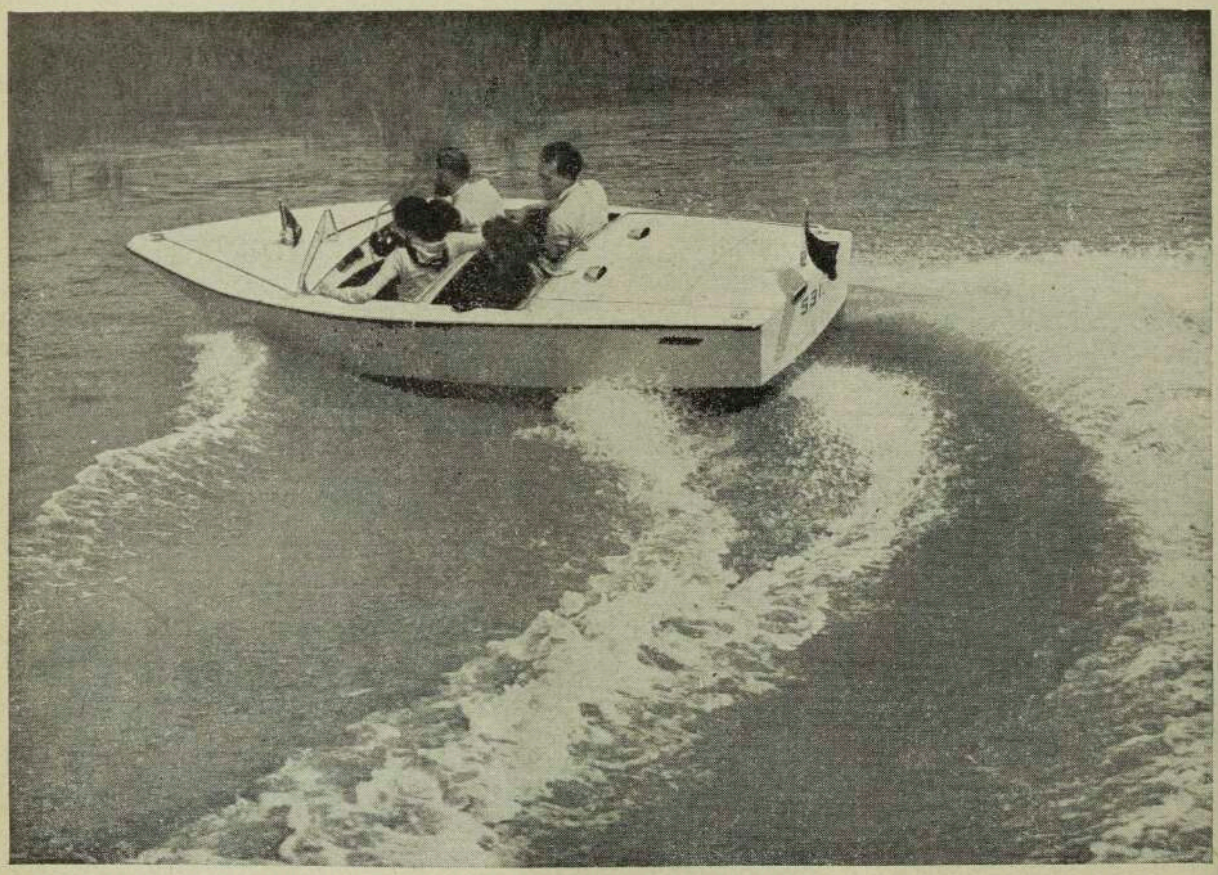
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## Seventeen Years Ago

*This month of January is always a time when pre-War II Territorians make a special pilgrimage back through the past.*

*It was on January 23, 1942, that Nippon's forces landed at Rabaul, when hundreds of our soldiers became POWs and other hundreds of civilians were interned; when the NGVR was creditably "blooded" and proved its right to proud memories of brave deeds in action.*

*May Posterity remember this day as a pivotal point in the country's history, when brave deeds survived the disgrace of defeat and Top Brass bungling.*

### Why . . . No Clamour?

The fact that there is reported to be no "clamorous demand" by the [native] people is somewhat ominous. In view of the reported clamping down on metho. and the unusual increased sales of Australian whisky it would seem to indicate that those natives who have acquired a taste for what the Tolais used to term *tava na long long* (crazy water) have made suitable arrangements to satisfy their alcoholic appetites.

In other words they have gone underground, and all the King's horses and all the King's men won't bring them to the surface again.

It could cause a spot of bother, of course. Not among the Really Influentials but amongst the lower orders who would become jealous of those in the higher bracket.

In parenthesis, I must say I am astonished at some of the names of the present-day Really Influential People in privileged positions who, in the pre-war years, were anything but *persona grata*.

But Time moves along, I suppose, and policies undergo a change; though I very much doubt whether the indigene — in this instance — differs vastly from the leopard.

### No Colour Bar

Fairfax Ross, MLC, can take a bow for his forthright statement concerning the absence of a colour bar in the Territory.

"There is a bar," he said to a local newspaper, "but not of colour. It's a bar of achievement."

In other words it's a cultural bar and it cuts both ways

The native is just as quick to adopt this cultural bar, if a white man does not conform to the native standard, as is the white towards a native who does not obey the demands of civilised living.

Unfortunately, the white seldom bothers to acquire knowledge of native tradition, far less to conform with their customs. How often have ignorant whites violated native *tambus* and shown crass disrespect for age-old lores and procedure?

This pronounced disregard for native customs has been most general in the more recent years. In earlier days incoming whites were screened and received tuition in native protocol and realised the value of observing it—or else.

Can we expect that, when they have attained their independence (which *will* come at some future date), the native culture will be entirely replaced by that of western standards? I should say the answer is in the negative, and, furthermore, there is every possibility that the government of that day will be found to be far more tyrannical and despotic than any foisted upon them by a paternal and benevolent white administration.

And then the sparks will begin to fly.

History does repeat itself, and there's no reason to think that an independent New Guinea will be different to all the others.

### O, Pioneers

Something I read recently turned my mind down Memory's Lane, and brought back those days when radio, refrigerators and aeroplanes were unknown and even motor-powered seacraft deemed a luxury.

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elegraphy came to Rabaul, then the apital of the German Territory—ith the erection of the Bitapaka tation. Before that, urgent messages ere sent by steamer to Yap, the able station in the Carolines, or Australia.

Ice was never a problem in Rabaul ownship. Louri's ice-works were stablished well before War I. Life as easier for the town dweller, but ie plantation people, and those in ie outports, had to contend as best ey could with greasy butter, and nned meats, warm beer and onths' old news.

Lack of refrigeration was the ast of a planter's worries with his wn fowls, pigs, fish from dynamite ooting and *balus* from a good oot-boy; even beer was made more latable with the aid of a tub and ashing-soda.

And as for aeroplanes: I remember hen the USS *Milwaukee* arrived Rabaul in the middle twenties, ey put up a couple of seaplanes t only just. The humid atmos-ere affected the carburettors (or mething) and they had to be ounded.

The biggest bugbear was the lack speedy transport in cases of nergency. We all have our emories of lives that could have en saved had we only had planes auxiliary vessels to take sufferers medical aid.

I wonder whether present-day erritorians stop to realise what the d-timers had to contend with? ot for a moment would I deny the ewcomers all the modern amenities life. Good luck to them! But I uld like to see perhaps a modicum appreciation shown to the people ho "blazed the trail" and thus ade it possible for the present hite settlement.

## ade Boosting

Auckland Correspondent Shortall *IM*, Dec., p. 53) starts a line of inking for P-NGites. But I fear at with Australia scraping the ttom of the tin for overseas arkets to keep the wheels of in-stry turning, P-NG is going to get tle support from the government, ambers of Commerce or manu-cturers.

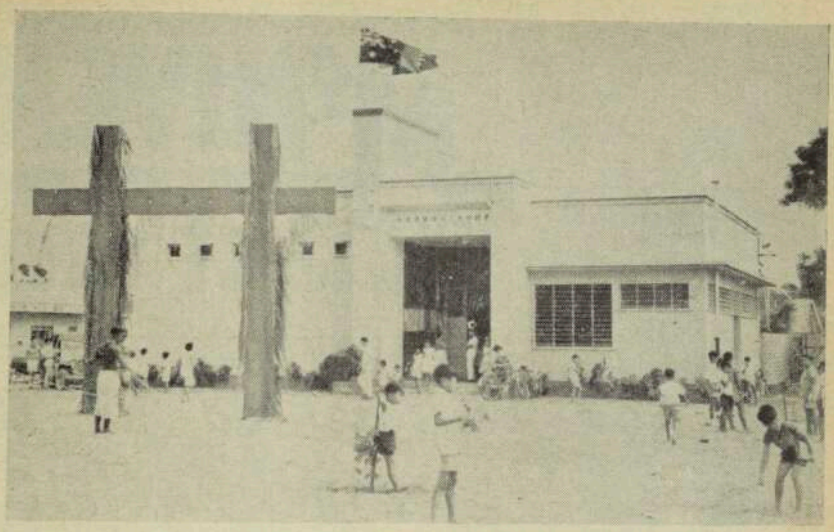
JPS puts forward some good ggestions—his return of giant ails to Japan was even featured "Granny" in the *SMH*. He also ves an appropriate list of tential products which easily uld become best sellers in some arkets.

To this list I would like to add e always-popular Buin Basket (or ten referred to, incorrectly, as the ka Basket). Unlike most Islands d other baskets it is most durable; Buka Basket is a lifetime job. With proper organisation this uld become a real money-spinner, d does not cut across any Aus-lian manufactured article.

Another item is cane furniture. st of this commodity used to come from Manila, Hongkong or Singapore. Over thirty years ago I remember buying reasonably well-made cane chairs, lounges, tables and book-cases made in TNG native villages, more especially from Buka.

Admittedly the finish was a bit crude at that time, but it improved and with technical guidance I see no reason why P-NG natives should not produce a cane article comparable to anything from anywhere. Cane and fibre are grown locally. And who says that light, cool cane furniture is not to be preferred to tubular stainless steel structures at exorbitant southern prices?

Over to you, SPC experts. (Over)



The Chinese community in Rabaul built this new Kuo Min Tang building some months ago and opened it with all the fireworks and fun on Double-Ten Day—that's October 10 to you, and marks, we think, the anniversary of the Sun Yat Sen revolution. Photo: C. H. Meen.




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iney from the US, en route to
w Guinea, was reported at the
l of last month in the Sydney
ss, referring to them as "linguist
ssionaries".
Ie had completed a Commando
rse in Mexico to fit him for the
ors of the jungle life ahead of
ı. The Pence's missionary organ-
ion is said to be non-denomin-
nal and is called the Summer
titute of Linguistics said Mr.
ice and explained that the
nder—a Mr. Cameron Townsend
ent a Guatemala in 1940 to sell
les to the natives, but discovered
y could not read, so he stayed
teach them to read and write
ir dialect and then he sold them
Bibles written in their own
guage.
t's surprising how well these
kers in the Lord's Vineyard are
anising themselves these days
l one can be excused if one
nders at times, exactly what their
get may be: Saving souls or sell-
Bibles?
urely the establishment of
sionary organisations in NG has
ched saturation point. Or is this
npetitive confusion to continue *ad*
*nitum?*

### ving Poor?

n the December issue of the
yal Commonwealth Society's
rnal, *Outlook*, appears a letter
m a native clerk employed by
Native Land Commission at
baul. He writes: "As I am un-
e to pay any subscription fees, it
useless to beg for continuation
this wonderful magazine, but I
ow you have been very good to
in sending them to me for the
t five years free. If it is all right
you to continue my copies, I
uld be very glad as I am very
erested in reading them from time
time as they come. . . Thanks
your wonderful work in the
yal Empire Society, and now all
best for the new title, "The
yal Commonwealth Society".
n editorial note says: "Despatch
*Outlook* will be continued."
Certainly a very generous gesture
the part of the RCS, and one
understand the Society's in-
est in what the heading states:
Papuan's Appreciation of
*tlook*".
But it does give the impression
t there is a member of the
xiliary Division of the Papuan-
w Guinea Public Service who is
vely struggling to make ends
et on a salary inadequate to
isfy his aesthetic tastes.
have repeatedly heard from
ple in Australia, who have
pted P-NG natives as Pen
ends, how readily their corre-
ndents "put in the nips" for vari-
s little items which they claim
y are unable to secure in P-NG.

## NICKEL TROUBLE AND NOW BAD FLOUR

AS it faces the New Year, New Caledonia is not happy in its economic prospects.

International Nickel reports a new process for refining nickel by electrolysis, shortening and cheapening the present process, as employed here. It also permits the easy recovery of such by-products as sulphur and selenium. If the use of this process (the development of which has taken eight years) allows North America to seriously under-cut the New Caledonia price, the effect here could be bad.

The bakers, newspapers, flour importers, Chamber of Commerce, as well as the general public, are joined in a growing outcry against the edict of the French Ministry for Colonies, which has forced France to buy all its flour from France.

Hitherto, NC has brought its flour from its nearest neighbour, Australia, even although this created a lopsided trade balance, because Australia buys so little from NC.

Recent shipments of flour from France have arrived in a very bad condition. Weevils and other troubles have developed on the long voyage. A good deal of bread lately has been unfit for consumption.

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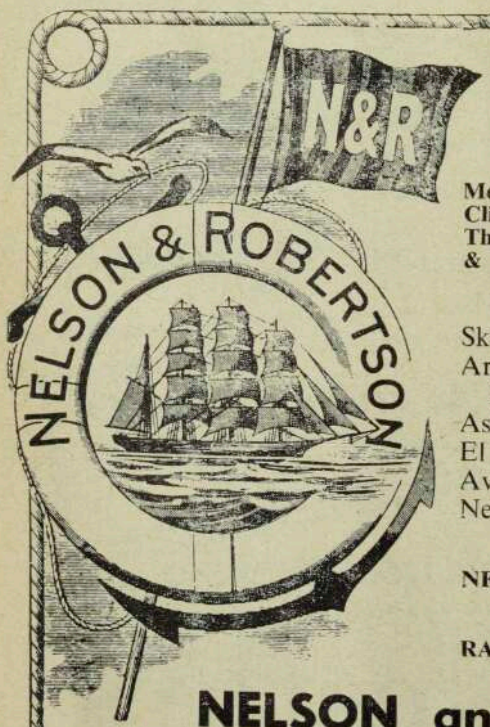
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## Not World-Class, But Useful

# Oil On The Netherlands Side Of The New Guinea Border

*By G. A. V. STANLEY*

If they can find it, why can't we? That has been the carrot in front of the donkey, so far as Papua-New Guinea is concerned, ever since the Klamono field was discovered in Netherlands New Guinea, in 1940.

N many ways the search for oil in the British, German and Dutch parts of the great island s run in parallel. In 1910, as if design, oil-seepages were found each of the Territories. In Papua, A. Thomas and Lewis Lett, then nters near the mouth of the lala River, found gas-blows and ns of oil, first at Opa, on the t bank not far from the mouth, l then at Akauda, on the west k, about 20 miles upstream.

n German New Guinea, very ive oil-seeps were found in 1910 r Matapau, on the coast about f-way between Wewak and ape, which are 100 miles apart. German mining engineer, Dr. R. lenzig, visited the seeps, which in Wakip Creek, about a mile nd; and his report was one of documents which fell into Aus-lian hands when Rabaul was cap-ed in 1914.

t is commonly said that a drill-plant intended to probe at tapau was en route to Rabaul at outbreak of World War I, and t the ship carrying it was in-cepted at Capetown.

n Dutch New Guinea, oil-seeps e found by Lieutenant Binnendyk the Teer River, a tributary of Biri River, which enters the on the north coast, about 100 es west of Hollandia. They are nd, about 20 miles from the sea line) and were found during the rse of the systematic military loration of their part of the nd by the Dutch.

r. P. Hubrecht, the geologist at-ed to the Army survey parties, orted that in all probability oil ce rocks were widespread in New nea, and in 1914, Dr. W. van st Pellekaan (a Shell geologist) le a preliminary examination of e localities on the north coast. he Geological Survey of NEI an work on the north coast in , 1917. After a year the survey ed westwards to the Vogelkop. work on the north coast was cluded between September, 1920, January, 1922. By that time y other shows of brine, gas and were known, but over such a vast , the geology had been done only reconnaissance fashion.

### Australian Search

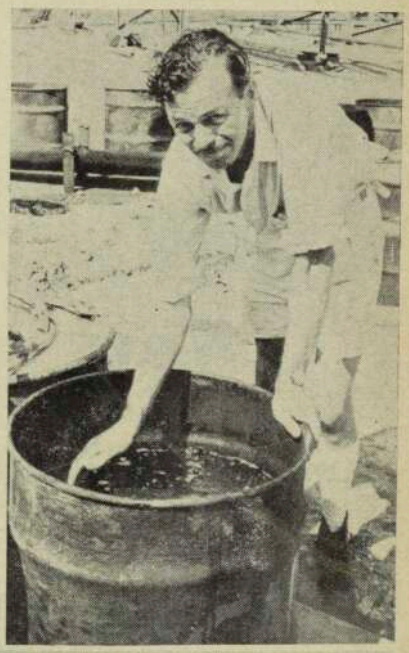
In the Australian part of the island the search for oil had been taken over by the Commonwealth, with Dr. Arthur Wade as Director of Oilfields. A number of holes were drilled at Upoia and Orevi on the Vailala River, but Papua was denied the stimulus of an early discovery, which is almost vital to the rapid development of an oil industry in a new area.

In ex-German New Guinea affairs stagnated until a geological survey was made at Matapau and in the hinterland by H. T. Mayo, J. N. Montgomery and J. P. de Verteuil, geologists of the First Anglo-Persian party to visit Papua and New Guinea.

In 1924, both Papua and the Mandated Territory were thrown open to private enterprise, with the exception of a reserve in Papua between Yule Island and the Lakekamu River (roughly), retained by the Commonwealth Government to be exploited by drilling at Popo.

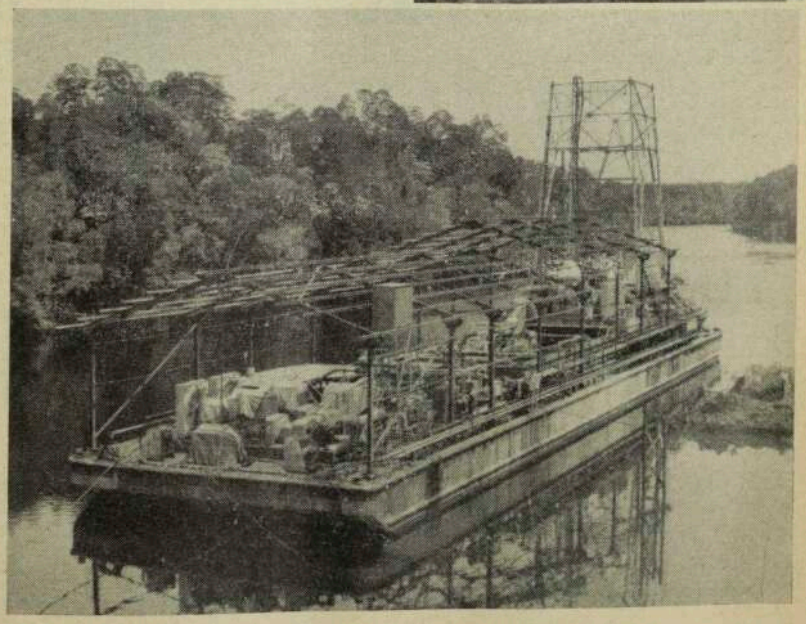
### On NNG Side

The three producing oilfields of NNG are all situated in the Vogelkop (map p. 45). All are characterised by oil seepages, which were discovered first by the Army surveyors between 1910 and 1916. Surveys by geologists of the Geological Survey by 1924 had



**AT RIGHT:** On the Australian side, at Puri, tool-pusher Geoffrey Taylor samples the dinkum oil. Behind him stand other barrels of crude oil that came from the well. (Photo: Geoffrey Luck).

**BELOW:** On the NNG side, at Niengo No. 1. A barge with drilling rig is shown, and a derrick being erected. Photo: G. A. V. Stanley.






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efined three areas of immediate in-erest—namely, the areas of the laturi and Kaitero Rivers, on the orth and south side (respectively) nd at the eastern end of McCluer's ulf, and at the headwaters of the eraur River, about 25 or 30 miles ou'east of Sorong. Of these areas, vo have proved to be of commercial iterest.

The oil seepages on the Klangana nticline in the Upper Beraur area d eventually to the discovery, in 36, of the Klamono oilfield, which visited last September.

The oil seepages of the Sura Creek nticline led to the discovery in 41 of the Wasian oilfield and the ogoi oilfield nearby. But the seep-ges in the Suanara Creek, a ibutary of the Kaitero River, are tuated in a steep-dipping, isoclin-ly folded area, and a hole drilled e-World War II at Kasira, near abo, failed to produce.

Exploration in Dutch New Guinea entirely in the hands of the etherlands New Guinea Petroleum o. (NNGPM), which is a combine Shell, Stanvac and Caltex. Drill-g at Klamono began in 1935, and i in commercial quantities was ruck during 1936 in Klamono 1 at depth of 100 metres (325 ft).

Production is from a small buried ral-reef limestone of Pliocene age, id the entire field is not much ore than 1 mile by 2 miles. The tbreak of war halted exploration illing.

## Japs Produced Some NG Oil

I was told that the Japanese tually produced some oil from the lamono field, but how and in what nount is uncertain. It could not ve been much, since there was, 1942-45, no pipeline to Sorong, id the crude had to be taken wnstream in small lighters to the a at the mouth of the Beraur ver.

After the war, drilling was re-med, and a 6-inch pipeline, some miles long was laid to connect lamono to the sea at Sorong. By e end of 1951, Klamono 27 had en drilled, and the field was con-ered to be "drilled-up".

Nevertheless, a good deal more illing has been done round and out, searching for other small ef-units which might be expected produce oil, and Klamono 39, for stance, was drilled to a depth of 89 feet, but was a dry hole.

Actual production began in 1948. 1949, the daily average from amono was 4,777 barrels per day, th a total for the year of 1,743,588 rrels. In 1957, the daily rate was 05 bpd and the total for the year 17,479 barrels. As a rough estimate, was told, the nett profit from amono is £A1½ million per annum.

Mogoi and Wasian oilfields are ther different. Discovered in 1941, e production is from Upper iocene limestones at depths of 00 ft and 2,760 ft respectively, with a deeper producing zone, discovered at Wasian at the end of 1955.

The war stopped exploration, of course, and when work was resumed in 1946, engineers were faced with the problem of getting the oil from the fields to the sea.

Eventually, in April, 1954, a pipeline was opened. (Refer Inset in map). From each field a 6-in. line runs for about 5 miles southward to Tembuni (on the Tembuni River). Thence an 8-in. line continues sou'eastward 22 miles to Steenkool, which is situated on the edge of the delta and swamplands, but cannot be reached by ocean-going tankers.

It is necessary, therefore, to continue the 8-in. line eastwards for a further 9 miles to Muturi Hill, from whence the oil is taken 7½ miles in a 24-in. line to a deep-water point on the Muturi River near the mouth of the Awasiai River.

## Production Not World-Beating

This last part is notable because the pipe is laid on a steel and wooden causeway built across the mangrove and Nipa palm swamps, and the same causeway carries a rail-motor, which continues past Muturi Hill to Steenkool, which is connected by road to the oilfields.

Resuming exploitation drilling at Mogoi after the war, three wells were drilled in 1951, and seven in

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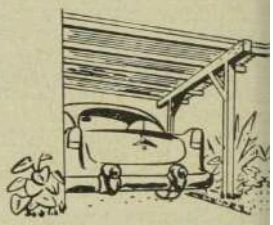
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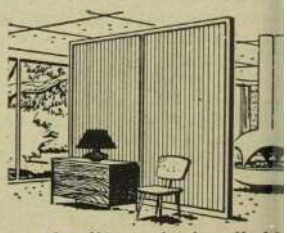
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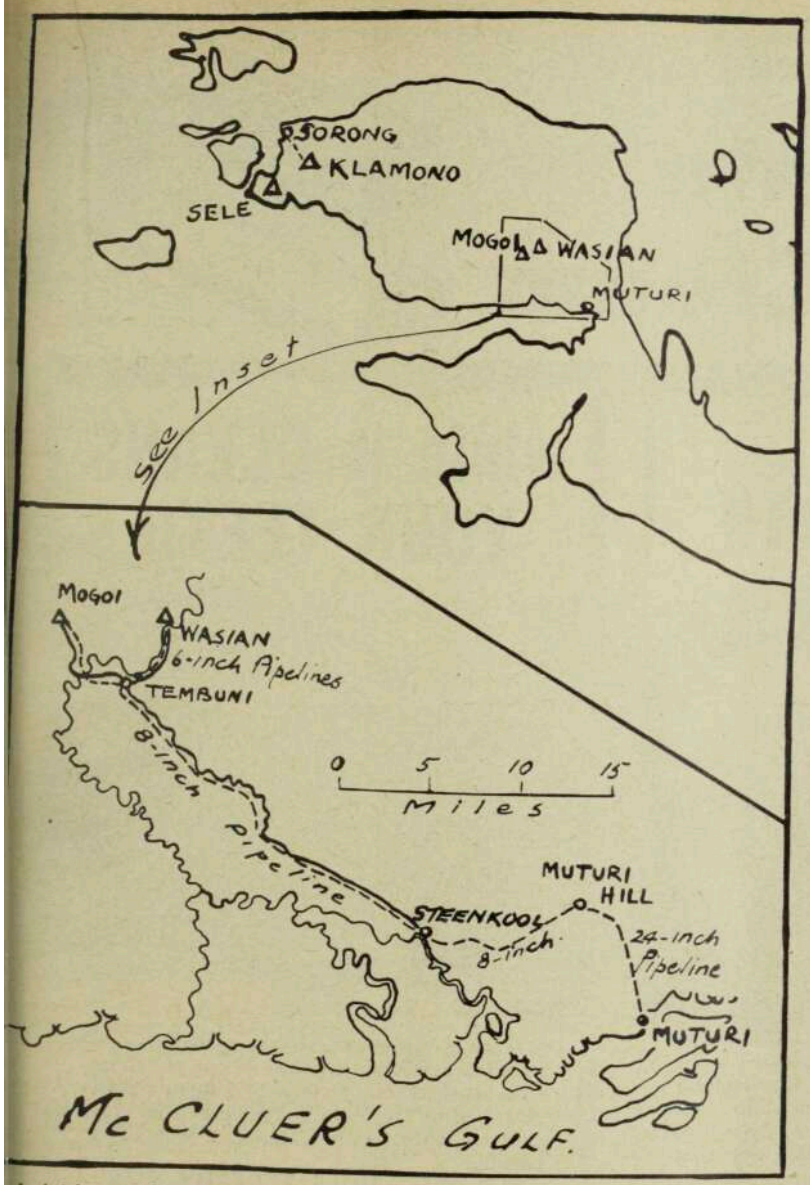
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A sketch map of the Vogelkop area of Netherlands New Guinea, and, inset, a large scale of the area described in this article.

2, production being got at depths the order of 1,300 ft.
t Wasian, three wells were com-ted in 1952, production being m depths of around 3,000 ft.
Mogoi has been a disappointment. rting in 1954 with a production ly of 5,656 bpd, edge-water has ckly encroached, and in 1957 pro-tion had declined to 523 bpd. he yearly total fell from 2,064,463 rels in 1954 to 190,655 barrels in 7.
Vasian, on the other hand, rted with a daily production, in 4, of only 639 bpd, rising to 1,328 in 1956, owing to the discovery the deeper producing zone eady mentioned. However, in 1957, production fell off to 1,020 bpd. The yearly figures were: 233,237 barrels in 1954; 486,162 barrels in 1956; and 372,293 barrels in 1957.

Production figures like these are scarcely in the world-class, but nevertheless they are quite useful. From time to time, one hears talk that unless new discoveries are made by 1960, NNGPM will close down. How much reliance is to be given to such stories in anybody's guess.

At NNGPM headquarters at Sorong, one finds a strong and vigorous body of experienced geologists and geophysicists re-working over almost the whole of Dutch New Guinea on a regional scale. Since 1946, over 50 exploration tests have

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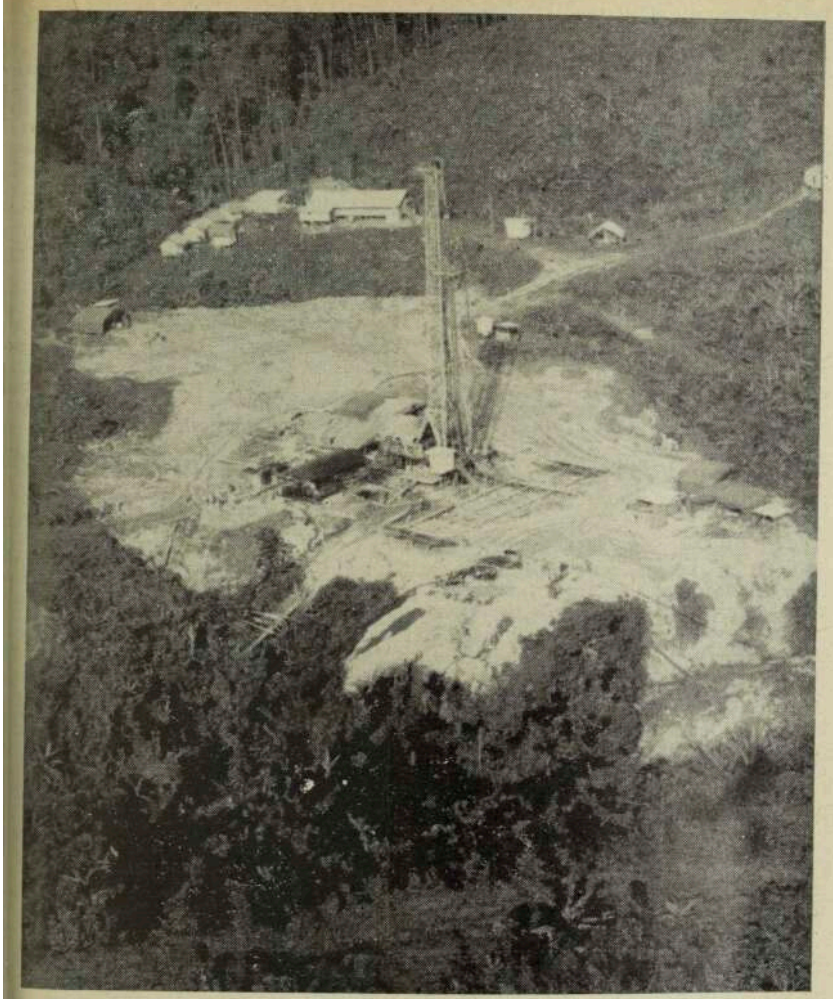


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*This is the now famous Puri No. 1 site, deep in Papua's Gulf country bush, and the well from which on November 4, 1958, oil was flowing at the rate of 1,000 barrels a day. There followed a minor boom in Oil Search shares but when water started to flow as well as oil, there was a slump. (Shares that reached 26/- in November were down to about 8/6 in January). Since Vacuum and BP announced that they would continue in Papua, there has been very little further information from them. It is understood that APC is now, however, preparing to drill new wells around the Puri area.*

been drilled, quite apart from exploitation holes.

They are located mostly in the Vogelkop area, on other known anticlinal structures; but some are as far afield as Aripu 1 (on the Digul River, below Tanah Merah) and Merauke 1 (on the south coast, about 75 miles nor'west of the Australian border), while Gesa 1 and 2, Mamberamo 1 and Niengo 1 are on the north coast, around and west of the mouth of the great Mamberamo River.

Niengo 1 is notable in that it is being drilled from a floating platform, after the style of the rigs used for offshore drilling in the Gulf of Mexico and elsewhere, but moored rather than resting on extensible legs. (See photo p. 41).

Again, about 35 miles sou'sou'west of Sorong is the Sele oilfield, where, up to the end of 1956 no less than 49 holes had been drilled, to depths of 3,898 ft. (in the case of Sele 42), which was dry. A number of holes has produced oil from varying depths; for example, at 2,520 ft (Sele 41), 2,238 ft (Sele 43), 2,526 ft (Sele 44) and 2,247 ft (Sele 48). Presumably, Sele is now drilled-up, and its capacity to produce is known. Some day it may be put on to production.

Speculating, it may perhaps not be expedient to bring in and develop oilfields at present in this part of the Southwest Pacific.

Maybe even Puri (*PIM* for December) must wait.

**In Fiji: Holidays As Usual**

# Vote Is Mightier Than The Sword

From a Staff Correspondent

FIJI'S Official Members of Legislative Council took their swords of office into the Chamber, as usual, during the November session. They did not have to use them, however, in defence of their sacred leave privileges (which non-official members had suggested should be temporarily suspended during 1959). They had something much better than swords: An Official Majority.

Fiji has been living beyond its means, and so the Fiji Government, to balance the Budget, has increased the taxes paid by the people of Fiji.

Fiji's citizens—who provide the revenue which the Government spends, but have no real power in the spending of that revenue—have given voice to strong protests.

The Government laid the Budget, in detail, before a "Select Committee" of the non-official members of Legco (that is, the members who are there because they are elected or nominated, and not there because they are Departmental heads, by whom they are out-numbered and out-voted) and said to them: "All right—show us how we can economise and avoid the need for more taxes!"

The non-official members, knowing practically nothing about the ways in which Departmental services are organised and directed, so as to take care of the country's administration, flapped through the voluminous papers helplessly, and, being mostly intelligent men, they realised their helplessness.

## Paring Down Privileges

But most people—street debaters and club-room critics, as well as non-official members—know that the Public Service personnel of Fiji, which absorbs a lot of Fiji's revenue, is selected and directed and paid and pensioned by the British Colonial Office, without much reference to the citizens of Fiji. So, in this time of taxation strain, the protesting taxpayers naturally ignored most of the Estimates, and fastened their attention on Public Service emoluments and privileges.

Thus they returned to an ancient grievance—namely, the leave privileges enjoyed by the civil servants sent to Fiji by Whitehall—and these are remarkable.




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They are apparently based on the assumption that Fiji is a hot and fever-ridden hole in some remote part of the British Colonial Empire; and that the unhappy wights who are there immured for a period of service, with their worn-out wives and suffering children, really are entitled to a long period of recuperative rest in cool old England every few years.

For decades, Fiji's British-appointed public servants have gone, with their families, at first-class steamer rates, to enjoy the four months' rest every three years—and travelling-time (often six weeks, each way) was not counted as leave. Fiji, of course, paid for the lot.

In quite recent years, Fiji rebelled. There are thousands of Europeans who live all their lives in Fiji, and suffer no more ills or discomforts than do Queenslanders, and attain healthy old age.

In 1957, the Colonial Office did amend the Leave Regulations, in a minor way. The travelling time was altered to five days each way—and all officers arriving newly in Fiji after June 1, 1957, are thus penalised. Officers there before that date presumably carry on as before and go by ship, if they wish.

Officers on salaries of £750-£1,300 get four months' leave after three years' service; those paid more, or who have had 15 years' service, get an additional three weeks. But if officers are prepared to take leave in Australia or New Zealand, they can get passage grants and three months' leave after two years' service—or four months' leave for three years' service.

Fiji taxpayers are not impressed with these changes, and have said so. One gets the impression that the career men of the Colonial Office are resentful of the changes, and scornful of the views of the Fijian rough-necks who question their privileges.

### Value for Money

Actually, the emoluments and privileges of the Public Servants represent only one angle of the politico-economic problem that is developing in Fiji. Fiji is not really deeply concerned with the cost and quality of the public servant. Probably, a sound analysis would show that, for the money, a more competent and less venal public service than that of Fiji could not be found in the world. But what Fiji is doing, with growing insistence, is demanding a larger voice in the allocation and spending of the revenues which Fiji provides.

Fiji, like so many other "Crown Colonies", is growing up and has reached the stage when it is entitled to a larger voice in its own government.

On Friday, November 21, two classes of Members ceremoniously took their places at the opening of Fiji's Legco. One class was in plain, civilian dress—Fijians, Europeans and Indians, who had been either elected or nominated.

The other, more numerous class, was attired in the white uniform of the British Colonial Service, complete with topis, white gloves and shining swords—heads of Departments, lined up there *ex officio* to provide the British Colonial Office with a majority, so that Legco would carry out the will of the Colonial Office should any real dispute arise between official and non-official members.

### Another Boston Tea-Party?

Those swords were more than an anachronism.

A minor crisis did arise. The no official members moved to suspe the public servants' leave privileg during 1959, so that the Treasu might save sufficient expenditure avoid some of the new, planned ta ation. But the 16 official membe were lined up, to support the Budg and the official Estimates.

(See elsewhere for report of d bate).

That was the end of that incide The new taxation was imposed.

But it is only the beginning a definite trend. If Fiji is going be taxed on the present scale—direct seizure of incomes, as well by quite heavy imposts on impo generally — Fiji must have authoritative voice in the expen ture of the country's revenue.

That is elementary justice, as is known to the Western world.

## THEY'RE SKATING IN TONGA

*They were rolling on—and off—skates in Tonga in December.*

*A new floodlit asphalt-surfaced skating rink was opened at Mu'a village, Tongatapu, late in November, and was proving a popular but bruising attraction as Tongans educated themselves into the knack of remaining on their feet and progressing in the right direction.*

*Loudspeakers were providing the necessary lilting tunes.*

*The rink was constructed by Mr. Speck, the local cinema proprietor.*

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New Light on the Bounty Story

# Christian And His Men Searched Nine Months For A Home

The most dramatic period of the *Bounty* story was perhaps the time between the mutiny off Tofua in the Tongan Group, and the settlement on Pitcairn nine months later.

SO much has been written on the mutiny of the *Bounty* and its sequel — the Anglo-Polynesian settlement of Pitcairn Island— that, at first glance, it seems hardly possible that anything new could be said on the subject.

If one delves a bit deeper, however, most of the accounts turn out to be largely uncritical repetitions of standard works by Barrow (1831), Brodie (1851), Murray (1853) and Lady Belcher (1870), which were themselves based on little more than the reports of a few Naval officers, with some traditional information obtained from the islanders of the second generation.

To the modern historian these accounts are somewhat suspect, largely because the early chroniclers were too often enthusiastic partizans in the unending Bligh versus Christian controversy; or else anxious to paint an edifying picture of moral regeneration in a Polynesian Eden.

Furthermore, and no doubt through lack of accurate information, they are conspicuously silent on what is perhaps the most eventful period in the whole Bounty-Pitcairn story: the months which immediately succeeded the mutiny itself.

All authorities agree that this event took place off the island of Tofua, in the Tonga Group, on April 28, 1789; and most of them that Pitcairn was not reached by Fletcher Christian and his crew until January, 1790 (we now know that, despite local tradition, it was, in fact, first seen on the evening of January 15).

But what happened in the nearly nine months in between has hitherto been dismissed in a few sentences in which the dearth of fact is apt to be disguised by pious platitudes on such themes as the alleged degeneration in Christian's character after Bligh had been abandoned to his fate.

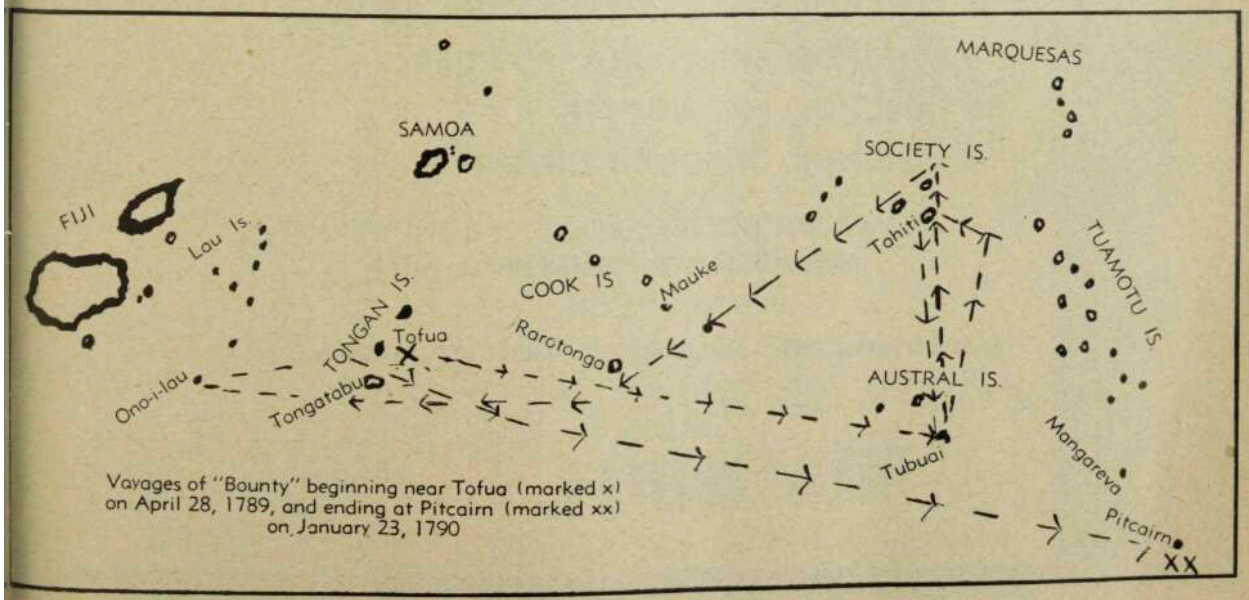
## The Stories of Morrison and Jenny

The story of what happened during this blank period in the chronicles, is now told for the first time in a documented research study by Pacific historian H. E. Maude, in the current (June, 1958) issue of the *Journal of the Polynesian Society*.

That it can be told at all is due to two fairly recent discoveries (or more properly re-discoveries): the *Journal of James Morrison*, which after disappearing for half a century eventually turned up in the Mitchell Library in Sydney, and



The headstone, on Pitcairn, of John Adams' grave—he died in 1827. Beside it stands Ada Christian, his great-great-grand-daughter. This photograph was taken in the 1930's. In 1937, the headstone fell down and was broken. It was repaired with cement but fell to pieces again the next year. The "PIM" of that time said: "Historical landmarks on Pitcairn are in danger of being lost . . . The grave of John Adams' is the only one of the mutineers' definitely known. The approximate location of Fletcher Christian's burial place is known, but nothing marks the spot".




Voyages of "Bounty" beginning near Tofua (marked x) on April 28, 1789, and ending at Pitcairn (marked xx) on January 23, 1790




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ie two narratives of the Tahitian, eehuteatuaonoa (better known as nny), one of which was published the *Sydney Gazette* for July 17, 19, and the other in the Calcutta *engal Hurkaru* for October 2, 1826. These informants had one stinction in common: they were th unwilling travellers on the *ounty*. Morrison deserted at the st opportunity—at Tahiti; where nny was shanghaied, initially to the consort of John Adams, and ter of Isaac Martin.

Jenny too deserted as soon as ie could; but this was not until 17, when the whaler *Sultan* called f Pitcairn and took her to South merica, from whence she ntually found her way home.

Morrison is described as "a born server and recorder with a nuine and sympathetic interest in e island peoples", who with but tle training would have made a od anthropologist; while Jenny as a woman of unusually strong aracter, intelligent as well as etty. Her accounts, though they ck Morrison's detail, are credible id consistent, and accurate where- er they can be checked.

The two narrators fortunately erlap and between them cover e entire period from the mutiny settlement at Pitcairn. Using em as a basis, but checking and nplifying from every other source at has come to light as a result several years of studying tcairn's history (including nine onths spent on the island itself), aude has reconstructed the nerary of the *Bounty's* final yage. This completely changes e traditional picture of a quick yage back to the delights of hiti, followed by a direct run to tcairn, which Christian had from e beginning selected as his ture hideout.

## ie Tubuai Experiment

Reality was indeed far different; id makes fascinating reading as e dramatic tale takes us to the ustral Group, and the island of ubuai, where Christian had ready decided to settle and where e mutineers were met by 18 girls: ll young and handsome having ie long hair which reached their aists in waving ringlets" (but who rned out, alas, to be decoys).

The story of Christian's experi- ent in colonisation on Tubuai is aced in detail. The initial battle ith the islanders at Bloody Bay as followed by a visit to Tahiti procure women for wives, men r interpreters and workers and restock to augment the limited sources of the island.

They returned from Tahiti, with 0 pigs, 50 goats and the bull and w left by Cook, but the amorous hn Adams lamented that: "We d not find as many women as e wanted. Nine only came on ard; and with them, eight men id about 10 boys".

Not long afterwards he was to lose his trousers on Tubuai in another escapade in search of the fair sex.

Despite successful negotiations for the purchase of land, and the construction of the formidable Fort St. George, whose remains may be seen to this day, friction with the local inhabitants led to an abandonment of the colonisation scheme after less than three months.

Even if the other mutineers had shared Christian's unusually progressive views on native rights they still could never have maintained harmonious relations in the heavily populated and faction-ridden Tubuai of the time.

Our hindsight shows failure to have been inevitable, but at all events, it enabled Christian to learn the lesson that in the end pointed to Pitcairn: that the only island on which he could safely make his future home must be uninhabited.

The final decision that they should "go to Tahiti and there separate, where they might get women without force" was made by majority vote, 16 to nine, and Christian's dramatic appeal in the cabin of the *Bounty* has come down to us through the years between:

*Gentlemen, I will carry you, and land you, wherever you please. I desire none to stay with me, but I have one favour to request, that you will grant me the ship, tie the foresail, and give me a few gallons of water, and leave me to run before the wind, and I shall land upon the first island the*


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*ship drives to. I have done such an act that I cannot stay at Otaheite. I will never live where I may be carried home to be a disgrace to my family.*

## The Isles of Solomon

But Christian was not to venture into the unknown alone; his loyal friend Edward Young volunteered to accompany him, with seven of the seamen.

Leaving the others in Tahiti as agreed, the little band sailed from Matavai Bay: but not for Pitcairn, for Christian's plan was apparently to rediscover and settle one of the fabled "Isles of Solomon", never seen since their discovery by Mendana and Quiros two centuries before.

Jenny and the other women were on board, but asleep below, and when they woke up to what was afoot they were a mile beyond the reef, and only one had the courage to swim ashore which, she says, several of them were inclined to do, as they were much afflicted at being torn away from their friends and relatives".

Later, after choosing partners, the remaining women who, in Jenny's words, were "rather ancient", were landed on Tetiaroa and the course laid for the west.

Space here forbids more than the briefest mention of the eventful voyage of the *Bounty* right across the Pacific; which incidentally resulted in the discovery of Rarotonga, in the Cooks, where an astonished islander who visited the ship reported that "it was a floating island; that there were two rivers of water flowing on it; that two large *taro* plantations, with sugar-cane, bread-fruit, and other trees, were growing there" (presumably the vessel's pumps were being used, while she was known to have had on board "plants of all kinds that are common in these islands" for growing in the intended settlement).

From the Cook Islands on to Tonga, where Jenny saw the horned cattle left by Cook himself; and hence even farther east as far as Fiji, where Christian would have settled in the Lau Group if only these islands had been found destitute of inhabitants.

It may well have been about this stage of the voyage, when any further search of King Solomon's Isles seemed hopeless, that Christian turned to the copy of Hawkesworth's *Voyages* left by Bligh in his cabin and read there the description of Pitcairn given by Carteret, its discoverer; for, as Maude states, "the high, tree-covered island, with its running water, apparently uninhabited and clearly difficult of access, must have appeared the solution to his troubles".

At all events the *Bounty's* bows were now pointed towards it and the Pacific crossed for the third and last time. Two weary months ensued, plugging into the south-east trades, during which Jenny says: "All on board were much discouraged; they therefore thought of returning to Tahiti".

But it was worth it in the end, for when the island was eventually sighted Christian landed alone to prospect. Two days later he returned, Adams reported, "With a joyful expression such as we had not seen on him for a long time past".

*The island had, in fact, exceeded his most sanguine hopes; in its fertility, its beauty, its temperate climate and, above all, in its now demonstrated inaccessibility, Pitcairn was ideal for its purpose. And, in addition, the race which had planted it ready for their use had apparently died out or departed, for the traces they found of their occupation were all old.*

The *Bounty's* long search for a home was over. Three days later she lay under the sea in the bay named after her; burnt to the water-line.

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The full text of the paper "**In Search of a Home**", on which this article is based, has now been reproduced by the Polynesian Society in its Reprint Series and is obtainable through any bookseller, or direct from the Secretary of the Society, Box 5195, Wellington, NZ, for 2/6 (NZ currency).


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Mr. K. W. Davies

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The Way

# NZ GOES AFTER PACIFIC TRADE

IN a trade drive calculated to show that Australia's favourable exchange rate is not what it seems, the New Zealanders are out after business in the Eastern Pacific.

Spearheading the attack is the New Zealand Government, through its Department of Industries and Commerce.

The Department announced in mid-November that Mr. K. W. Davies, head of the Auckland Branch, has been appointed to the new post of Trade Commissioner for the Pacific.

His headquarters will be at Auckland and he will make Island sorties from there. Several months ago Mr. Davies made a very close survey of New Zealand trade possibilities in Fiji.

He was able to tell importers here exactly what New Zealand manufacturers have to offer, and since his return to Auckland he has been very busy telling New Zealand exporters what Fiji wants, who wants it, and how they want it.

## NZ's Unhappy Balance

The present drive for Islands trade, as for overseas trade generally, has, of course, been inspired by New Zealand's unhappy foreign exchange situation, and the Department of Industries and Commerce has some proof that the drive is already bearing fruit, so far as Fiji is concerned.

The principal NZ stumbling block, in recent years, has been Australia's more favourable rate of exchange as compared with New Zealand. (Australia is 25 per cent. below Sterling; Fiji 12½ per cent. below; and NZ on a par with Sterling.)

The Department says, however, that the adverse effects of this are often more imaginary than real, for there are some distinct advantages to Fiji importers in dealing with New Zealand.

There is, they say, a much more frequent shipping service from New Zealand to the Eastern Pacific islands than from elsewhere; and the freight rates are often lower.

Moreover, the customer gets fresher products, which is important in the tropics where deterioration of packages and produce is rapid.

The Department urges Islands importers, in whatever part of the Pacific, who are interested in investigating New Zealand's potentialities as a source of supply, to contact Mr. Davies at CPO, Box 1637, Auckland, and they will be put into touch with interested exporters.

At the same time, for the benefit of New Zealand exporters, the office of the Trade Commissioner for the Pacific is compiling extensive files of potential Islands customers in the whole Pacific area.

Indications are that the Islands are going to be hearing a good deal more about New Zealand products and manufactures.




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hy Not?

## acific Industries t Sydney oyal Show

WITHIN the area of Australia's tropical territories — New Guinea, Papua, Nauru, Norfolk and and Northern Territory be- especially noticed—there now established a number of im- tant industries and the Council the Planters' Association of New inea has advanced the interest- idea that those industries are rthy of an exhibition, or trade r.

Would it not be possible (say some the Councillors) to get the co- ration of other Territories bodies, the active help of the Aus- lian Departments of Territories, Trade and Commerce, and anise an exhibition of Australian ritories' products, at the annual yal Easter Show, at Sydney? is Show has become Australia's ional exhibition.

Within the Territories, and able of providing highly in- esting exhibits, the following in- tries are established:

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Production of sugar, peanuts, rice and other crops.

Sawn timber and ply-wood manu- facturing.

Gold-mining.

Phosphate mining (Nauru) and uranium mining (Northern Territory).

With a little enterprise and imagination, the Territories' display could be made one of the most colourful and interesting exhibits at Sydney's Royal Easter Show—and it would gain most valuable publicity for the Territories' growing industries.

Some of the products are displayed at the Territories Department's Sydney office — but few Sydneysiders would consider going there, even if they knew the office existed. Hundreds of thousands visit the Show each Easter.

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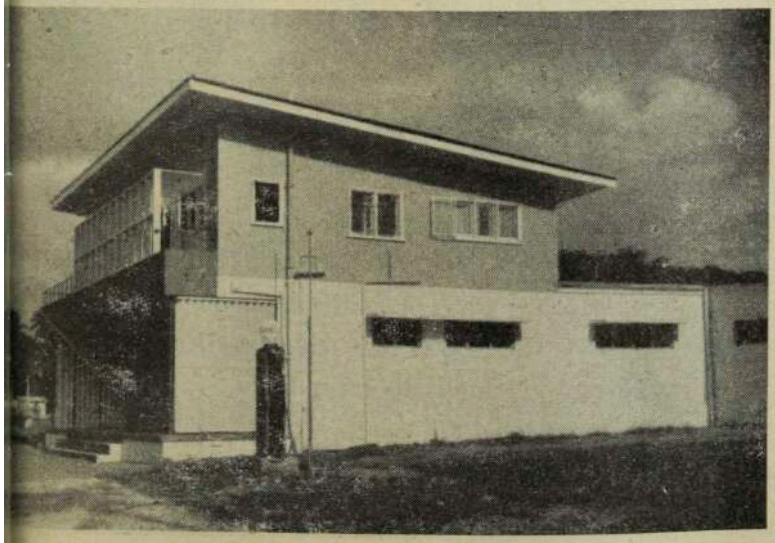
IN the foreground, in front of this new building (below) of the new Burns Philp store at Savusavu, Fiji, is a petrol pump. It is the centre of argument and some recrimination.

A little while ago, a small gang of Fijian labourers, digging a large deep hole for the petrol tank, complained of the heat. The matter was not taken seriously—they were told to get on and finish the job.

The job was finished, and the tank and pump installed. In due course, cars backed in for fuel. Then the people concerned woke up: The petrol coming out was so hot that the nozzle could not be held. The loss from evaporation was startling.

Hurried investigation showed that the pump had been installed right over the underground channel by which the water from the Savusavu hot springs (100 yards away, on the right) reaches the harbourside (50 yards away, on the left).

The pump closed down and a harassed engineer went over from Suva, in December, to see how the unique situation should be handled.



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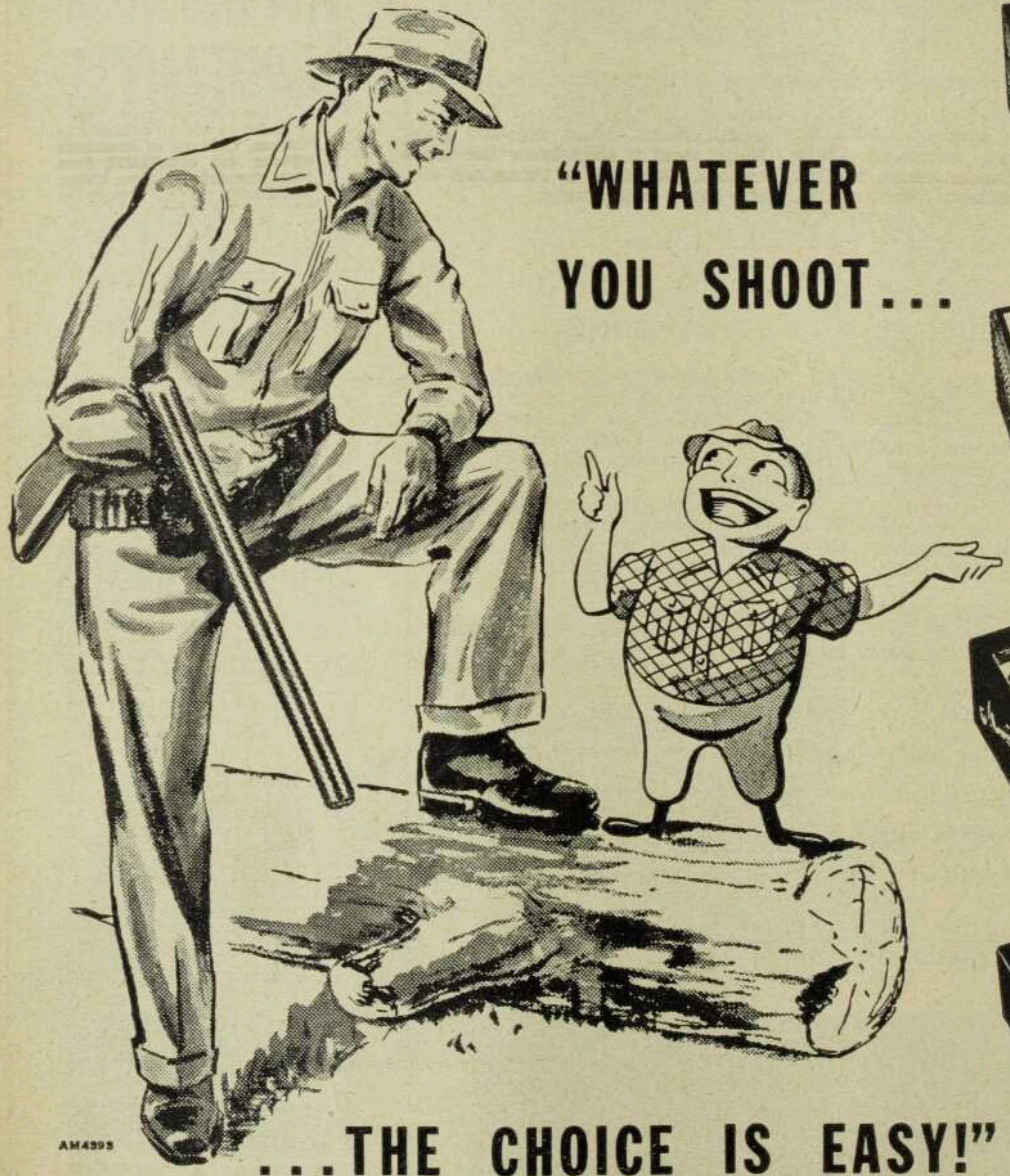
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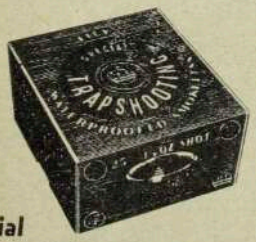
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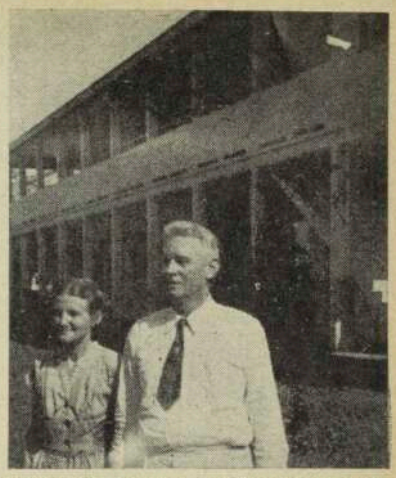
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## The Massive Education Programme of W. Samoa

# Some Criticism, But Mostly Praise, For Efforts Of Last 10 Years

*FROM R. W. ROBSON, IN APIA*

In that land of controversies, Western Samoa, there is no more controversial subject than that of education. The whole population of 100,000 — which includes about 7,000 part-Europeans — is reaching out after it.



THE critics say that, while some remarkable advances have been made in providing education, the system is not sufficiently shaped —that there is too great a tendency to provide purely academic training, while the Territory's primary need is technical training in things like agriculture, animal husbandry and the commoner handicrafts.

"State-trained children in Samoa very definitely lack discipline," said one resident, discussing social trends in the Territory. Said others:

"The teachers do not seem to me to accept responsibility for the character-training of their pupils. There is going to be trouble here among the young men—these teen-age youths are growing insolent and arrogant.

"I fear that the things we are taking away from them—especially the traditional courtesies of the Samoans—are things they can ill afford to be without.

"Why has the South Pacific Commission, which has had discussions on all sorts of other things, not organised a forum of practical teachers on these subjects—especially the effect of a village school education on a country's social outlook and customs? This is a matter of importance in every Administration that is taking the job seriously."

### Achievements of K. R. Lambie

But that was only one side. The other side is seen in the statistics and in the provision of schools and school-teachers, and both are a little overwhelming. They are the result of the introduction of K. R. Lambie to the Samoan Directorship of Education some ten years ago, and of a happy and fruitful partnership between Mr. Lambie and the present Samoan Minister for Education, Tuatagaloa.

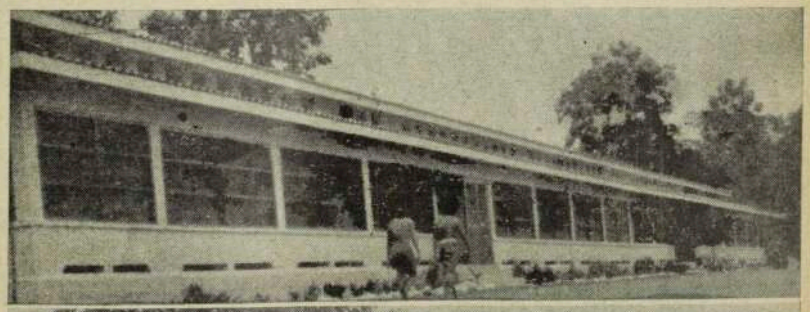
This *PIM* writer incautiously said to Mr. Lambie that he would like to see something of the Samoan education system. Thereafter, in four breathless hours, in the company of that dynamic New Zealander, he was shown:

• The Samoa College, a substantial, commodious, cool building standing amid lawns where, five years ago, there was only a derelict plantation. Mr. Lambie somehow got 130 acres out of the Reparations Estates; induced the Mormon leaders to bulldoze the site ready for lawns and buildings; planted trees; organised a staff; and last year put through about 430 students. His last job, before retiring, was to make plans whereby dormitories may be provided at the College for country students.

• The Technical School, where I saw teams of boys being taught carpentry, motor engineering, electrical wiring, and various other trades. Mr. Lambie, with some official backing, just grabbed an old building and had it converted into a technical school; put a new building beside it; and now about 700 boys go through those busy classrooms every week. . . And this is not all—there are two other similar technical training establishments—

**ABOVE: Mr. and Mrs. K. R. Lambie, in front of Samoa College Building. BELOW: The new building of the Avele Agricultural College, established by the Departments of Agriculture and Education in a valley near Vailima, and officially opened by the Samoan Ministers and the Directors of Agriculture and Education on November 14. This is a handsome building in a lovely setting, at a height of about 700 feet above sea-level.**

**FOOT OF PAGE: A group of the Samoan and Cook Islands trainees at the Agricultural College, who concluded the opening ceremonies with songs and dances.**








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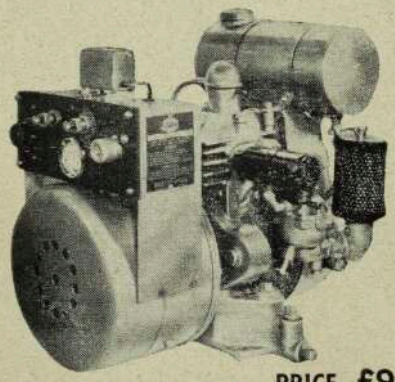
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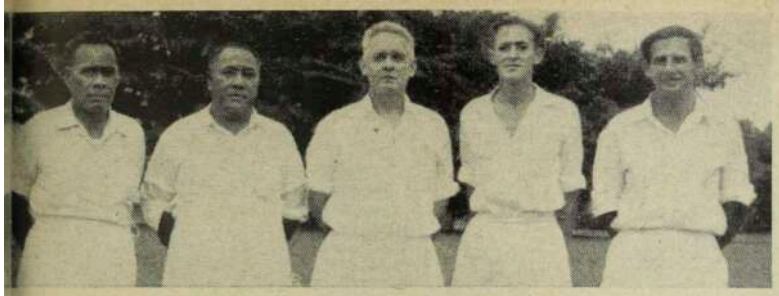
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*Some of the top officials who have stimulated educational progress in Western Samoa in very recent years. From left to right: Maiava, Senior Samoan Inspector of Schools; Hon. Tuatagaloa, Minister for Education; Mr. K. R. Lambie, Director of Education, 1948-58; Mr. L. Silcock, Chief Inspector of Schools; Mr. R. Bishop, Officer in Charge of District Schools.*

e over in Savaii. Education is co-erating with Agriculture to teach e young Samoans to grow food-iffs. Mr. Lambie says the Samoans' nsumption of green vegetables is creasing steadily.

• The official opening of a new hool at Afega Village—one of ores of such well-built, tidy estab-hments provided all over Samoa recent years, so that primary ucation now is available to every lage in the Territory.

• The official opening of the new ricultural College at Avele (out ar Vailima), where some 200 boys m Samoa and the Cook Islands ve become the joint charges of ucation and Agriculture Depart-nts, for accommodation and in-sive training.

### It Happened in 10 Years

t was difficult to keep pace with story of what has happened in st Samoa education in the last years.

The most dismal chapter was pro-ed in the preparations being made "farewell" Mr. Lambie, then ut to retire to a farm and a sion in New Zealand. It seemed stupid waste. He still is a man the prime of life, and still afire th enthusiasm in his work, erein he has had spectacular cess.

The system of retiring public cials at 50 or 55, just when they ve achieved maximum usefulness een especially in Fiji and Samoa as little to recommend it now. dical science has completely nged living conditions in these nds; and few men want to give their life-work in their 'fifties.

---

## raise, Too, For arham's Work Agriculture

EFORE I went to the official opening of the new Avele Agri-cultural College (in the Vailima trict, behind Apia), on Nov-nber 14, I spent an hour with the ector of Agriculture, Mr. B. E. V. ham, OBE, at his agricultural experimental station, in the e fertile valley.

Mr. Parham is the highly-trained and dedicated agricultural expert who was driven away from Fiji, a few years ago, by official indifference.

Well, what was Fiji's loss is Samoa's gain. The work which Mr. Parham is doing will simplify Samoa's task of creating a new and extended economy, based on the









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oil, to take care of an expanding population.

On that station, a score of experiments are in progress, to show the Samoans other crops which may be grown profitably for food or export.

Mr. Parham thinks they may have the banana leafspot disease by the throat—a thing that is common to the Pacific Islands, and causes much loss in Samoa. Science has produced an oil which, though not a fungicide, when used as a spray does kill the leafspot. Only two gallons to the acre are required —they now are trying to find out how many sprayings a year are needed.

They are trying to establish the citrus as a common foodstuff in Upolu. Oranges are grown to a limited extent in Savaii—but, for some reason, not in Upolu.

The Agriculture Department carries out spraying of cocoa trees for private growers at so much per hundred. This is part of the campaign against black-pod, a fungus disease of the cocoa plantations. Cocoa trees, if well cared for, will bear for 80 years in Samoa.

### Over-age Palms

One of the real problems of Samoa is the age of the coconut palms. The Department now is assisting the people to plant more palms, to take care of the increasing population. The target is 5,000 new plantings per week, for at least a year or two.

There is much controversy in Samoa over the washing of cocoa. Samoa has a high-grade export cocoa, and it is washed. But big concerns like Cadbury will not buy Samoan cocoa because it is washed. The Department is preaching against washing—it argues that if a different technique were followed, Samoan cocoa could establish Accra quality and prices.

The Batiki blue grass of Fiji has been established in Samoa, and has provided an excellent pasture for cattle. But Samoa at present does not run many cattle. It is hoped that the more important sections of the Trust Corporation Estates will develop cattle-farming to a greater extent.

## Moscow Interferes With ABC Short-Wave

The short-wave news transmissions from Australia, listened to by many people in the South Pacific, now are being interfered with by a transmission, in English, from Radio Moscow.

The Russian station comes through very clearly, and is almost on the ABC wave-length, and strong enough usually to blot it out. Our Noumea correspondent says he has himself suffered under this interference, which usually is noted between 6.15 and 7 p.m., Noumea time.

## *A CASE OF BATTERED CULTURE*

It would be interesting to know whether the sad dilapidation of the library of the well-found Union Company's Islands liner *Tofua* is the result of the tropical climate, or of rough handling by passengers who do not like the books.

The books occupy a couple of large cases in the lounge of the liner—but their appearance and titles suggest that they have been recently removed from some second-hand shop in Surry Hills, Sydney. The bindings—which were not impressive in the first place—are mostly in a state of collapse, and an examination of the titles suggests that they were more or less popular in grandfather's day.

However, all the indications are that travellers of the present time do not care much for books, anyway—so presumably the *Tofua's* library is arranged simply so that the directors of the Union (SS) Co. may not be charged with complete lack of culture.

The same applies to all Islands ships, of course. A small cupboard of battered books constitutes the library on BP ships. We remember when libraries were bigger, and when BP ships carried real, live musicians, for passengers' entertainment.


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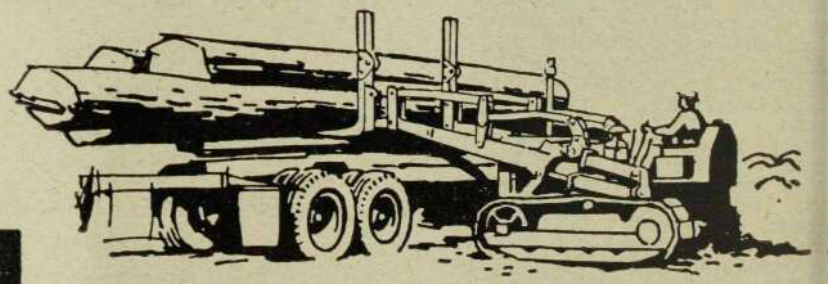
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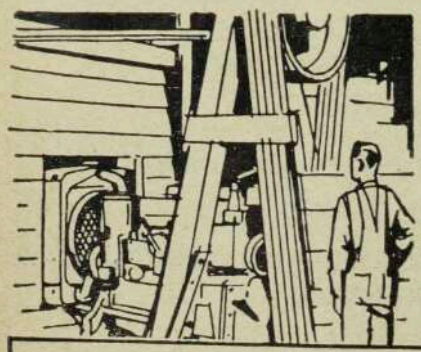
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Tuna (on the right) and other fish being discharged at Pago Pago Cannery from Japanese fishing boat.

## An Endless Chain of "Chicken of the Sea"

# How Canned Tuna Saved American Samoa

*By a Staff Writer*

He never planned it that way—but it was the enterprise of the late Mr. Harold Gatty, famous navigator and founder of Fiji Airways, which saved the economic life of American Samoa.

FOR over 50 years—from the partition of the Samoan archipelago until after World War II—American Samoa lived mostly on the American funds distributed through the American naval station at Pago Pago.

Then the naval station was closed, and no more Navy funds were distributed therefrom. The Air Age deprived the sheltered, deep water harbour of much of its value.

Suddenly, American Samoa had to live on its fat—and it had no fat, only a little copra. Its plight, for a few years, was desperate.

Meantime, Harold Gatty had organised his huge tuna-fishing enterprise, based on Suva and his belief that his fleet could catch the South Pacific's tuna, and can and export them.

Everything went according to plan—except the tuna. For some reason never yet explained, the tuna of the seas around Fiji will not be caught by the rod-and-line methods which are effective with tuna elsewhere.

Gatty's company collapsed, and the assets were sold. The great American corporation of Van Camp bought the canning factory assembled by Gatty, and put it into operation in Pago Pago—which has the treble advantage that it is a safe and sheltered port, has a considerable reservoir of labour, and is American territory, so that its produce, when offered for sale in USA, carries no tariff penalty.

### Jap Deep-Line Technique

The experienced Van Camp organisation did something that Harold Gatty presumably never thought of. It brought in the Japanese deep-line tuna fishers.

When Gatty made his plans, the Japanese deep-line technique had scarcely been heard of. Now, it keeps the huge Van Camp canning factory going in Pago Pago.

A fleet of 40 small, diesel-engined Jap fishing-boats, based on Pago Pago, ranges over the whole of the South Pacific, from the Equator to 24 degrees South, and from the Australian coast to the other side of French Polynesia.

Pago Pago people say the Japs have "a sixth sense"—they seem to know just where to go, at any time, to put out their tens of miles of lines.

The surface lines are buoyed. Fastened to them, at intervals, are lightly-weighted lines not less than 300 fathoms (one mile) long, baited with a special fish bait brought from Japan by the fishermen. When they get onto the schools, every hook captures a big fish—usually tuna.

The little ships carry masses of crushed ice, and special equipment to retard the melting of the ice. The fish are gutted, and placed among the ice. The ships remain out until they get a load. Travelling time and fishing time often involve an absence of several weeks.

Living conditions on the fishing ships are primitive. The handling of those lines represents ceaseless labour. The crew-fishermen have no amenities—they just lie down and sleep on the hard decks. But those I saw in Pago Pago in November seemed well and happy.

The ships lie beside the factory's wharves, and swing their big fish ashore. The fish go straight onto travelling belts, which carry them into the factory.

### Quiet, Well Behaved

The emptied ships move off to spelling and re-victualling wharves, and the crews are allowed some time in pleasant barracks, near the port.

Europeans, on such occasions, might be expected to "play hell". Residents say the Japanese are quiet and well-behaved. Some have made alliances with Samoan women, where both sides seem content.

(Over)

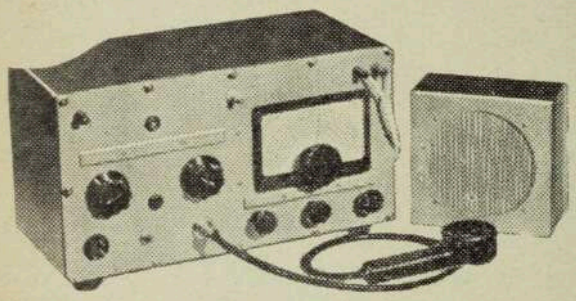


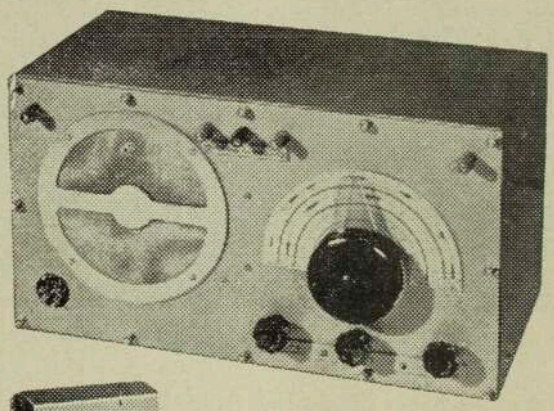
Samoan girl operatives resting during morning break outside the canning factory.

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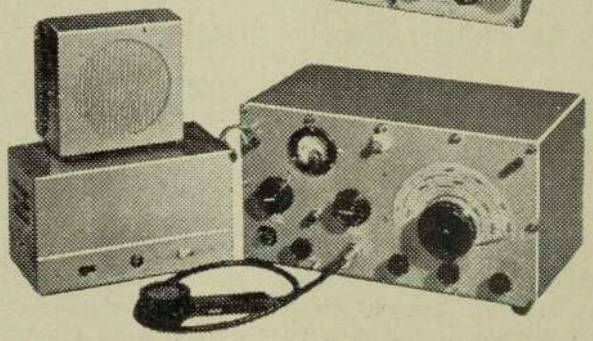


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There are between 300 and 400 Samoans employed in the factory, and the majority are young women. They are clean, uniformed, deft and well-behaved. Their pay averages 50 cents (4/- Australian) an hour.

According to my calculations, the Van Camp concern is distributing between £3,000 and £4,000 Australian each week in Pago Pago, and the whole Territory looks well-fed, well-clothed and prosperous. The value of the canned tuna exported each year now from American Samoa is about six million US dollars.

The factory is most modern. Practically every process is automatic—within the factory is two million dollars' worth of machinery.

The operatives start in on the big fish, preparing it for cooking, as soon as it enters the factory on the endless belts. Thereafter—except for a spell in the huge boilers—it never stops moving. It comes out of the boilers on an endless chain; as it passes along, its head, fins and undesirable parts are removed and started on a special journey, in which they end up as fertiliser; while the cooked white flesh is directed along other moving belts, where it is graded, and directed into the cannery.

The whole canning process is automatic.

Cooked fish goes in at one place, strips of tin at another; they meet in the middle and connect with a supply of vegetable oil; and after long journeys on innumerable endless chains, they clatter into the packing sheds as thousands of little sealed cans, attractively labelled *Chicken of the Sea.*

### Rarely Stop

The process rarely stops. The little Jap ships come in fairly regularly with their fish; hundreds of Samoans weekly collect their thousands of dollars; and freighters come into Pago Pago and take away cargoes of canned tuna—and some other fish—for the American markets.

Governor Coleman sits in his lovely residence on a bluff overlooking the sea and the harbour, and his smile reflects the feeling of his little empire.

I described, to a small gathering, the politico-economic moves in Western Samoa, preparatory to self-government. "Isn't it about time that Eastern and Western Samoa began to think of union—of a united Samoa?" I asked.

They sneered at me.

---

### Bulk Oil for Noumea

The Vacuum Oil Co. will soon spend £A200,000 on modernising its storage facilities at Ducos Peninsula, Noumea Harbour; three new pre-fabricated reservoirs will be constructed—one to hold jet-aircraft fuel.

## *Set-back for Cooks' Re-housing Scheme*

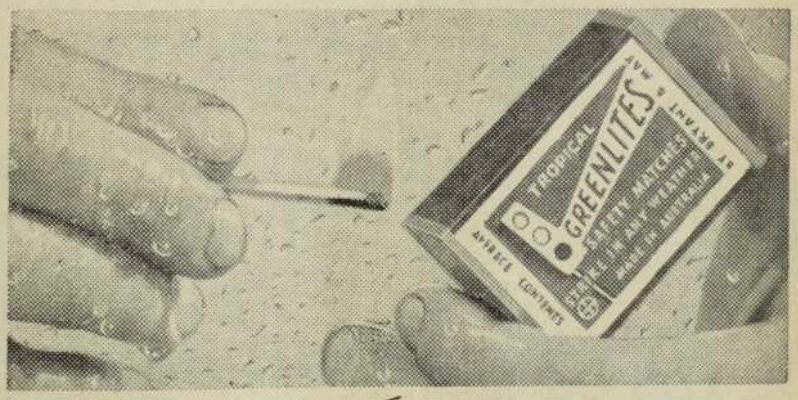
The Cook Islands government loan scheme to encourage the building of new houses appeared to suffer a set-back in November when the Legislative Assembly rejected a proposal that land laws be revised.

The revision would have permitted a Maori to sell or give to another Maori a restricted area of land for the purpose of building a house, and would have overcome present difficulties of lack of clear title to land by persons keen to take advantage of the scheme.

Loans can be made only where clear title exists, and the persons often in most need of new housing—landless persons in Rarotonga from other islands of the group—are at present unable to obtain a loan.

It was announced at the Assembly meeting that the New Zealand government was prepared to make available a fund of up to £150,000, but by a majority of four the Assembly, after a three-day debate, rejected the proposal to modify the law.


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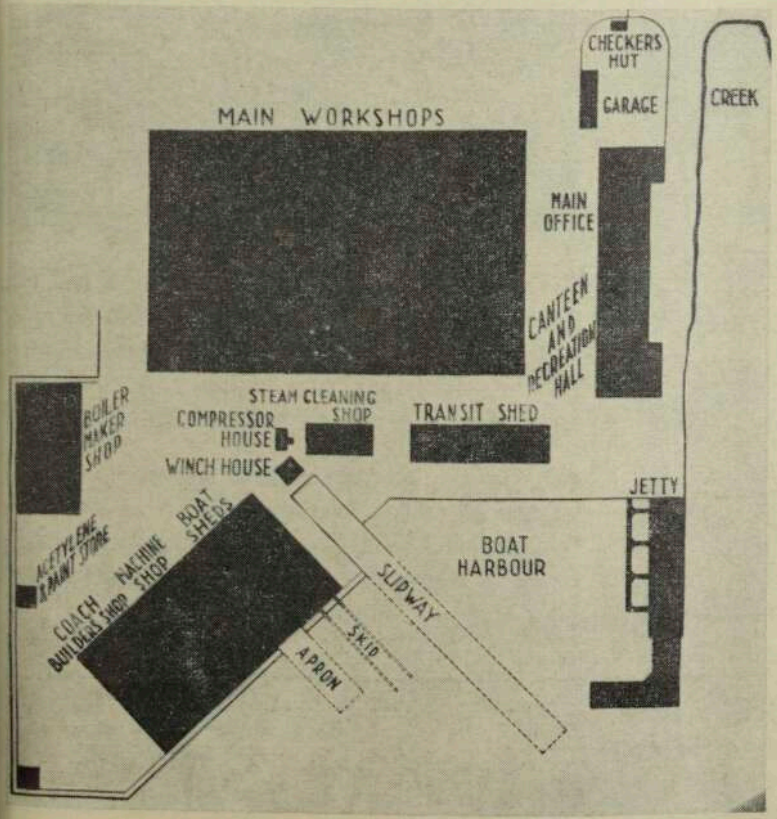
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# Public Works Progress In Fiji

The Mechanical Engineer's branch of the Fiji Public Works Department in early 1959 will move from its present cramped and gloomy workshops at Walu Bay, Suva, to a site, two and a half times bigger, next to the Royal Suva Yacht Club. These pictures show a drawing of the lay-out of the new site; and the interior of the biggest workshop, 345 feet by 225 feet. Vehicles and heavy equipment, such as tractors and bulldozers, will be overhauled and reconditioned in this building.

Some of the hostile criticism of the financial policies of the Fiji Government is concerned with the operations of this Department—it is argued that some of its activities could have been carried out by private enterprise, on contract, at much less cost. (Photos by Stinsons).




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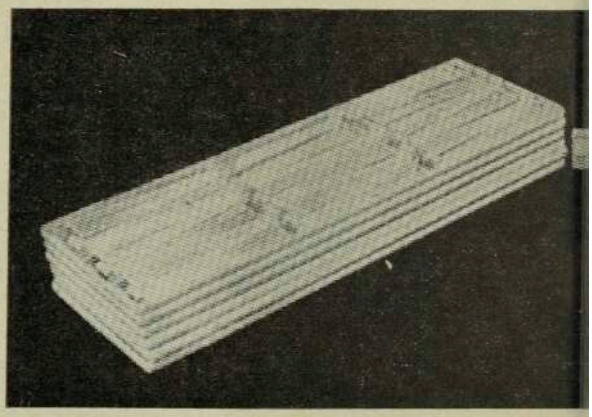




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arewell "Te Vega"

# We Will Not See Her Like Again

THE South Pacific is losing its largest and most elegant schooner. Mr. Omer Darr, ormerly of Honolulu and lately of apeete, has disposed of his erman-built, Liberian-registered 42-ton steel passenger schooner *Te ega* to Puerto Rico interests.

The vessel was to clear Papeete econd week in November, with a cal crew which will be repatriated.

*Te Vega* was built as *Vega* in ermany in 1930 and saw service ith the US Navy as a weather atrol craft during the war.

She first came to the South acific under the ownership of Mr. ornelius Crane, Chicago invest- ent broker, in 1951. The 134-ft, o-masted schooner made a really npressive sight at that time, being ff-rigged with topsails, and carry- g a sail area far greater than at of any other vessel of this pe to be seen in the South Pacific r many years.

On November 24, 1951, *Te Vega*, nder command of a former French aval officer, Captain Peaucellier, eared Papeete on the inaugural oyage of a regular passenger rvice between that port and onolulu.

Two hours later she was dis- asted and crawled back to port depressing sight, indeed. There e lay pending insurance settle- ent until about August, 1954, when e was purchased by Mr. Omer arr.

*Te Vega* was jury-rigged for the oyage to Newport, Cal., re-rigged as Bermudan schooner with greatly duced sail area and a much less autiful, though still elegant ofile.

She was transferred from French Liberian registry and sailed again r Tahiti on June 10, 1955. From en until last year, the schooner erated between Papeete and nolulu.

Lately, after sailing as far west Suva with an American film unit, e *Vega* has made commercial uises in the French Polynesia- ook Islands area. She was under- ood to be doing reasonably well this luxury trade—fares averaged 5 per day and only twelve assengers were carried, plus a crew about 19, mainly Islanders.

As an ornament to the South acific seascape, *Te Vega* will be issed. She belongs to a virtually tinct type. In fact nothing proaching her type and size, with ch a spread of canvas—or nylon exists in the South Pacific today, r probably ever will again.



*Te Vega*—the South Pacific's most elegant schooner. She has been sold by Mr. Omer Darr to Puerto Rican interests.

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*Over 50 years ago, Mr. K. P. Wright, now a grazier of Quirindi, NSW, went to Fiji as a settler. He left there in 1917 and did not return until last year when he made a short visit. The changes that he noticed, after an absence of 40 years, were naturally phenomenal—but not always on the credit side. What he has to say here about the past and the present should make interesting reading for that section of the Fiji community which constantly, and with anguish, concerns itself about the future.*

# Fiji Should Have A Better Cattle Industry

My interests, when in Fiji, were, at first, growing bananas, cocoa and rubber at Nai Koro Koro some 10 miles west of Suva, and later in rearing sheep and cattle on the Sigatoka River—the business to which I was reared, in Australia.

I FOUND in 1957 that the Fiji sheep industry appeared to be extinct and that residents had forgotten that it was ever carried on.

I, with my father, imported 1,298 sheep in January, 1908, and the business was quite successful until we sold out and left in December, 1917.

Nearly 2,000 of our sheep were shorn at Sigatoka each year, and I sold the surplus sheep to the CSR Co., and the wool in London.

Today the property has deteriorated beyond recognition. Homestead, sheds, yards and paddocks have disappeared and the land is a wilderness.

## Banana Bunches 4 ft. High

The same, more or less, applies to many once flourishing banana plantations on at Nai Koro Koro and other plantations once known to me. They are defunct, non-existent. There were several big, flourishing banana plantations on the Sigatoka, shipping magnificent bananas to New Zealand and Australia—bunches four feet high and more.

At Korolevu, at that time, was Mr. J. Bucknell, producing sisal and cattle; Yarawa, Quara-ni-Qio, Someri and Wai-ni-doi all grew rubber; there was also the big Vancouver-Fiji Sugar Mill at Navua. All these are gone.

In 1907, the late Mr. Mason Chambers, of Hawkes Bay, New Zealand, visited Fiji with the purpose of investing £240,000 in grazing, and erecting a meat works.

The Government of the day offered him land on Vanua Levu but the conditions and rent were not acceptable to him. He then engaged me to procure land from the natives on long lease—a minimum of 40,000 acres. I did this at Sigatoka, with frontages to the sea at Sovi and Korotoga. I already held 1,000 acres at Rasikulu, on the Sigatoka.

The Governor in Council declined to ratify my agreements, however, and I then interviewed the Governor himself, Sir Everard im Thurn, in August, 1907.

Sir Everard granted me 8,000 acres fronting Sovi, but the area was not sufficient for Chambers' purposes and eventually, in June, 1909, under his instructions, I arranged to lapse the lease, and Chambers invested his funds in Malaya.

He did, however, finance me to import sheep and stud bulls, and I stocked my 4,000 acres at Sigatoka, then beautiful open country.

The undertaking was very successful and Chambers would possibly have come back into the picture, but his only son was killed on Gallipoli so he told me to carry on, pay off what he had invested and then do as I wished.

This I accomplished and then sold out in 1917 to Messrs. Bryce and Howard, of Brisbane, who appear to have just faded out.

## Strange Men in Strange Places

The reason why I sold out was lack of Government co-operation.

When cattle men began to establish a market for cattle by shipping them alive to Sydney, which was very profitable, the Fiji Government prohibited their export for fear of raising meat prices locally. This happened during 1915 or 1916. I was in England at the time and obtained an interview with the late Mr. G. W. Johnson, CMG, at the Colonial Office, in April, 1916, and asked him to lift the embargo. He refused.

When I returned to Fiji I had no option but to sell my interests and leave the Colony.

The late Mr. Johnson's obstructive tactics have been put on record by two prominent men: Sir Reginald St. Johnson, one time of Sigatoka and later of Lau, Fiji, and still later Governor of various Colonies, in his



## *Coastal Planter's Phenomenal Fish-Trap*

*This is a fish-trap, built in a lagoon off the southeast coast of Vanua Levu, in Fiji. It probably is the most valuable fish-trap in captivity—some reports say that it returns its happy owner (Mr. Freeman Jackson, a planter, from whose front lawn this photograph was taken) an average of £20 per week, from the sale of fish.*

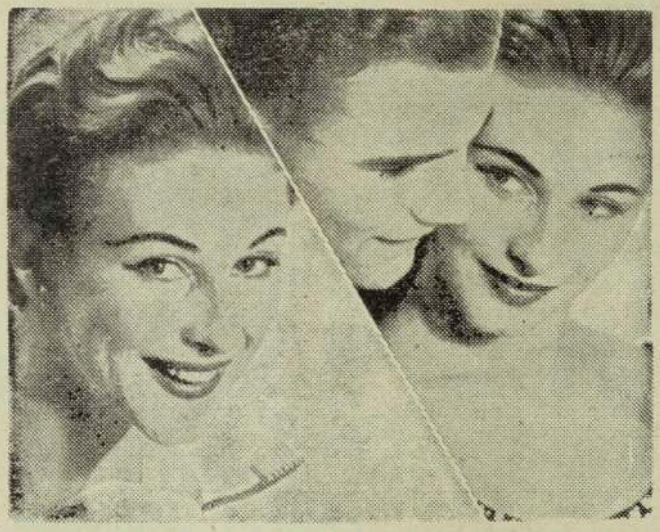
*It appears that, some 30 years ago, a Fijian plantation hand, from Bau, pointed to this channel (which lies between a point on the plantation foreshore and a reef island) and said that it was a famous fish-run. The fish always used this short-cut between the lagoons along the coast, on either side.*

*So the fish-trap was constructed of wood. It proved to be a phenomenal catcher of fish, and it never ran dry. The wooden fences perished, in due course, and galvanised netting wire was put in; but it made no difference—the habit-bound fish still use the short cut.*

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book, *Strange Places and Stran Peoples*, and Sir Arthur Grimble *A Pattern Of Islands*.

The country which I operated now a huge Guava scrub, althou I had kept this under control.

Also, when I was in England d ing World War I, I visited Everard im Thurn. He remarked, I said good-bye: "I have alw regretted that I and my Gove ment did not ratify those leases you and Chambers in 1907."

The many excellent roads on Levu were quite new to me, an great credit to those who built th Generally, they seem to follow tracks laid out by, I believe, the l A. B. Joske, 70 years ago.

New also to me were the ru dispensaries, which, under t charge of Native District Nur appear to be doing an excellent But for some reason sanitation a cleanliness in villages have deteri ated. I visited several villages v known to me, where no atte appears to be made to keep gr cut and villages clean, as in past. Some of these are at Sigato and others on the south coa including Nagaloko which was o a delightful village but is now a bog.

## Trace Elements Work Miracl

Fifty years ago, the late C. Knowles, who was then in cha of Agriculture, carried out se pasture improvement experime on my own banana plantation Nai Koro Koro—where the land now reverted to sour bog. Neithe us knew very much about this today the knowledge is avail and production could be lifted as much as 300 per cent.

The future of Fiji must lie agriculture and grazing and so as grazing is concerned, the prob does not lie so much in the quan of food but in the nutrition it o tains.

I say this with years of exp ence in raising sheep and ca one mile up stream from Coco I 40 to 50 years ago, and my m recent experience in New So Wales, as a sheep farmer and Hereford breeder, where la otherwise of little value for sh and cattle, can be made highly ductive.

At Sigatoka the early gra (when the land was virgin) highly nutritious but deteriorate other varieties crept in. In e years my cattle, 1,000 head, always fat and sheep "dressed" to over 70 lbs weight.

During my rush 1957 tour ro Viti Levu I saw the CSR Yaqara Estate which I knew in and had the luck to see their Herefords—a branch of indust carry on myself in NSW an which, perhaps, I am qualifie speak.

There is a quantity of lush g pasture but the cattle, by Austra




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tandards, are undernourished. Fifty-four years ago cattle at Yaqara were fat.

I feel quite certain this can be overcome by agricultural science.

There is a deficiency in Fiji pastures which can no doubt be traced to "trial and error" methods. Distributing superphosphate from the air at 1 cwt per acre may achieve what is required; or it may be necessary to add 1 or 2 oz per acre of zinc or molybdenum or some other "trace" elements.

If the soil lacks nitrogen, it can be made good by sowing legumes. In Australia, clovers mixed with superphosphate are sown from the air. The clear, mountainous land on Fiji's northern slopes may be able to be treated similarly. In tropical Queensland, lucerne is grown on the slopes but I should like to see experiments carried out with subterranean clover in Fiji.

If Fiji could achieve success in raising good beef cattle, her economic difficulties would be largely solved, as it would be an industry suited to native village enterprise. Fiji imports about 400,000 lbs of fresh beef per year and over 100,000 lbs of canned beef (as well as about 2,000,000 lbs of other meat in various forms).

So there should be plenty of scope for growing more at home.

## Britain Sees Changes Likely in Far East

There were interesting deductions to be drawn from statements made in a private lecture in London lately by Sir Alexander Grantham, GCMG, a very able Governor who has retired from Hongkong and who at one time was Governor of Fiji. The ex-Governor did not directly make the statements which follow—but these things are indicated by what he did say.

Hongkong, like Formosa, will presently become part of the huge Communist State of China. Britain is reconciled now to that probability and accepts it as an eventual certainty. The old British naval base at Hongkong is being dismantled—although the dockyards are still being maintained.

It is significant that while Hongkong is theoretically being prepared for return to China, the British naval base at Singapore is being maintained and strengthened, despite the fact that the Administrative control of Singapore is being handed over to the Singapore-born Chinese.

It is significant, however, that while Singapore is still regarded as a part of the British naval organisation, the excellent harbour of Penang (on the coast of Malaya, 90 miles northwest of Singapore) appears to be undergoing changes which could make it more suitable for navy purposes.




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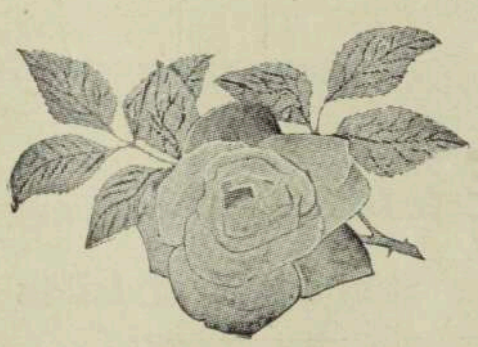
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*Pacific Islands Monthly* MAGAZINE SECTION

# Tropicalities

## Courteous Minister and Baffling Turtle

AS Mrs. Noakes, a *Tofua* round-tripper, strolled through Apia's streets, she saw a small Samoan herishing a small turtle. After uch haggling—he did not wish to ell his pet—she purchased the eptile, for removal to Auckland.

She learned that a regulation overns transportation of such hings. There must be a "permit".

So Mrs. Noakes called upon the ew Minister for Agriculture, a ourtly Samoan, and made formal pplication for permission to take herub, a small turtle, to NZ.

The Minister was staggered. He ould deal with live stock, ranging rom horses to cats. But a turtle?

He consulted authorities—some ritten, some very vocal. It was fine point, full of argument, and ne Samoans loved it. Finally they ecided that Cherub *was* live stock, nd might be exported under permit.

The Minister beamed. A happy lerk began to fill in the form.

But the form wanted to know hether the animal was male or emale. The argument was resumed. high official insisted that, failing ompletion of the form, no permit ould be issued. A very unhappy linister tried to placate Mrs. Noakes.

Two clerks were sure that Cherub as female. Minister and staff ared at the tiny creature, and xpressed doubts. Finally, the Ayes ad it. Official permission to export female turtle was issued.

Before she was landed in Auck-nd by her proud owner, Cherub ecame the pet of the ship. None the round-trippers, apparently, ad read the dictum of the in-mous Ogden Nash:

*The turtle lives 'neath plated decks*
*Which practically conceal its sex—*
*I find it clever of the turtle*
*In such a fix to be so fert'le.*

## And it Will Probably be the Last, Too

THE following official hand-out, released by the Papua-New Guinea Administration on No-mber 27, is here published in full it deserves:

*INTERNAL AUDIT OF ADMIN-TRATION FINANCIAL ACTIV-ITIES. (Statement by the Treasurer —Mr. H. H. Reeve).* In order to carry out approved inspection programmes covering audit examination of all Administration financial procedures in the field, Treasury Inspectors must display a high degree of drive and penetration.

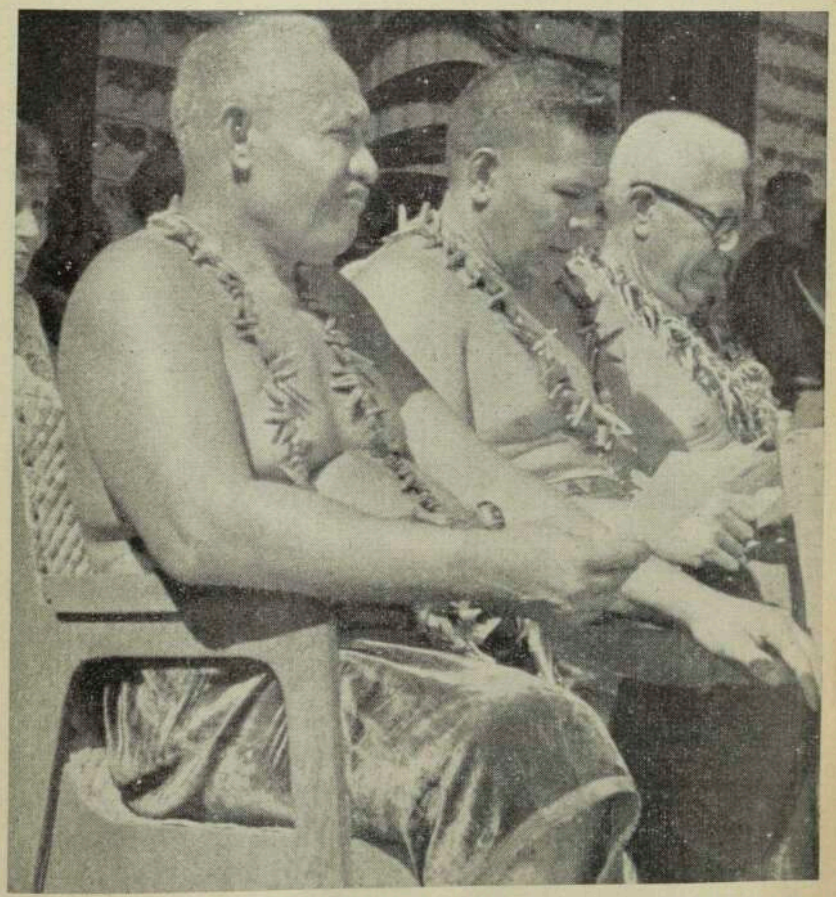
As an example of this keenness, energy and drive the Treasurer, Mr. Reeve, today instanced a recent visit by one of his Inspectors to the Ioma Sub-District. The journey of the Inspector from Popondetta to Ioma included not only a considerable amount of travel by Land-Rover but a very difficult 13 hours walk, some of it through waist-deep swamps.

On the return trip the Inspector travelled by canoe for about 12 hours from Ioma down the Tamata Creek and Mambari River, to Mambatutu, on Mambaru Bay.

The journey from Mambaru Bay to Cape Killerton was made by workboat in eight hours—the workboat *Zircon* experiencing extremely bad weather and high seas.

It is of interest to note that this particular audit inspection is believed to be the first at Ioma since the patrol post, then called Tamata, was opened by the British Administration in October, 1895.

The Officer-in-Charge of Ioma



**MEN OF SUBSTANCE.** When the South Pacific Tuberculosis Conference was held at Pago Pago recently there were kava ceremonies to honour the visitors. At one of the ceremonies, photographed here from left to right, were newly-titled chief Tuita Faumuina, Eastern District Governor Tuli Le'iato, and Manu'a Islands District Governor Lefiti. High Chief Faumuina is a retired member of the Fita Fita Guard, and now High Chief of Saole County, Eastern District. He was also recently honoured by his lesser chiefs, who elected him Senator in the American Samoa Legislature on November 20.




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Patrol Post has expressed his appreciation of the effort made by the Treasury Inspector to carry out this inspection and for his guidance and help in ensuring correct Treasury procedures at Ioma.

### Just An Old Volcano

WHAT was at first thought by officers of the MV *Aros* in November to be a rain squall, and then a burning ship, turned out to be the submarine volcano off Vangunu Island, Western Solomons, being active again. The last reports of activity there were in February.

### Watching the Tuna's Table Manners

The US Fish & Wildlife Service has lately been taking a sort of below-the-table view of the tuna's table manners.

It is all part of their Pacific Oceanic Fishery Investigations project, designed mainly to assist American tuna fishermen—and particularly the Honolulu-based tuna fleet—to make better year-round hauls using their traditional live-bait surface-fishing methods.

*PIM* has reported experiments with Tilapia pond-fish, and with a variety of sardine found in Marquesas waters as a suitable live-bait fish for this industry. Hawaii is short of such suitable bait, and the kind normally used, Nehu, will not remain alive in the bait tanks long enough to permit voyages as far south as the equator, where it has been proved that tuna are abundant at the time when they are absent from nearby waters of Hawaii.

F & WS research vessel *Charles H. Gilbert* took along a special observation diving bell on an October-November cruise to the Line Islands, and from it observers saw exactly how different varieties of tuna behave when their gastronomic interest is stirred by different kinds of live bait—and also how the bait-fish themselves behave when tossed into the sea from the fishing vessel. Experiments were also made with dye in the water, simulating the disturbance normally caused by a shoal of bait-fish.

## CROSSQUIZ

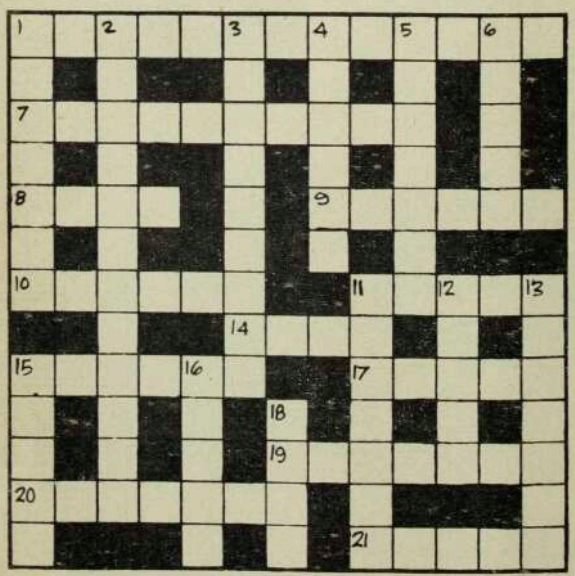
(Solution on page 89)

— ACROSS —

1.—What is measured with a geiger counter?
7.—What is the fluid residue remaining after butter has been taken from cream?
8.—What area is the industrial heart of Germany?
9.—Of what province of India is Calcutta the capital?
10.—To what tribe does the aboriginal artist Albert Namatjira belong?
11.—Which millionaire was known as "the landlord of New York"?
14.—What is the German word for "no"?
15.—What is the term for a vulgar or provincial dialect?
17.—Who succeeded Washington as president of the United States?
19.—What range of hills in Tuscany has given its name to a red wine?
20.—In which city in Burma is the famous Shwe Dagon pagoda situated?
21.—On which mountain did Moses receive the Ten Commandments?

— DOWN —

1.—From which of Jerome Kern's musicals does "Smoke Gets in Your Eyes" come?
2.—What is the term for a sale in which the article is offered at a maximum price and gradually lowered until a bid is made?
3.—What is the name of the language spoken by South-Africans of Dutch descent?
4.—Who committed suicide with Pyramus at the tomb of Nimus?
5.—Which Scandinavian sea-rovers plundered the shores of Britain from the 8th to the 10th centuries?
6.—What is the name of the large shinbone?
11.—Which disciple at Damascus did Paul cure of blindness?
12.—What type of conveyance is "the Golden Arrow"?
13.—Who composed the opera "William Tell"?
15.—What English player won the Wimbledon Men's Singles in 1934, 1935 and 1936?
16.—What is the term for a mass of gold or silver cast in a mould?
18.—What skin complaint mostly affects teenagers?



## Tropic Topic

*When Philip tours the "out-bac*
*Isles*
*He'll break some old traditions,*
*You see, he'll meet the local folk*
*'Cause there ain't no politicians!*
—T

Very good observations we
obtained and are being analysed.
preliminary report says that
general skipjack tuna swam abo
10 feet below the yellowfin tu
during surface feeding and ma
dashes upwards to snatch a tilap
or mullet. A movie camera was us
underwater to record the feedi
habits.

### When is an Evil Not an Evil?

THE printing factory of the *F*
*Times*, in Suva, is a one-sto
building, with a very high ro
of corrugated iron. Mid-summ
sun, playing on the iron ro
created intolerable heat inside t
factory.

So the roof got a coating
aluminium paint, and the facto
was perceptibly cooler.

But a new evil was created.

The top floor of the new Barl
building, next door, is occupied
the Commissioner of Inla
Revenue—which, in less refin
language, means the Taxat
Department. The rays of the s
deflected by the shining new pa
from the *Times* roof, now litera
blaze through the numer
windows of the Taxation office, a
the industrious tax-gatherers ha
become somewhat vocal on
subject.

But is it an evil? The offici
complain that the sun's glare
making it difficult for them to re
the complicated taxation return

### Such is Fame

AT least one New Guinea schi
teacher has the doubtful sat
faction of knowing that so
of her words are heeded.

The particular teacher—an
Territorian—has always emphasi
to her classes that it does
matter whether a scholar co
first or last, so long as the studb
tries. To make her point
picked up a pound note, poin
to one of the signatures on it, a
said, "Now I went to school w
this man. He wasn't particula
brilliant, but he tried, and l
where he is today".

Later, two of the schoolchildb
were shopping. Seen to be study
the pound note they were overhe
to say. "Miss so-and-so says
went to school with that man.
said he was the biggest dill
knew, yet look where he is toda

Anyhow, *some* of the messa
had got across.—PAT.



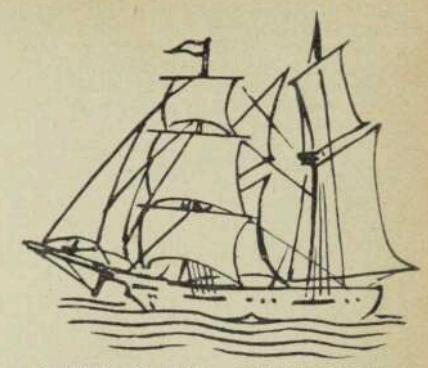

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Maiden Ladies And The Clergy Had Becke Under Fire

# When A Hermaphrodite Brig Was A Naughty Word

*BY LEW PRIDAY*

Louis Becke, the most authentic of South Sea writers, was at one stage of his career under fire from elderly maiden ladies, clergymen and other admirable and highly respectable readers in Britain, for being too down-to-earth in describing the life he had lived, the things he had seen and the people he had associated with during his adventurous career as a supercargo, trader and labour recruiter.



A hermaphrodite brig—a combination of square, and fore-and-aft rigging.

IT so happened that at this time he had cause to refer in one of his stories to a hermaphrodite brig—which was a brig of the type seen in the accompanying sketch.

But just before the story about the brig was due for publication, Becke was rather more disconcerted than usual when a London publisher's reader sent him a proof querying his use of the word "hermaphrodite"—in the belief that Becke was trying to put over another of his raw, indecent, words, filthy even when applied to a ship, a word likely to annoy sensitive readers.

Becke, naturally, sent the proof back marked "stet" ("let it stand") and forgot all about it. But the proof came back a second time for revise, with further query asking the author to verify whether "hermaphrodite" was a permissable and printable nautical term.

He wrote back that "a —— hermaphrodite brig was a —— hermaphrodite brig, neither more or less", and there was no other word that could take its place.

Yet even when the brig appeared in print under its rightful classification, Becke received a letter from a friendly clergyman regretting that he had thought fit to apply an improper term to a vessel whose seaworthiness he seemed out to question.

Why, he was asked, could he not have called the brig unkempt, decayed, even rotten—although the last word, it is true, was somewhat vulgar!

## What It Looks Like

Becke had first seen the vessels known as hermaphrodite brigs plying down the Californian coast when he was a lad of 15; later on, he had met them, and their crews, in the Pacific.

Here is a description of a hermaphrodite brig from Dana's "Seaman's Friend", 1841:

"Square-rigged at her fore mast; but she has no top, and only fore-and-aft sails at her main mast. Hermaphrodite brigs sometimes carry small square sails aloft at the main; in which case they are called brigantines, and differ from a full-rigged brig in that they have no top at the main mast and carry a fore-and-aft main sail instead of a square main sail and trysail."

Hermaphrodite brigs, like other vessels of the time, varied in build, some of them being clipper-built, and others full and bluff.

Readers of *Two Years Before the Mast* will remember that the armed vessel which chased the *Pilgrim* on her outward voyage was a clipper-built hermaphrodite brig, while the *Loriotte*, of the same rig (mentioned by Dana among the vessels trading on the Californian coast), was a lump of a thing; what the sailors called a butter box.

Becke was a man quite capable of correctly sketching the types and rigs of his day, for he had a remarkable visual memory and was capable of turning out accurate sketches of native villages, vessels under sail, and remembered land and seascapes. He had a fine eye for detail, as anybody knows who has read his stories.

## Becke's Corrections

In the Mitchell Library, Sydney, is a copy of the fascinating book

# Do You Remember?

Readers of the Pacific Islands Monthly of January, 1939, would have got the impression that the South Pacific was at last beginning to climb out of the doldrums of the previous years. There appeared to be increased activity everywhere—in all industries, including some new ones—except copra, but hopes were being raised even with that. Here are extracts from that issue:

**Following a recently concluded sale to the G. and E. Islands Colony of BP's lease of the Phoenix Islands, headquarters at Tarawa sent off District Officer G. Gallagher to establish Government offices in the Phoenix.**

* * *

**New Guinea people were complaining, even in those days, that the air service to Australia was inadequate. On most occasions bookings had to be made "many weeks in advance".**

* * *

**The New Guinea Government schooner "Sirius" sailed on January 4 from Rabaul to the October and Sepik Rivers' junction —to pick up ADO Jim Taylor and his party after their patrol right through the centre of NG, via Hagen.**

* * *

**There were reports of drought from right across the Pacific—from New Guinea to the distant islands of French Polynesia, with the Marquesas the worst hit. The Gilbert and Ellice did not escape.**

* * *

**There was a minor stir in Apia at the activities of a small group of Germans said to have an admiration for Nazism, and who asked publicly for the return of Samoa to Germany. But the older Germans did not take the matter seriously.**

* * *

**Mr. S. H. Wilson, of Savusavu, Fiji, suggested in an article that it was time for Government protection of the copra industry, which had always had a raw deal in the Pacific. The time would come, he said, when Governments would realise that copra was a mainstay of Islands' economy, and if they wanted to make the South Pacific safe against aggression they would have to help residents make a safe living. Britain, he suggested, should give preference to British copra.**

* * *

**Well-known Papuan planter, the late Mr. T. L. Sefton, told reporters in Sydney that the Dutch had done little to develop their side of the Territory, and that Australia should try to take Dutch New Guinea over and develop it.**

by F. J. Moss, *Through Atolls and Islands in the Great South Sea* with notes, and in some cases corrections, in Becke's handwriting.

Below a picture in the book of a "Coast scene, Niue, Savage Island, photographed by Mr. Andrew", Becke had written: "From a drawing by Louis Becke".

Becke corrects another picture which was labelled "Jameston Harbour, Ponape", to "Scene at Jakoits, Caroline Islands". (It was on Jakoits that the Dutch cook who killed "Bully" Hayes had settled, soon after that dramatic incident).

The Moss book Becke, during his London days, lent to Sir Basil Thomson, and inside it may be seen the following note:

Dear Basil Thomson,

"You as a late South Sea islander, Prime Minister of Tonga, and Governor of Dartmoor, will see many analogies in this book of Moss's with your own experiences with your Dartmoor clientele. Please return it to me to the Savage Club."—LB.

With one or two of the artists whom London publishers invited to illustrate his stories, Becke had experiences as hilariously tragic as with the unnamed proof reader.

One artist completely ignored a sketch Becke sent him as basis for a picture of a whaleboat stuck fast in a whale and naturally tearing through the water like mad in its wake. Instead of relying on the author's first hand knowledge, the artist drew something resembling a Thames barge with a crew in uniform!

Another artist, to whom Becke sent "a perfect drawing of a Ladrone Island proa under sail", drew the vessel with the outrigger on the wrong side and the mat sail upside down.

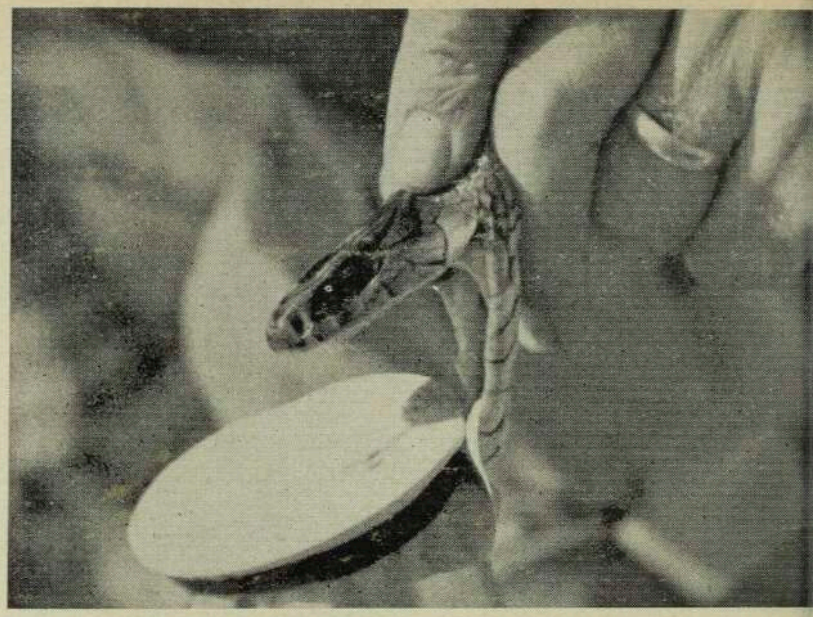
### He Let Off Steam

When such things happened, Becke cannot be blamed for letting off steam in his old Pacific style.

In one of his "Sketches from Normandy" which, under the name "Tom Denison (the name under which he himself figures in some of his stories), he contributed to the *Pall Mall* and *Westminster Gazette*, he comments somewhat wryly: "I seldom swear now, although I was taught excellently to swear when I first went to sea. But I have not really indulged in the luxury of swearing since I became respectable and was invited to dinner by a member of the Athenaeum Club".

Re-reading these sketches, written during his three or four years in France, one gets the idea that Becke would have proved a good illustrator of his own work.

How much more valuable even than they are today his books would be if the publishers had encouraged his latent abilities as an artist, instead of using on them the "Boys' Own Paper" type of illustrator.



Close-up of one of Ken Slater's taipans about to strike the rubber diaphragm drawn tightly over the top of a sterilised glass beaker. The tongue flicks out of the way, and the two backward-pointed fangs prepare to pierce the rubber. Taipans have a slim small head, rather thicker body, can be readily identified by the orange stripe down the middle of the black back.

Photo: Geoffrey Luck

OFTEN BITTEN, BUT NEVER SHY

## His Poisonous Snakes Thrive On Beef Liver And Baby Food

From William Gasson, AAP-Reuter Correspondent in Port Moresby

Babies, taipans and Papuan black snakes all thrive on the same type of baby food in Port Moresby—tins of beef liver soup.

FEEDING the soup to a baby might be vexing, but to two of the world's deadliest snakes it calls for a sharp eye, a quick and a strong hand.

"Father" of the snakes at the Kila Kila Agricultural Station is Ken Slater who, for years, has been chief custodian of this poisonous brood. He milks them of their poison every two weeks.

This venom is sent to Australia to the Commonwealth Serum Laboratories, where it is used for making antivenene.

Although a dangerous occupation, it is quite a valuable one in the number of lives it might save and its monetary value. About £A400 worth of venom was last year sent to Australia.

### Grab it by the Tail

Mr. Slater, who once spent four paralysed days in hospital as the result of a bite from a taipan which turned too quickly as he went to pick it up by its tail, treats these beautiful looking reptiles with an air of casual confidence.

To hook a six-foot taipan out of a box, grab its tail and swing it clear, keep well away from the tongue and the spitting, sensuous weaving head before trapping it on the ground with a stick. It's simple to watch, but a work of art.

From then on the operation is simple. Mr. Slater takes the snake at the base of its head, forces open its jaws at their base, like you open a cat's jaws, then entices the snake to bite into a rubber membrane that covers a small beaker.

This the snake is all too willing to do, and as the fangs pierce the rubber the clear, pearl like drops of pure poison drip down from them, so gently but so deadly.

All this time the snake's baleful eyes glare ineffectually at its master.

Force feeding the snakes comes next. Because many of his snakes will not eat the bandicoots and rats that they usually live on, while in captivity, Mr. Slater feeds them by forcing a long tube down their




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throats into their stomachs, while a native squeezes the beef liver soup down the tube from a syringe.

Great care is taken with the snakes. After feeding, their mouths are gently wiped with a piece of cottonwool on a stick.

Mr. Slater says the tissues round their mouths often become bruised and inflamed, and a type of canker forms which kills the snakes. After giving their poison the snakes are then unceremoniously dropped back into their concrete pit.

### Plenty to Choose From

Mr. Slater has eight taipans and three Papuan blacks. One other Papuan black was brought up in a bag by a native who proudly claimed he had just caught him. This captive was dumped on the ground, taken by the tail and milked there and then.

Of the two species the Papuan black, for which there is as yet no antivenene, is the more aggressive. He really shows his feelings by striking hard at the rubber membrane, then refusing to let go.

The black, oil-like flow of his coils writhe as the venom, sometimes up to as much as a small teaspoonful, dribbles harmlessly into the beaker.

Mr. Slates keeps the two species of snakes apart.

Although a taipan can not poison another taipan unless a concentrated amount of venom is administered into the nervous system, a taipan can die from the bite of a Papuan black.

The snakes have been kept in captivity for about a year but so far Mr. Slater has been unable to breed them. One taipan hatched some eggs shortly after she was captured and some of these offspring are now in the New York Zoo.

While the copper-colour of the taipan glistens in the sun as it writhes about in the undignified position of hanging upside down from Mr. Slater's hand, the Papuan black is dull and uninteresting in comparison.

However, the most interesting of the snakes was a brown Papuan black—almost the snake equivalent of a red head.

Dozens of snakes have bitten Mr. Slater during his lifetime but only two—a death adder and a taipan—have been deadly poisonous types. Although the taipan bite nearly proved fatal, Mr. Slater shows no fear of these reptiles.

His wife was perhaps the more nervous as she took close up movie shots of the snake just as it was about to strike, while her husband held both snake and a beaker a few inches from his face.

Since the taipan biting incident though, there is always a vacuum flask handy beside Mr. Slater. Inside, keeping cool, if life-saving antivenene for a taipan's bite.

Just in case.



Slater, the first snake handler in Australasia to succeed in keeping taipans alive in captivity, developed his own system of force feeding, shown in operation here. A rubber tube is greased and forced between the snake's jaws. The other end is connected to a simple veterinary syringe filled with a tin of baby food. The native assistant pushes down the plunger, and that's enough to last for a fortnight!

**Supercargoes**

# SEA-BORNE TRAIL-BLAZERS OF YESTERDAY

*By One Of Them*

*A Supercargo, according to the dictionary, is a "ship's officer or other official agent who takes care of the ship's cargo". But, for the South Pacific variety, duties extended farther than that—as explained in this article. It is a term not much heard these days, away from the by-ways of commerce, and conjures up memories of an era now gone, when the Flag followed Trade.*

*There are still supercargoes, of course, particularly in the inter-island fleets of New Guinea and New Hebrides. Now, as in the past, there is no better business training than a spell as supercargo, who is the spearhead of the seaborne invasion of the world of Islands trading.*

I SUPPOSE the origin of the word "Supercargo" is lost in antiquity.

Wherever new trade routes were opened up—whether in India, the West Indies, the Spice Islands, the East Indies or the Pacific—we read of the supercargoes.

They were the agents of the Shipping or Trading Companies charged with the duty of selling or bartering their cargo for the products of the country to which they travelled or traded.

The real supercargo very often carried with him a Power of Attorney, which enabled him to speak for his Company when negotiating with Governments.

In the years before and after the turn of the century, in the Marshall Islands and the Gilbert & Ellice Islands, Burns Philp & Co.'s supercargoes were the only ones who had that power entrusted to them. Those were the Groups where BP had no branches.

The vessels trading to those two Groups were fitted out like universal providers. We carried every conceivable kind of hardware, groceries, softgoods, drugs, etc.

### BP Took on Germany, China

When BP entered the Gilberts trade, practically every trader already was bound, either to the Jaluit Company, or Hamburg, or to On Chong & Co., of Sydney.

The traders there consisted of Chinese, Danes, Norwegians, one Russian, one Finn, Germans, one American, and three British.

But in many of the Islands there were no traders, and we dealt with the natives direct.

I had the good fortune to be sent

(Continued on page 95.)




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There was big money in birds of paradise plumes for Jimmy Malay — but that was many years ago. Today you see few outside of NG, where they are still used in head-dresses like the one this Highlands girl is wearing.

*PIM* in July published a colourful story of Papua Jimmy Solien (or "Jimmy Malay") and his e ploits at the end of the last century, when I did a roaring trade in skulls and birds of paradi plumes. This has brought some reminiscenc from "Toaguba", an old Islands hand who kne Jimmy Malay.

## Toaguba's Memories of a Colourful Trader

# *They Tried, But They Couldn't Catch 'Jimmy Malay'*

Ah, my memories of my very good friend Jimmy are pungent. He was a much-loved man. In my day he had an open bungalow on one of the numerous tidal streams which feed into the sea via Galley Reach, north of Port Moresby—an open bungalow in the full sense because no matter at what hour you arrived at the house he was always pleased to see you.

AND there was always plenty of home-brewed "cratur" available, despite the fact that he did not drink or smoke himself, being a strict Mahommedan. He was an excellent cook and would prepare a first-class meal.

Jimmy had a fairly large family, all Roman Catholics, and the girls had been well trained at the Yule Island convent school.

They were clever, excellent housekeepers, and very good-looking.

"Handsome Harry," who lost his life in a *fracas* in Moresby, was very "gone" on Wilhelmina. However, she did not return his affection, and did not mourn his demise.

Jimmy was friendly with most of the hill tribes, especially those up on the main range. Each year he gave a big party, and upwards of 100 men and women would be his guests. They came from several villages, principally in the Mariboi area.

The women were among the finest of Papuans. Their legs were just one mass of muscle, and their general build was really magnificent.

Jimmy explained why these hill women were such amazons. He told me they had in the past (this was the year 1911) been subject attacks by other hill men, fro across the dividing valley, and th only prisoners taken were women.

### Killed the Men

In the early days the villag were on the slope of the hill, an their gardens up above. Thu situated, it was apparently an eas matter for the raiders to swoo down on the workers, kill the me and carry off the women.

Later, some chief got the ide of having their gardens *below* th villages. This meant that th women went down the hill empty handed, but had loads of up to 8 lbs to carry back. Those load made stalwarts of the girls an women, and their legs and shoulder were very strong.

The principal dance, when th hill people visited Jimmy's *kabur* was given by the men. In th centre of the *padang* was a hug pole, about fifty feet high. Attache to the pole, 10 to 15 feet from th ground, were small bundles o various commodities, such as ku-ku biscuits, matches, and lava-lava and even canned fish and meat.

To get these prizes, the men ha to run up the pole and, if they go near one of the parcels, the claimed it as a "something".

Among spectators of this ex hibition I remember Guy C Manning, Archie McAlpine, Tom Nevitt, Surveyor McLean.

### Money From Plumes

In addition to the skull tradin activities (to which *PIM's* articl refers) Jimmy was a past maste at the game of Reggiana plume —as a mattter of fact, his incom was mostly from that source. It i not known how many traps were laid for him. But it is not on record that he was ever caught and he was never without ready cash.

Jimmy Malay was very open-h handed and, although he had only one hand (the other was lost when he was dynamiting fish in the Reach) he could handle a boat with ease.

He had many agents in the Bird of Paradise business—some business men of Port Moresby were associated with him in this.

One of his bush agents was a Malay-Chinaman who lived at a place named Sansineena, on another




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branch of the Reach. Most of the natives were helpful, so he had little trouble in obtaining any number of plumes.

His method of getting rid of them was known to very few people; but when you saw Jimmy in Port, waiting for the Post Office to open, it was a hundred to one he was expecting a registered letter containing a bank draft.

### A Gentleman

Jimmy was a gentleman. All the Gors brothers were good friends of his—Walter and Arthur in particular. Leo, being a respected official, could not appear too friendly, but he had a fair idea of what went on.

However, when Leo Gors retired, his successor was determined to catch Jimmy, and tried all sorts of stratagems. One shipment, for London via Batavia, was on board the *Van Linschoten* (Captain Schletter).

Although a thorough search of the freight loaded at Moresby was made, the cases containing the plumes were not discovered, and over 2,000 reached the Paris market.

One of the searching officers actually sat on one of the cases containing the contraband, but was either unaware or did not want to give the show away. The cases were all marked "Natural History specimens", and were addressed to an appropriate organisation. This consignment, however, was about the last of any size.

The export of skulls was eventually stopped by J. H. P. Murray, the Lieut-Governor, after being carried on for years in a small way. The KPM ship *Van*

(Continued on page 95)

# 'Pardon Me, Miss Simpson!'

## R. W. Robson Employs a Social Device Among Fiji Pioneers

*One evening in November the residents of Savu Savu (Fiji's most promising new port) assembled in large numbers in Messrs. Lepper's modernised hotel, to enjoy a dance.*

THE array of European and part-European beauty was remarkable, and the gentlemen of the party enjoyed themselves thoroughly. The reasons? They are naturally a very happy community in this area of Southeast Vanua Levu; and the young women considerably outnumber the young men.



Mrs. E. A. Simpson.

Consequently, dancing partners were in some demand. I am no dancer but, in the circumstances, my aged legs were put to unaccustomed use. So I used a new technique.

Every time I trod on a feminine toe, or got out of step, I said to my various, miscellaneous partners: "Please pardon me, Miss Simpson!" In 70 per cent. of cases I was right—she was a Simpson.

In the Savusavu area, there are several family groups—especially Simpsons, Leppers, Fentons and Whippys—which stem from pioneer planters and traders of 60 or 70 years ago; and one meets members of these families all over Fiji. I was especially intrigued with the Simpsons—the prettiest girls, the heartiest drinkers, and the liveliest musicians seemed in nearly every case to belong to that clan.

Finally, I met a lively lady who, despite a healthy accumulation of years, danced with irresistible zest, and told stories in a way that filled me with envy.

When I discovered that she was the senior Mrs. Simpson present—mother, or aunt or cousin or in-law to half the people in that big lounge—I "dated" her for a photograph the following morning—and the above is the result.

Mrs. Ethel Anne Simpson is an active shipowner—in fact, I may describe her as the woman who took the hoodoo off the *Joyita*.

After the notorious little ship had been refloated and repaired, in mid-1958, she was purchased by Mrs. Simpson, to be run between Suva and Savusavu alternately with the *Taviani*. She was only six weeks in service when she again ran on a reef. Mrs. Simpson's son, Sidney, came over from Australia and salvaged and repaired her, and she resumed the service late in October.

Savusavu is on the way to greatness. It awaits only the opening up of the new country around the Hibiscus Road, the completion of the deep-water wharf in that sheltered harbour, and the completion of a new road link with Labasa.

And the descendants of those famous pioneers who went to Vanua Levu before the dawn of 1900 will have a lot to do with the new era.

# WHEN AMERICAN SAMOA WASN'T

By Edward W. Johnson, in Pago Pago

**The United States possessions of Tutuila, Manu'a, Rose and Swains have been called American Samoa now for 46 years. But the old days when nobody knew just what to call them are still remembered by some—and those were the days of real confusion.**

**In 1904, shortly after Manu'a joined Tutuila, under US protection, the commandant of the US Naval Station at Tutuila, Commander E. B. Underwood, recommended that the title of this Pacific station be changed to (1) American Samoa, (2) Eastern Samoa, or (3) Tutuila and Manu'a.**

**The Navy Department made no decision, and for almost eight years, various titles were used, none too satisfactory. For instance, succeeding Governors were called "Governor of Tutuila", with Manu'a left out. When new Governor and commandant C. B. T. Moore checked the legality of this omission he was informed by the Secretary of the Navy in June, 1905, that his commission not only made him governor of the island of Tutuila, but gave him jurisdiction over all possessions of the US in Samoa.**

**In 1911 the Monthly Navy List and Directory used "Naval Governor of Samoa". An Executive Order of February, 1911, relating to civil service rules, used these words, "And the island of Samoa", presumably referring to Tutuila and Manu'a. A Department of the Interior map of the US showed Tutuila and Manu'a as, "Tutuila group of the Samoan Islands".**

**Germany at this time presided over Western Samoa and called her part of the group "Samoa". Even in 1926 the postage stamps for the ex-German territory bore the title "Samoa". Governor W. M. Crose, Commander, USN, then presented this situation to Washington on May 15, 1911, recommending either "American Samoa" or "Eastern Samoa". The US President issued him a new commission as "Governor of American Samoa", dated October 24, 1912. Thus "American Samoa" became the official title of all the Samoan Islands under the jurisdiction of the United States.**




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# THE MONTH'S NEW READING

With JUDY TUDOR

The great majority of Australians go through life without having come into personal contact with one aborigine or part-aborigine. The "aborigine problem" is something that makes copy for newspaper editorials; forms the basis of statements for the Minister of Territories, the Protector of Aborigines, or missionaries. It is not a personal problem for most white Australians; and it is unlikely that it ever will be.

IF asked to search his soul, our Australian would probably admit that the aborigines have been badly done-by in the past—he has had the fact shoved down his throat often enough in recent years; and that his father and grandfather did to the blackfeller much the same as the early Americans did to the Indian: Pushed him off his tribal lands and destroyed his incentive to live.

But even if the private conscience remains pretty elastic on the subject, the public conscience has been aroused for a long time on the question of aborigine rights and conundrums. It has been nudged along by writers of fact and fiction but seldom as skilfully as Elizabeth Webb in one of the most interesting, most entertaining and readable novels of the year—*Into the Morning*.

She deals with a separate department of the problem—the half-caste who usually belongs wholly to neither world and is forced by circumstance to inhabit the unhappy void between the two.

## The Unhappy Void

ELIZABETH WEBB was born on a cattle station in Western Queensland; she has written magazine stories, newspaper columns and produced her own programme for some years for the ABC. Although now living abroad, she still has an Australian radio programme, recorded on tape and sent back weekly.

She has written one other novel (*Mine is the Kingdom*), and if we have not happened to have heard of it, that does not detract from the excellence of the present one.

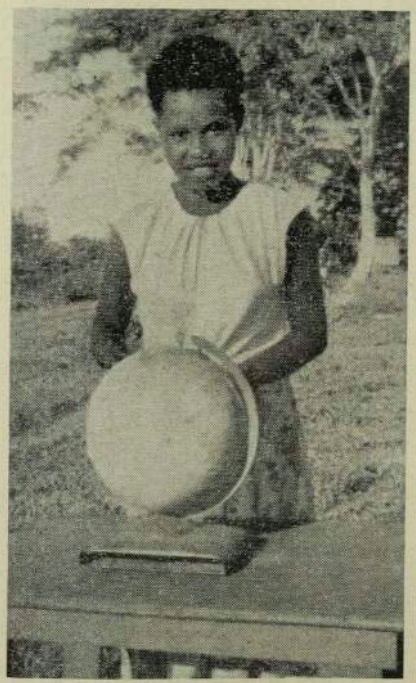
The moral in this story is, as it should be, of secondary importance to the story itself. There is no tear-jerking, no wither-wringing; none of the devices of the writer riding the hobby-horse of a dedicated mission. It goes without saying, however, that Toddy Vine was no ordinary half-caste.

He was the son of an English station-hand and the station cook, who was almost all black—there was some white somewhere, but it was a long way back.

The first of many crises in Toddy's life came in his 10th year, when the station changed hands and the new mistress could "not stand a black handling food".

His mother went, and with her his father, Toddy, and his sister, back to the rail-head town. Toddy went to school but when his father died his mother took them back to her family in the black's camp at Parala. Toddy might have been more content with that shiftless existence if he had remembered less of his father and his school teacher; if he had been more black and less white.

A kick on the head from an unbroken filly landed him in hospital and started him reeling into the white world, but not all at once.



AIROPLANE. That's her name—Airoplane—and she's a schoolgirl attending the Evangelical Mission in Lugos, Manus district of New Guinea. She is in standard 5, but she also helps teach standard 2.

At the end of a droving trip, found himself marooned in tumbledown isolated station wi the owner and his crazy son. Scar out of his wits when the son tri to rape him, Toddy took to t bush and got lost . . . "I kept thinking in a kind of dazed par (says Toddy): 'If I were a f blood, I wouldn't be scared and wouldn't be dying in the bush'. could hear my father telling m blacks read the bush like a wh man reads a book, blacks find fo and water where white men peri . . . but I wasn't a black. I w a part-educated half-caste who belly ached with hunger, and w was scared to hell because he h been reared in the white mar shadow. Knowing how to spe properly and in what order kin and queens had sat on the thro of England wasn't much help to m now. If I'd been a full blood I have been digging for grubs a ants to eat. The bush around m teemed with food and the gras roots under my feet would ha eased by thirst. I only knew I w going to die for sure".

Toddy didn't die. He was fou by Werrinalli, the child-wife of o Maritjimi. He lived with the tri for months, content at first only be alive, but his white-half fina drove him back towards civilisa tion. After him went Werrina and after Werrinalli we Maritjimi, with a spear.

Before long Toddy found himsa involved in the intricacies British law, and at a later da taken into the protection of ambitious and ignorant Member Parliament, whose idea was exhibit the young half-caste on t coast as a living example of H own benevolence.

On the coast, Toddy meets An the white woman who, first as interesting diversion and later f other reasons, introduces the you man to her own society, and com pletes his assimilation.

As a novel this book stands its own merits; as a piece of Au traliana it is equally excellent.

(INTO THE MORNING. Published Wm. Heinemann, Ltd. Australian pri 20/-.)

## Pacific Interlude

READERS on the South Pacifi cruising yachtsmen's rou may remember meeting, a fe years ago, an unassuming you American with the 18-carat name Rockefeller. At the time he w cruising in his yacht *Mandalay*.

*Mandalay* was eventually sold the New Hebrides, and James Rockefeller, Jr.—Pebble to hi friends—returned home by mo orthodox means, married (th former wife of Thor Heyerdahl) an wrote a book about his experienc —*Man On His Island*. (Ove




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# GENERAL MERCHANTS, GENERAL AGENTS SHIPPING, CUSTOMS

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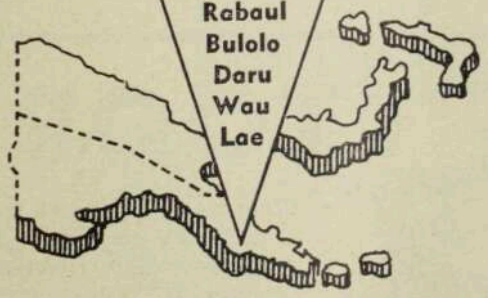
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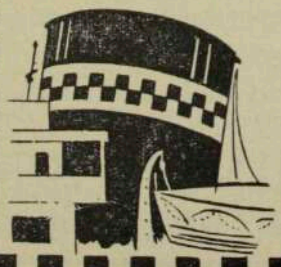
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## Memoirs of Micronesia

The English edition of *Among the Savages of the South Seas*, by Captain Alfred Tetens, has just been published by the Oxford University Press.

The American edition (published by Stanford University Press) was reviewed in *PIM* last May, page 91.

This book is interesting to all students of Pacific events, as it tells of Captain Tetens' experiences in Micronesia in 1862-68, at a period when all the Great Powers were interested in trade and colonies—but before the Pacific had been carved up and apportioned.

One of the most interesting aspects of this book is its account of the great Hamburg firm of Godeffroy, which was responsible for the expansion of Germany into the Pacific.

(AMONG THE SAVAGES OF THE SOUTH SEAS. Australian price, 40/-.)

In it Pebble does not tell all that happened on that cruise, but what is told he tells pleasantly. Missing from it are the passages that are standard equipment in most sea stories—frail craft pitted against the might of the ocean, and the perils suffered by the sailors. As the title suggests, it concerns men more than elements—and perhaps women more than either. The title has a more subtle meaning as well—in the sense that each man has to find his own particular dunghill.

The American edition was published some time ago; the English edition more recently. Some extracts from the book—notably the visit of *Mandalay* to Suwarrow, where Tom Neale had voluntarily cast himself away—appeared over a year ago in the Australian magazine *People*.

Between Maine and Panama, Rog and Bob succumbed; at Papeete, Tony left the ship; from Papeete until, the end, another Bob was Pebble's sailing mate. This Bob, so *PIM* records show, was Bob Grant, who last year was badly burned in an explosion on *Ve Tega*, in the Hebrides.

We seem to remember that after several months in hospital in Auckland, NZ, he married his nurse and they recently sailed away in the 36-ft *Typee*, bound for the Caribbean. In his book Rockefeller romanticises the story of Bob, and fixes him up with a different happy ending.

This is a young man's story of Pacific adventure, told by a young man who seems to have difficulty in divorcing himself from the role of observer and promoting himself to that of participant.

Technically it is a competent piece of writing. It is amusing, entertaining—with a serious note in the minor key, based on the author's belief that a man must move out of his environment to find what he wants—even if what he wants is back home, anyhow.

Presumably, Rockefeller was one of the poor, mixed-up Americans we hear about; if so, he didn't let it get him down.

(MAN ON HIS ISLAND. Published by Jarrolds.)

## God-forsaken

THE bush-pilots of northern Canada have much in common with the pilots of New Guinea. The hazards are about the same; only the climate is different. In the one, sub-arctic cold, snow and ice; in the other tropical heat, humidity, rain.

Hammon Innes' new adventure story, *The Land God Gave to Cain*, is based on the building of the 400 miles of railway from the St. Lawrence River across the Labrador Plateau to the rich iron deposits at Knob Lake. But although the story is based on what might be North America's last big railroading effort, it concerns also the bush-pilots who hop from lake to lake in their small float-planes; the errand-boys of big development—the helicopters and their pilots; and, finally, ham-radio operators.

All play a part in this story of adventure and mystery in one of the grimmest countries in the world.

On impulse, Ian Ferguson hitched a ride with a pilot friend, from







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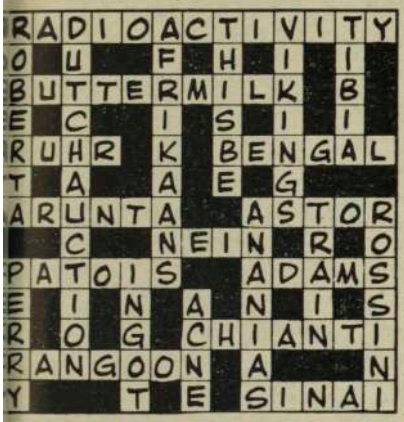
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**(CROSSQUIZ SOLUTION FROM PAGE 78)**




England across the Atlantic to find out why his father, a ham operator, had received a radio message from the centre of Labrador long after the sender was supposed to be dead. The receipt of this message had killed Ferguson Snr., who was an invalid.

The reception Ian Ferguson got from the railroad men who wanted no mysteries solved, was calculated to deflate the diffident Britisher; instead it got his dander up, with somewhat extraordinary results.

(THE LAND GOD GAVE TO CAIN. Published by Wm. Collins, Ltd. Australian price, 18/9.)

## Sugar, Spice, All Things Nice

NOW in the atomic age more than ever, a good old-fashioned wallow in make-believe is a tonic and what more pleasant way to do it than with a Georgette Heyer, Regency romance.

This writer is a veteran at her craft—it must be 30 years since *These Old Shades* gave readers of light literature a new kind of historical romance.

The 1958 model of the Heyer art, *Venetia*, is as fresh and entertaining as that first best-seller. This author, of course, also writes modern thrillers which are as excellent in their own way as her romances. Unfortunately, she does not produce these as often as readers would like.

Venetia was beautiful, of energetic wit and unconventional mind but she had not been more than a few miles from her Yorkshire home and at 25 seemed set to devote her life to her delicate brother. At that advanced age, in Regency England, one trembled on the brink of the shelf.

This state of affairs was altered when the wicked Lord Damerel, who had begun his life as a rake many years previously by seducing a lady of title and running away with her to the Continent, arrived to take up residence next door.

With anyone else but Heyer, this would be pure corn; instead it is an exotically decorated sugar-cake—delicious to nibble between heavier meals.

(VENETIA. Published by Heinemann, Ltd. Australian price, 16/-.)

## When the Shark Alarm Goes

THESE days people certainly write popular books about the darndest things. One of the Christmas offerings is *Shark Attack* (opportune enough for the Southern Summer) by Dr. V. M. Coppleston, a well-known Sydney surgeon who is an adviser to the Surf Life Saving Association and has made a serious study of attacks by sharks. The oddest thing about the book on such an unhappy subject, is that it is exceedingly interesting.

Although the book primarily concerns Australia, it covers the whole field of recent shark attacks on humans—the Pacific Islands, West Indies, Mediterranean, Africa, America. And from his vast coverage of the subject, Dr. Coppleston has been able to trace certain behaviour patterns of sharks until he has produced a calendar of highest attack periods for certain localities.

He also proves to his own satisfaction, that it is frequently the rogue shark which causes the trouble; once having tasted human blood the man-eater waits deliberately for further victims.

This certainly isn't the book for timid migrants, such as those who recently have been frightened away from Australia and make big headlines in London newspapers with a chronicle of the perils of Down Under: Red-backed spiders, and paspalum grass. But it does prove how small the risk—considering the vast numbers who swim and surf in Australia—of ever being attacked by a shark.

Since 1919, 57 people have been victims of shark attacks in NSW—an infinitesimal number in comparison with the annual death roll on the roads.

One of the most interesting sights on a Sydney metropolitan beach on a summer day is to see the reaction of swimmers when the shark bell goes. From far out beyond the breakers they come streaking in, in a mass demonstration of first-class swimming. Within 20 minutes they are usually all back in the water again.

There have been fewer shark alarms in recent years—a fact that is usually attributed to the practice of meshing off metropolitan beaches.

Meshing consists of setting 500 sq ft nets at night, at an angle to the surfing beach, and removing them by trawler in the morning. It was on the recommendation of the Surf Life Saving Association that this method of shark protection was tried—first in 1937.

In the 20 years since something like 3,200 sharks have been taken and as the years have passed the number has decreased — showing that sharks are now tending to avoid these areas.

(SHARK ATTACK. Published by Angus and Robertson, Ltd. Australian price 32/6.)

## Idriess Again

AUSTRALIA'S marathon writer, Ion Idriess, can be guaranteed to come up with yet another pioneering adventure at regular intervals—although after so many years, and so many books it might be imagined that he would have written himself out long since.

Latest of the "works" (*Back O' Cairns*) can be regarded as a continuation of the usual process and should not be read with the hope that the author is going to strike any new notes, anywhere.

It has its points as a history of the development of Queensland's tropical north, Townsville to Cooktown; and particularly of the development of the rich tablelands behind Cairns, Atherton, and the problem of getting access to it from the coast.

(BACK O' CAIRNS. Published by Angus and Robertson, Ltd. Australian price, 22/6.)

## Jonahs and Jordan

HUMFREY JORDAN has produced a couple of scores of books since he began writing as a serious career in 1910.

He has become the unofficial scribe of the Merchant Navy, and his customers probably come from

## BEST OF THE THRILLERS

Incredible situations against an authentic background of a ski resort in Switzerland make *Legacy of a Spy* by Henry S. Maxwell, the most entertaining thriller of the month.

Bill Slater—or Carmichael or Montague—is called in to unravel some mysterious doings in the US Consulate at Zurich, and in doing so provides suspense and entertainment for the customer and an excellent description of Switzerland during the height of the ski season.

This is an example of *how* to impart information to the reader without letting it show. This is Maxwell's first novel. He should be worth watching.

(LEGACY OF A SPY. Published Heinemann. Australian price, 18/9.)




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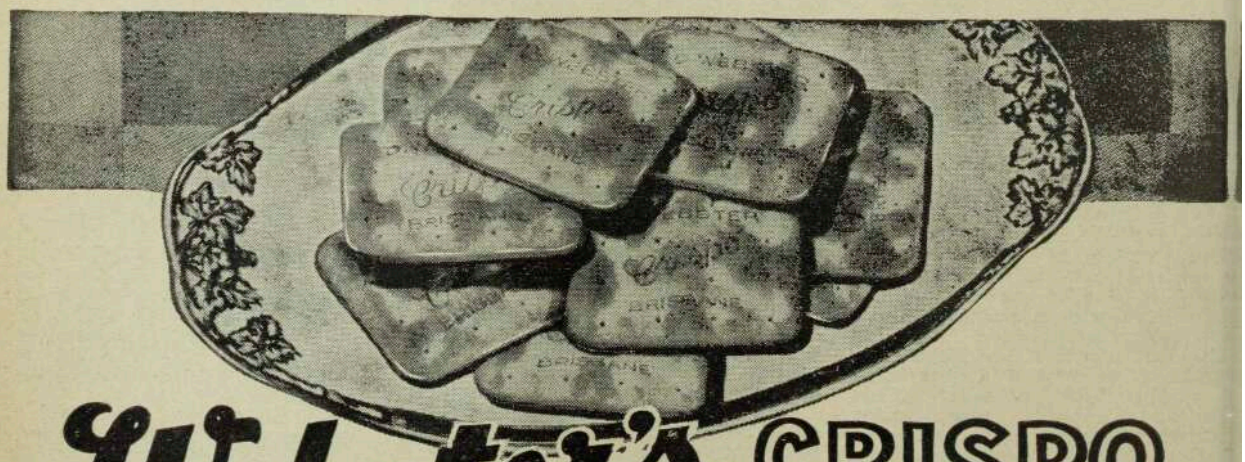
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amongst the less sophisticated arm-chair adventurers who think ships romantic, and travel of any dimension, wildly exciting.

For our meat, his writing seems distinctly schoolboyish; his characters are uncomplicated creatures, all nice or all nasty, with no subtlety, and the pace of the story is set to that of a tramp steamer nosing around foreign parts.

However, people who have been reading Jordan since 1910 are unlikely to give up now, and will no doubt welcome *Spoiling For Mischief*, which concerns a voyage to Australia and back to the UK via Malaya and Ceylon, with a couple of Jonahs on board.

(SPOILING FOR MISCHIEF. Published by Hodder and Sloughton, Ltd. Australian price, 15/6.)

## Teddy-boyism

HAVE you a Bodgie in the family? If so, it is apparent that you are no worse off than the parents in Ancient Greece, who also suffered considerably from similar social phenomena.

This seems to be the opinion of A. E. Manning, an Auckland psychologist who has given considerable study to the subject of bodgies and their female counter-parts, widgies, on both sides of the Tasman.

In a small publication called *The Bodgie*, he discusses the cult of the poor-mixed-up kid and seems to settle the cause at social maladjustment and a general feeling of "not belonging".

Mr. Manning does not seem to suggest any real solution—nothing that has not been tried already, at all events.

These frustrated teenagers may have found an outlet in the Hitler Youth Movement of Hilter's Germany; but whether Totalitarianism is the solution is problematical as Russia, too, is reported to have something akin to a bodgie cult.

(THE BODGIE. Published by Angus and Robertson. Ltd. Australian price, 10/6.)

## Christie Unlimited

WITH well over a quarter-century of crime fiction behind her, plays that run for years in the West End, and motion picture rights, it isn't likely that Agatha Christie any longer writes for her bread-and-butter. Even the jam on the buttered-bread must be adequately taken care of. Presumably she keeps on producing



*From Wildest New Guinea*

*This Netherlands New Guinea native comes from the so-called Casuarin Coast (near the Cook River, on the Western coastline north of Frederik-Hendrik Island, and Merauke). He and his fellows are supposed to have had virtually no contact with Europeans, but, remarks the sender of the photograph, judging by the carving, this one must have met up with a missionary at some time.*

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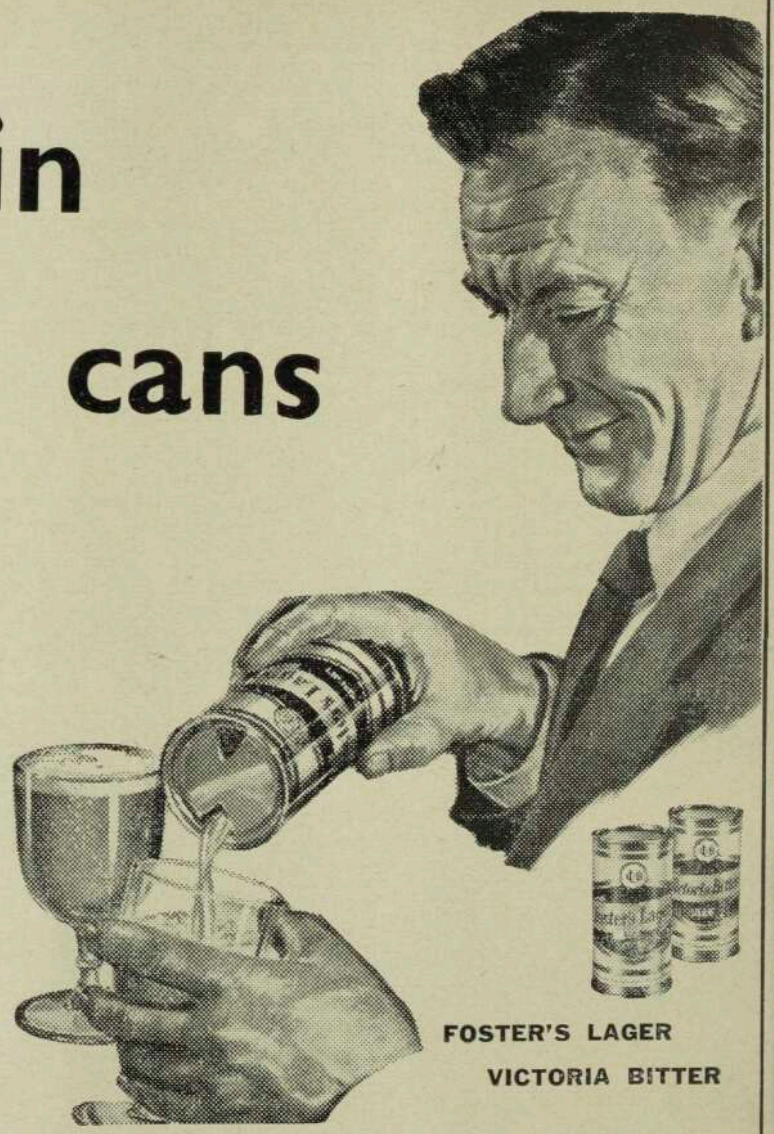
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books only to please fans whose year would not be complete without a new Christie.

In the latest of these Appeasements for Fans (*Ordeal by Innocence*), we note that she has formed herself into a company, Agatha Christie Ltd., and one unfortunately forms the impression that the Ltd. part of the outfit had more to do with this newest book than Agatha.

It lacks entirely the old Agatha Christie style; missing also are both Miss Marple and Hercule Poirot. If this had been the first offering of a newcomer it would have been good. As a Christie specimen it is disappointing.

Jacko Argyle died in prison hospital six months after he had begun to serve a life-sentence for the murder of his mother. Eighteen months after that, a stranger turned up and substantiated Jacko's alibi, leaving no possible chance that he could have committed the crime.

The stranger had expected the family to be jubilant. They were far from it: They had accepted Jacko's guilt as the most satisfactory explanation of the murder, but if he had not done it, then obviously it must have been one of the seven other members of the household. Suspicion springs up in all directions and wrecks the peace of Sunny Point.

(ORDEAL BY INNOCENCE. Published by Wm. Collins, Ltd. Australian price, 15/6.)

## Juvenile Dept.

IT is an odd fact, upon which we have remarked before, that most of the adventure stories published are for boys—which probably turns them into arm-chair adventurers at an early age. It is equally true, that it is the girls, in late teens (and not the boys), who perhaps maddened by the fact that fewer people are writing books for them, set off across the world on working holidays or to drive superannuated taxi-cabs across Europe into the by-ways of Greece and Turkey.

It is the girls of this generation who are the true adventurers. The boys must just read about it.

*River of No Return* is a boy's adventure story; a true story of the Spanish conquest of Peru and the outcome of a tussle with the Amazon.

The author is Ronald Syme who has a long string of juvenile books to his credit. Whether he is the same Ronald Syme who lived in the Cook Islands for a few years, we do not know.

(RIVER OF NO RETURN. Published by Hodder and Stoughton. Australian price, 10/6.)

## Novel With History

THE 10th item (*Robina*) in the E. V. Timms' saga of Australia's foundation concerns the settlement of South Australia, which leaves only one other State to go —Tasmania—and then we will be finished with the business. We hope.

Mr. Timms is one of several Australian writers who feel some sort of divine mission to get their country's early history down on paper. There is nothing wrong with the idea; it is the execution that is so tedious.

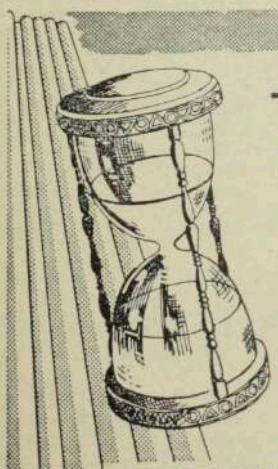
The present novel concerns a couple of 1837 migrants, Charles and Robina Daventry, who, preparing to sail for the new colony of South Australia, find virtually at sailing time that they have mysteriously acquired amongst their luggage, a wicker basket. In the wicker basket is a six months' old child. For the purposes of the novel, Robina decided to take the child with her and her obsession over the boy provides the motif of the story—against a background of early South Australia and its influx of German migrants.

As in all Timms novels—and the writings of some other Australians we could mention—the reader is forced to swallow large slabs of school-book history served up like slabs of mutton and boiled potatoes.

(ROBINA. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

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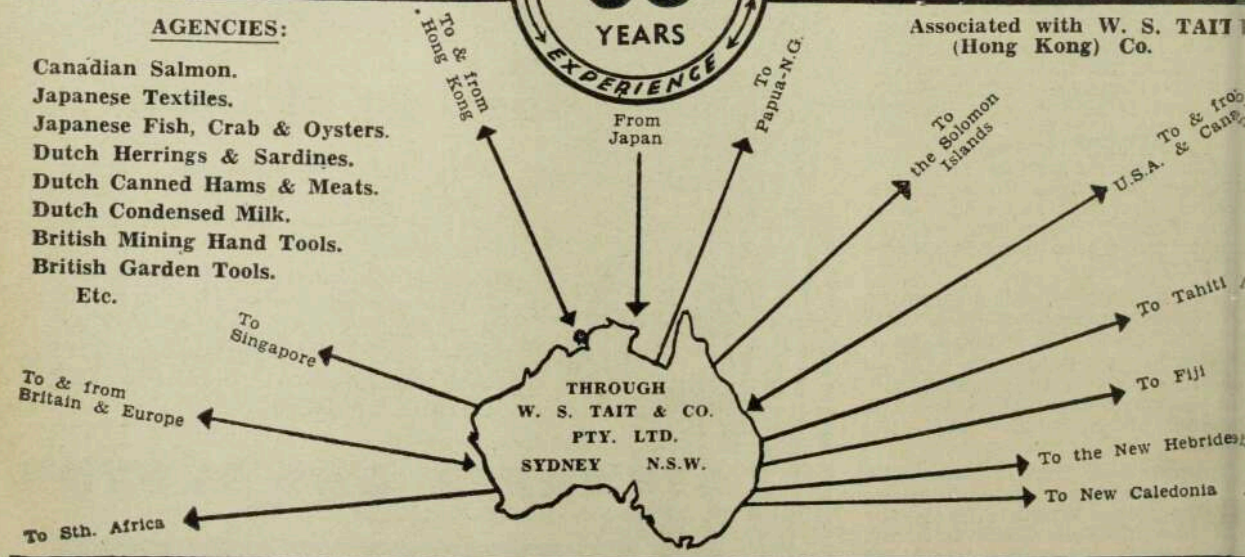
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## What's New in Paper Jackets

THE PAN BOOK OF CATS and THE 'AN BOOK OF DOGS by Rose Tenent and Catherine Fisher, respectively. Even Down Unders who know how besotted the English re about their domestic animals, will get few surprises from these small books, ach excellent in its fashion.

From the Cat Book I read to Bill, my ld black tom, such bits as this: "Of ourse, you will never in any circumtances turn your cat out at night. It strange that many people who would ever dream of putting out a dog at night ill cheerfully put the cat out, even in he worst weather. Apart from the fact hat the cold and rain are a cat's worst nemies, there is always the fear that it ill be stolen or pick up a disease from a ray."

Bill said that he couldn't agree more, nd that it is a wonder he hadn't got orse than a chewed ear from those inter nights in the laundry, or gazing the summer stars from the front rrace.

It is obvious that being owned by a cat a dog in England is a very different roposition to owning a domestic pet in ustralasia: It sounds like a full-time ccupation instead of an incidental omestic pleasure.

The little books tell you how to choose pet, how to train it, feed it, attend to ailments. They tell how to go about ittering your dogs and cats in shows, and e business of breeding kittens and pups r sale. However, it seems to me that e books are best read after acquiring a t, than before—they are inclined to ake the simple business sound as comicated as adopting an orphan.

FOOTNOTE: Registrations at the Kennel ub between 1954-57 show that in England odles in each of the years topped the most popular breeds—18,340 in 1957, th Welsh Corgies coming a bad second 7,900. (Both books are GREAT PAN).

THE GOLDEN PRINCESS, by Alexander iron: A romanticised version of the anish conquest for Mexico in the 16th ntury, founded partly on fact and partly legend. The conquest and subjugation the Aztec empire and Hernan Cortes io led that conquest are real enough; alinali, or Marina, the Indian girl who lped him in his task and who gained eat personal power is probably based fact, also—but interwoven with a great al of legend. A novel that combines, itory, adventure and romance. (FONNA, pink).

THE ORACLE, by Edwin O'Connor: her was a mid-twentieth century enomenon: Every night his 5,000,000 lisfied listeners tuned into his newsmmentry where he put the world's ders back in their places and sorted t the world's problems to his entire lisfaction. Then he went out and led sordid little two-bit life of his own. aders who have had overmuch of radio icles who know the lot, will probably some savage satisfaction out of this ce of satire. (GREAT PAN).

THE FLOWERING THORN, by Margery arp: First published in 1948 but probly written before that date as it conns a 28-years-old sopisticate of the aring Twenties who adopted a fivears-old orphan for a "new experience" d found herself banished to the wilds Buckinghamshire. (FONTANA, yellow).

SCORPION REEF, by Charles Williams. ose people who have been overworking ir brains trying to find solutions to "Joyita" mystery and the "Melanesian" stery and sundry other mysteries of South Seas in recent years, may get clue or two from this Whodunit of the . (GREAT PAN).

PARTNERS IN CRIME, by Agatha ristie. Another vintage model from this doyen of crime writers. Of pre-Poirot period. (FONTANT, blue).

BOWMAN AT A VENTURE, by Hartley Howard: Glen Bowman, in his own estimation, was "A name on a door of a dingy office, a reputation for drink and women, a precarious bank balance, a restless urge that carried me from one case to another . . ." In short, an American private detective. There are numerous beautiful females, some with husband trouble, a body in a phone box and a sour taxi driver with this little lot. (FONTANA, yellow).

THE COURTING OF SUSIE BROWN, by Erskine Caldwell: The third in this series in three months—the others were "God's Little Acre" and "Tobacco Road". This is a collection of short stories. (GREAT PAN).

CHARMED CIRCLE, by Susan Ertz. This writer, born of American parents, has lived in England since 1923, but still writes of America. This story, first published in 1956, is of a New York family who had too much of everything. As usual Miss Ertz excels at characterisation and the interplay of family life. (FONTANA, pink).

HMS "THULE" INTERCEPTS, by Alistair Mars: This is the second of Mars' submarine books (the first was "Unbroken"); and concerns the underwater war against the Japanese. It was after this service that Mars served for a while in the peacetime Pacific and made numerous friends around Fiji and Samoa. At a later stage still he had an argument with the Lords of the Admiralty and left the Navy (he wrote about that, if we remember correctly, in "Court Martial"). Since then Mars appears to have spent a lot of his time writing—both fact and fiction. He is one of the few sailors who don't write like one. (GREAT PAN).

THE BRIGHT FACE OF DANGER, by Lawrence Meynell: This is big-time racketeering in the wilds of Mayfair and the less salubrious London around Soho. A well-written thriller. (FONTANA, yellow).

THE PASSIONATE SUMMER, by Richard Mason. When this first appeared in 1949, its title was "The Shadow and the Peak"—since then it has been made into a film with the same title as the Fontana edition. It was the writer's second novel (the first, "The Wind Cannot Read", has also been filmed, and in 1957, he produced "The World of Suzie Wong"). All three are equally excellent. The first book was about India; the third about Hongkong; "The Passionate Summer" takes place in Jamaica. (FONTANA, yellow).

(Our copies are from Wm. Collins (Overseas), Ltd. Australian prices: FONTANA, yellow spine, 3/6; pink spine, 5/-. GREAT PAN, 3/6.)

## "Jimmy Malay"

(Continued from page 83)

*Heemskerk* had a few cases aboard in August, 1910. Like the shipments of plumes, they were marked "Natural History Specimens", and got past the Collector of Customs.

Not all the skulls were supplied by Jimmy. Some came from a village about five miles west of Arthur Gors' plantation. It was said the shipper was able to send them away by a boat which never cleared at Moresby, but put into the creek, and then sailed away for Java or some other place in the Orient.

Such things did happen, because the coastal ports were a long way from Moresby or Daru and, as the natives were in those days not yet "civilised", the appearance of a small vessel would arouse little official interest.

However, all good things come to an end, and, with the war of 1914-18, the trade in skulls and plumes disappeared and Jimmy Malay likewise passed on.

## Trail Blazers

(Continued from page 81)

from the Island Department as assistant to D. O'N. Flood, who had been a supercargo, with Henderson Macfarlane and, later, with the Pacific Islands Company—a man who knew the business of a supercargo from A to Z.

When he was sent to open the Marshall Islands trade, I was again very fortunate in having as a "boss" Arthur F. Hayes, who was probably the best supercargo that BP ever had.

At the end of 1905, I was again lucky, because Flood came to an arrangement with Burns Philp to take over the station of a trader (H. Miller) who had died at Butaritari. Hayes was transferred to the Marshalls and I, who had just turned 21, was promoted to supercargo of the Gilbert & Ellice Service, where I remained until June, 1914.

In those far-away Islands, where the visits of vessels were few and far between, most of the white traders had been castaway sailors. The Chinese were mostly those who had been running country stores in New South Wales and could not pay their accounts to On Chong; and so they were dumped by On Chong in the Gilberts till they had made good the loss.

A supercargo's life was a very hard but a most interesting one, because of the rivalry between us and the German and Chinese companies.

A lot of the older generation will remember Billy Harden, who was supercargo on the *Mambare* and *Tambo;* also Etheridge.

Mr. James Burns (the present Chairman of the Company) was at one time a supercargo in the New Hebrides Service.

Many will remember Mr. Walter H. Lucas, for many years manager of the Island Department, a supercargo in the early days of Burns Philp opening up in the Pacific.

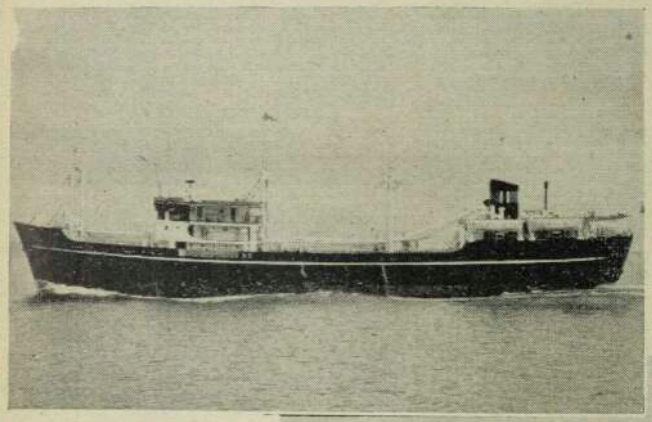
The ships of the 1880-1914 period were the vehicles which carried Australia's new trade thrust into the Southwest Pacific Islands; but it was the hardworking supercargoes who provided the spear-head. One is reminded of those famous lines of last century:

*Merchandise, merchandise!*
*England's fame was made*
*By her ships, and her men,*
*And her overseas trade.*




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# TAIKOO DOCKYARD, HONG KONG

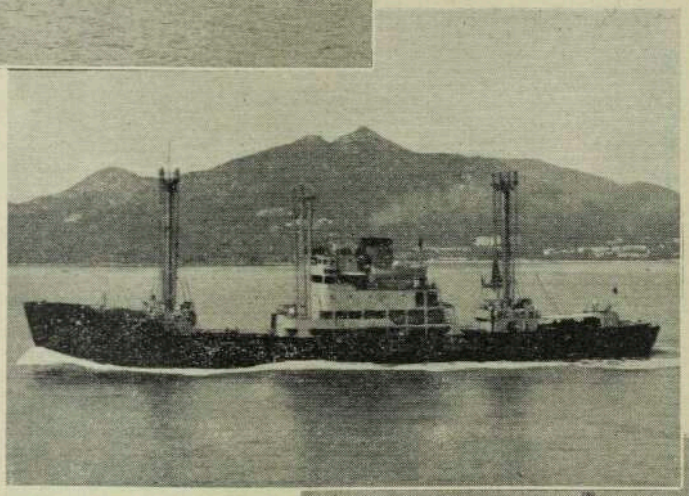


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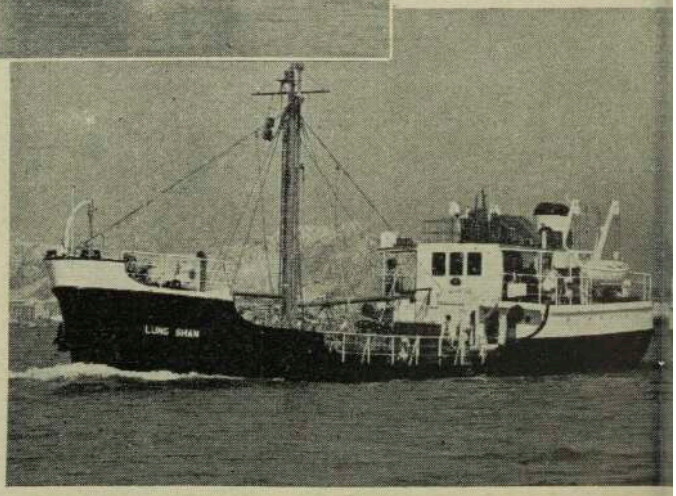
**SALVAGE OPERATORS**

**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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CHRISTCHURCH





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# PACIFIC SHIPPING AND CRUISING YACHTS

In spite of the owner's belief, in early December, that the schooner, *Ian Crouch*, would still turn up, at the end of the month she still had not, and a solution to her disappearance was still as far away as ever, although men thought to be survivors from her were reported picked up in the South China Sea by a junk about December 9. (See map page 103.)

THE vessel was an auxiliary schooner, built in Hongkong by the Cheoy Lee Shipyard, which upplied *Mieco Queen* a couple of ears ago for the Marshall Islands mport-Export Co.

This company also built *Wongala* -a photograph of which appeared 1 the company's advertisement in *IM* in October.

*Wongala*, like *Ian Crouch*, was gged as a three masted schooner, ith rather limited sail area. No hotograph of *Ian Crouch* is avail-ble; probably she was the same ype of vessel as *Wongala*, but about ft longer.

*Ian Crouch* left Hongkong on her elivery voyage on September 26, nd has not been sighted since. As eported in December *PIM*, she was xpected in her home port, Ade-ide, SA, about the end of October.

Around November 7, an airline ilot and a skipper of a local vessel eported seeing a vessel they thought be the *Ian Crouch*, off the south ast of New Britain. At the end that month, wide air and sea earches were made in the New uinea area but failed to locate ly sign of her.

About 10 days after this search as called off, a RAF Shackleton mber, based on Singapore, re-orted while on a routine anti-rate patrol, that it saw a group 13 men on an atoll and had rected a junk-like vessel to them id that it had picked them up. hen the Shackleton itself dis-peared; so did the junk and the men it had rescued.

The biggest air-search in the history of the area began and on December 16, something was sighted on a reef about a dozen miles from where the junk had picked up the men.

The New Zealand Navy ship *Rotoiti* went to the reef and found the body of an airman buried there in a shallow grave. There were two rice bowls on the grave, and the Shackleton's identification number, marked out in stones.

A further search in the vicinity by the Navy, located a junk master who, by signs, explained that the Shackleton had crashed in the sea near the reef. The body of only one man of the 8-man crew surfaced, and the men on the junk buried him on the reef.

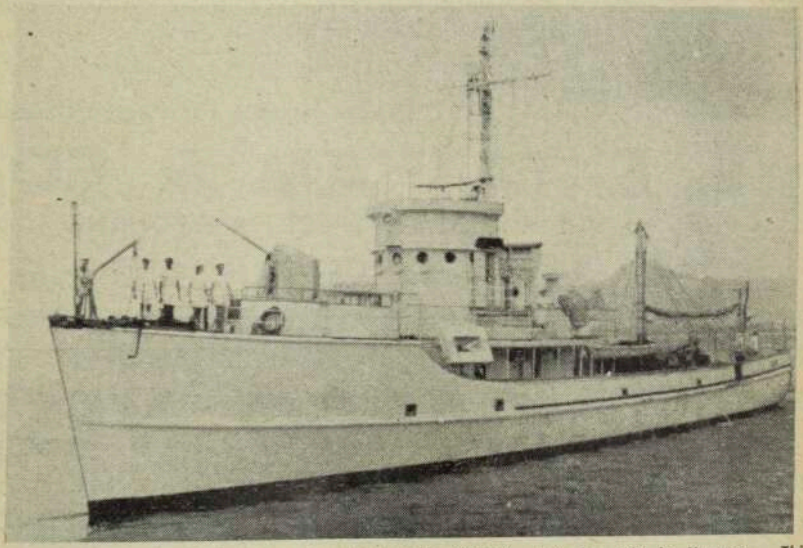
Presumably the authorities were satisfied with the explanation, the only odd thing about it being that a non-English speaking junk operator should mark the spot with the plane's identification number—that being a recognised RAF distress signal. Few people watching a plane crash in the sea have presence of mind enough to memorise its identification number.

No one yet knows what happened to the men taken off the atoll by the other junk. It is not certain, of course, that they were from the *Ian Crouch*. If they were, the schooner must have struck trouble early in its voyage, and certainly a very long way from where she was supposed to have been sighted off the south coast of New Britain in early November.

As *PIM* said in December, it might have saved everyone a great deal of trouble if a more precise idea of the vessel's delivery route had been given before she left Hongkong.

## Later News:

**It was announced on January 8, by Australian Minister for Shipping, that an inquiry would be held into loss of "Ian Crouch", probably in Hongkong. According to information from Australian representatives in Singapore, the men picked up from a reef were not from the schooner, but Chinese fishermen. Last radio message from the schooner was when she was day out from Hongkong.**



The decommissioned French naval patrol craft, "Tiare", now for sale in Noumea. This photograph was taken some years ago, while "Tiare" was in Suva.

## In The News This Month

awa
brilla
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Mariner
Nellie Brush
Oliver Mac
Pacific Pearl
Patsy Jean
Ra Marama
Rose Pearl
Ranginui
Rundoe
Soncy
Shiralee
Salmo
Solace
Te Matangi
Tungaru
Tavula
Te Matapula
Tiare Maori
Tiare
Umitaka Maru
White Squall
Zonda III

• SDA THE BIGGEST: The Seventh Day Adventists claim to be operating the biggest Mission small-ship fleet in the South Pacific. According to Pastor L. C. Naden, who was addressing a SDA Conference near Newcastle, NSW, in December, the delivery of the 45-ft motor vessel *Ka-Seli* to New Britain made 22 ships of the SDA Line.

The fleet of small ships is used to carry medical stores and other supplies to SDA stations all over the South Pacific.

• HMS *COOK* BACK IN BSIP: The survey ship HMS *Cook*, whose last visit to the Solomons was marked by an "incident" in Honiara, was due back there in December.

It is planned that during a stay of three months, *Cook* will do survey work on the West Coast of




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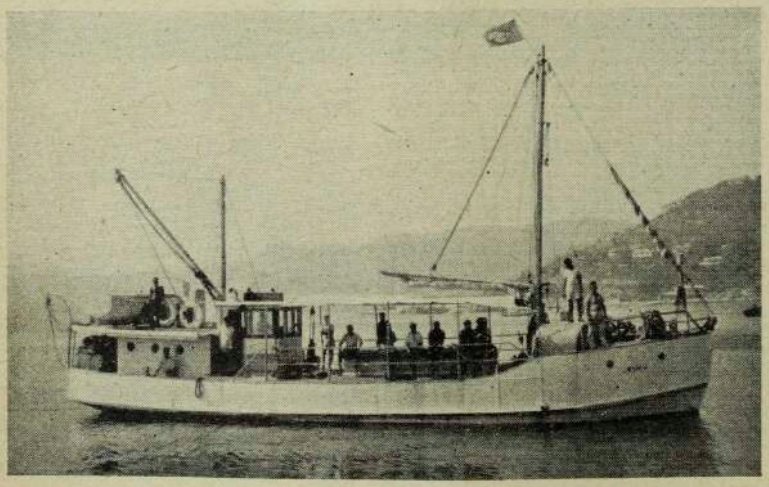


Photo shows the 60 feet K Class Copra Vessel, built by us for Steamships Trading Co. Ltd. of Port Moresby, here carrying 420 bags of copra on a draft of only 5 feet 6 inches

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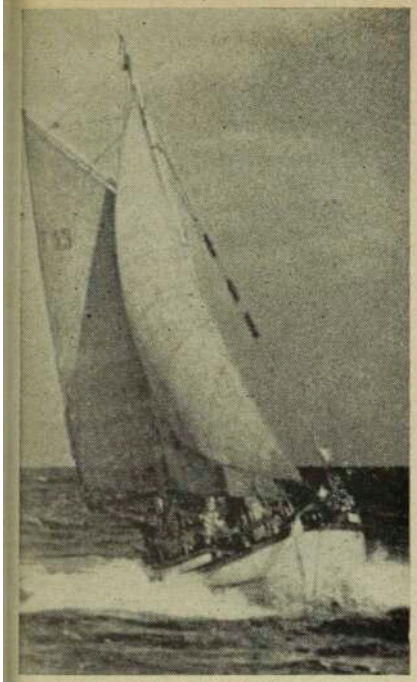
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"Rundoe", ex-pilot boat of Oslo, mentioned December, which with owners, Brunberg and nderson, should now be around French Polynesia.

Guadalcanal, from Visale to Beaufort Bay.

On previous occasions, survey has been carried out near Honiara, and Gizo in the Western Solomons.

• ANOTHER BOFFINS PLAYGROUND: With a very large expanse of the high seas in the Marshall Islands area at present continuously restricted to free navigation, and another huge area intermittently restricted in the Christmas Island region, there are indications that yet another huge zone bounded by Johnston, Christmas and Tarawa may also be restricted from time to time in the future.

Unlike the existing restricted areas, the new one will not be a nuclear testing ground, but a "recovery area" for "space vehicles"—including the first vehicle to be shot out into space with a man aboard.

The above ocean area is the one favoured by the US Navy for this purpose. A large area of open ocean is called for, due to the present inability to bring space hardware down with any degree of precision.

ICBM's fired from Pt. Canaveral, Florida, have been lobbed across the West Indies into the South Atlantic towards St. Helena, but future models are to be fired from California in a direction at right angles to the Earth's poles, for which the Atlantic is not quite roomy enough in its equatorial regions.

• GEIC WEATHER BROADCASTS: Not included in our October summary of South Pacific R/T weather broadcasts was information for the Gilbert and Ellice Islands Colony area.

The Harbourmaster at Tarawa advises that Tarawa Radio-VSZ transmits weather information daily at 0400 GMT on 4413.8 kc/s. This station maintains watch on 4108.4 kc/s for local shipping daily from 1800 GMT through to 1200 GMT, with traffic-calls immediately after the 0400 GMT weather broadcast and at 2000 GMT.

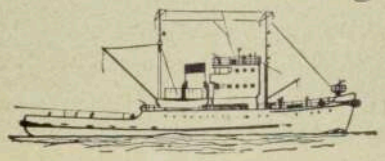
Ocean-VQK, Canton-ZIT, Arorae-VSZ31, Funafuti-ZJU, and Christmas Island-VQN23 will make R/T contact with ships in their areas at 0445 GMT and 2130 GMT.

Request for such schedules may be made through Tarawa to establish initial contact. These stations use the same frequencies as above with the exception of Christmas Island, which replies on 7000 kc/s.

It is also possible to arrange R/T schedules with either the Government station or with the Fanning Islands Plantations station at Fanning Island, according to information from other sources.

• INVITING THE UNINVITED: At about the same time that Fiji's DMS was issuing a stern warning to yachtsmen and others to make no contact with outer islands before clearing the ship at a Port of Entry, as reported in December *PIM*, some interesting sidelights on

**Pacific Islands Shipbuilding Co. Ltd.**
**Hong Kong**



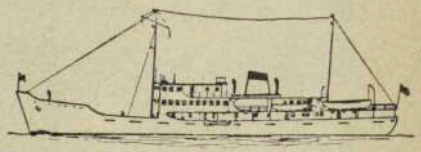
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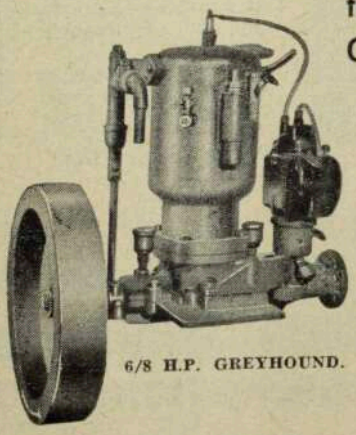
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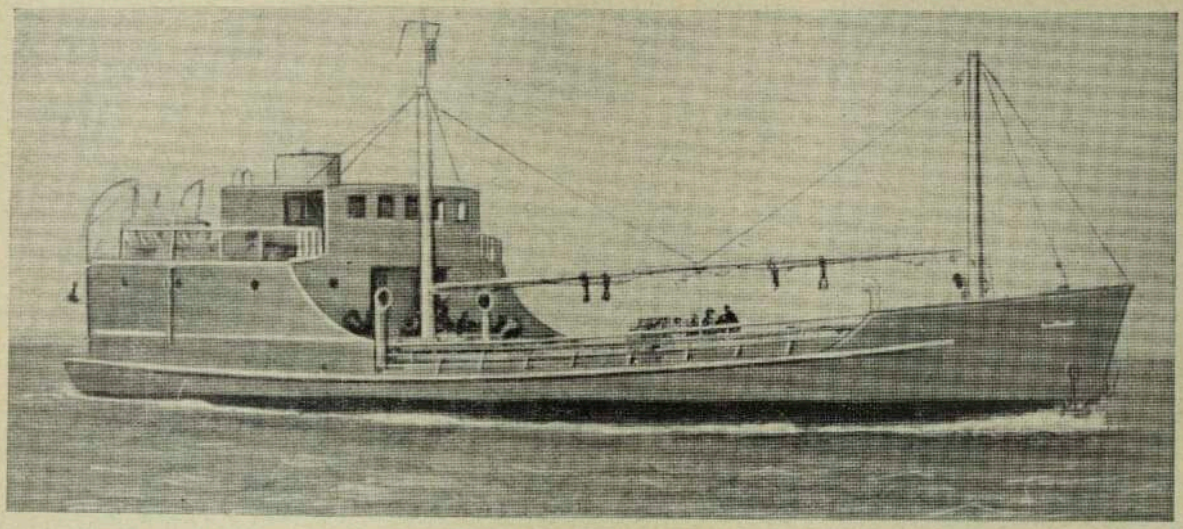
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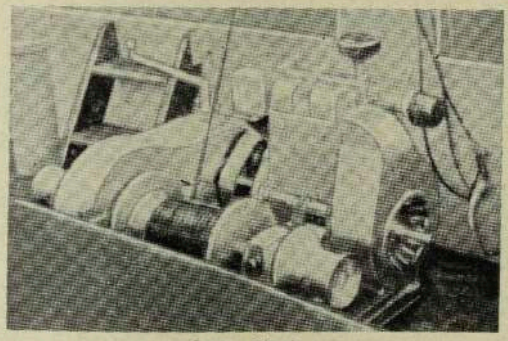
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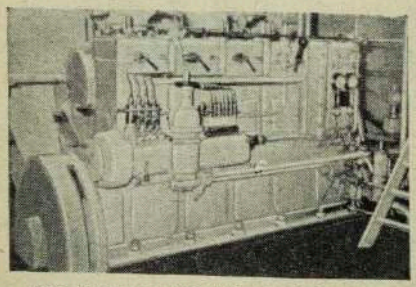


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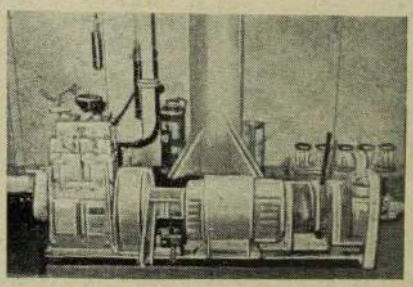


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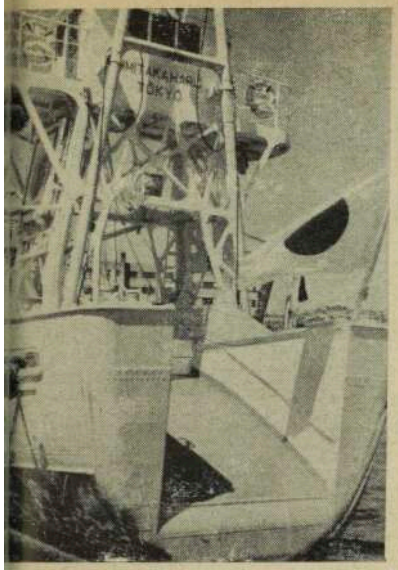
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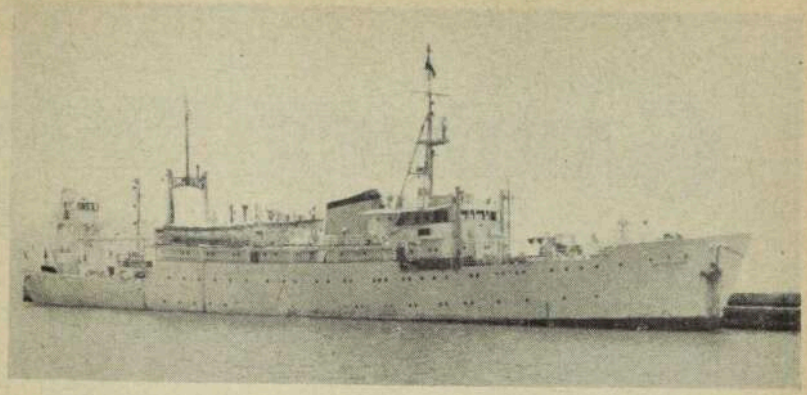
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Top, Right; Tokyo Fisheries University's trim Umitaka Maru", showing dredging control idge, aft. Above, the channeled stern of the me vessel. (See page 107).
Photos: P. Shortall

is same subject were being ought to light at the annual meet- g of the Cook Islands Legis- tive Assembly at Rarotonga.
There it was stated that a few ses of polio which had occurred the Northern Cooks were almost rtainly due to the unauthorised sits of ships. The danger of in- oduction of plant diseases by nilar means was also stressed.
Commenting on this, the Resident mmissioner said that he had und evidence that Japanese fish- g vessels from Pago Pago had en visiting Pukapuka. There had, fact, been such a vessel close in- ore when his ship arrived at kapuka recently.
An Island Councillor there had ted that they liked the Japanese, d it was not denied that the local ople had been trading coconuts fish and had encouraged the its. Further, one young Puka- kan had been away in a Japanese ssel for a month, according to the ief Medical Officer, and it was ought that this was not an lated case.
The CMO had seen a polio victim ere which may have been the re- t of such contacts.
The Island Council is now being ked to co-operate, and the matter also being taken up through the w Zealand Government with the vernment of Eastern Samoa to ve pressure brought to bear on Japanese fishing boat operators cease such infringements.
The only authorised Ports of try in the Cooks are Rarotonga d Aitutaki; there are none at all the Northern Group.

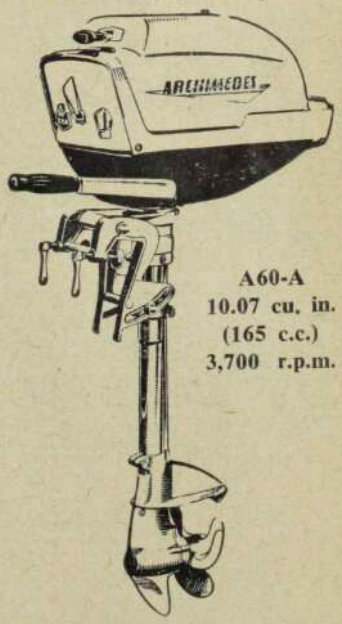
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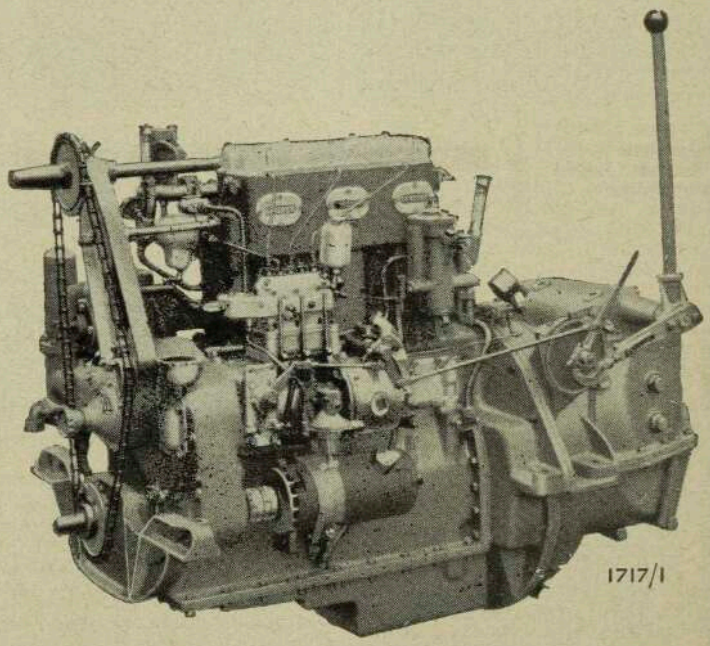
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quarantine are warned off, there is every indication that one fishing vessel, equipped with refrigerated holds and staffed by men with the know-how, could do very well in the Cook Islands, possibly based on Penrhyn where there is sheltered anchorage, or on Suwarrow.

There is a big demand for fish at Rarotonga alone. The Administration's refrigerated retail store is in the market for fish—and, incidentally, for any sound private enterprise from outside to come and operate this store on lease.

The store could greatly increase its business with the outer islands if there was more refrigerated cargo space offering in local vessels.

The suggestion that a fishing vessel be acquired and men trained to operate it was discussed at the recent Legislative Assembly meeting, but it appears probable that encouragement would be given to any outside fishing boat owner who, for the present anyway, would have the field to himself. He might be granted a monopoly license for a limited period.

Alternatively, a small refrigerated ship operator might obtain regular supplies of fish other than tuna at a reasonable price from the Pago Pago fishery base for delivery to the Cooks. It is possible that Japanese delivery to Rarotonga could even be arranged. The difficulty might be in currency of payment.

• NOW AT WORK: The last of the three medical patrol ketches built in Auckland at Lepers' Trust Board expense, *Mala Twomey* reached Honiara on delivery voyage on December 9, ten days from Auckland with a call at Vila en route.

The ketch was there handed over to Rev. Father D. Moore, SM, by Auckland yachtsman Mark Anthony who, with a small New Zealand crew, had delivered each of the ketches to the three Missions concerned.

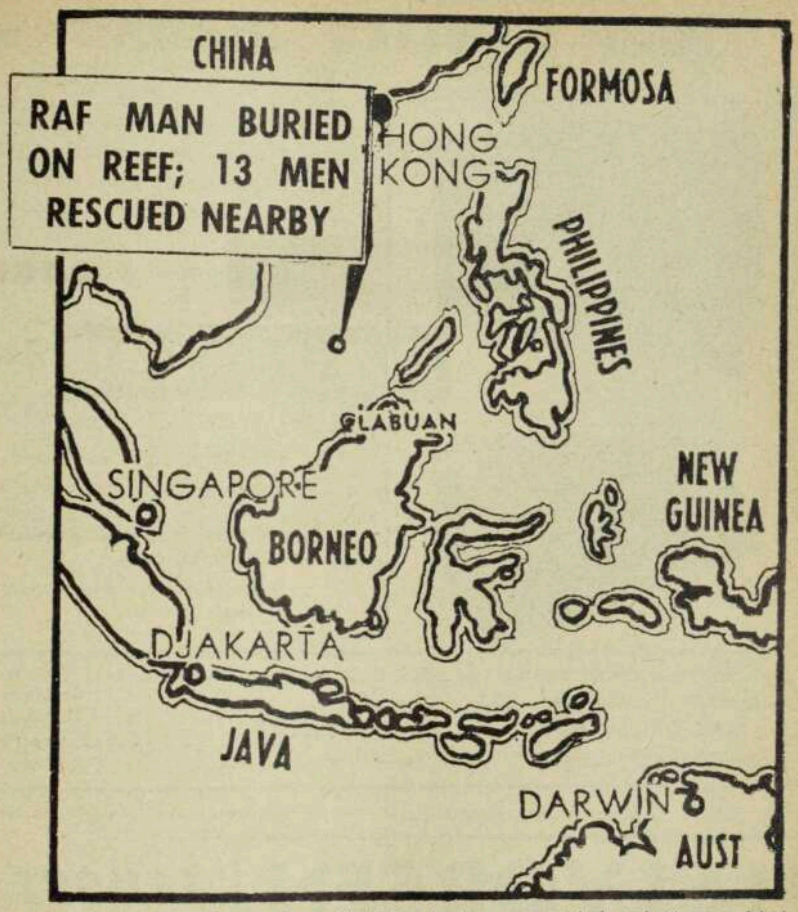
The Catholic Mission will build a slipway in the Solomons to service *Mala Twomey*.

• *DOBIRI* REACHES RAROTONGA: Also delivered—against strong opposition of the elements—was Captain Hugh Williams' Port Moresby-purchased *Dobiri*, which arrived at Rarotonga on November 18 after a hard slug against head winds and seas on the passage from Suva.

The 135-ton shoal-draft, single-crew wooden vessel left Port Moresby September 2, arrived at Suva October 3, and after undergoing some alterations sailed again about November 17 for the Cook Islands.

A few days after arrival at Rarotonga, the Noumea-built 84-ft vessel made her first voyage—to Aitutaki—in the Cooks inter-island trade.

Captain Williams says he's still unhappy about Rarotonga's poor harbours, and unless they are made safer within a reasonable time, says he will leave.




Map showing general area where Shackleton bomber was wrecked, and 13 men picked up by a junk in the South China Sea. The Australian Government announced on December 30, that it had been seeking information about the missing "Ian Crouch" in the countries bordering the China Sea. The Chinese Communist government had replied promptly that it had no information about the schooner or the men. (See story page 97).

• FLOATING UNIVERSITY: "A crack in the back of the sacroiliac"—to borrow the words of a popular song—might be an apt description of the most notable physical feature of the Tokyo University of Fisheries' training and research ship *Umitaka Maru*.

This 1,452-ton distinctive looking vessel arrived at Wellington, NZ on December 4, 34 days out from Tokyo on the IGY trail. She went on later to Australia.

Soundings and samplings had been made down 130 degrees east longitude to the equator, thence south-eastward through New Guinea off-shore waters to 170 degrees east, and from there due south.

In profile, *Umitaka Maru* would pass for a passenger ship except for a strongly-built additional bridge high over her stern. The stern view is much less orthodox, a broad channel-way slants from a little above the water-line up to the after deck, similar to that of a whaling factory ship, except that it's a channel and not a tunnel, as the photo (page 101) shows.

Its purpose is for the easier recovery of trawls and special fishing and sounding equipment. These operations, and the powerful winches employed, are controlled from the special bridge.

*Umitaka Maru* is the mobile half of the University which has a roll of almost 1,000 students and about 300 staff. Normally, *Umitaka Maru* puts to sea with 60 students and seven professors or instructors for the practical section of the courses, but on the present long voyage there are only 36 students and three instructors amongst the total complement of 80.

The vessel, which went south to the Antarctic with the Japanese expedition ship *Soya* last year, is commanded by 35-year-old Captain Keijiro Ozawa, and the senior lecturer is Professor Chinkichi Ogino.

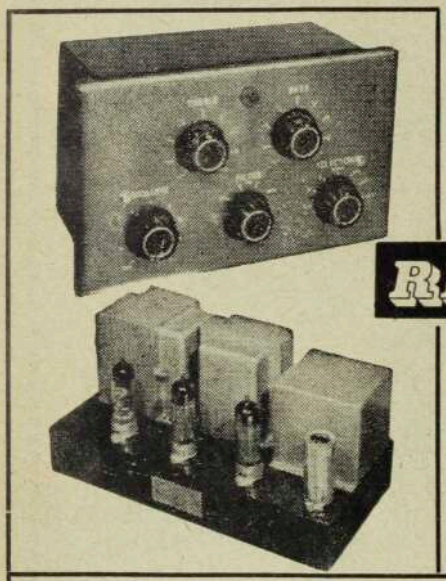
The ship is one of three operated by this university and the largest of seven owned by the Japanese Ministry of Education.

During the week spent at Welling-




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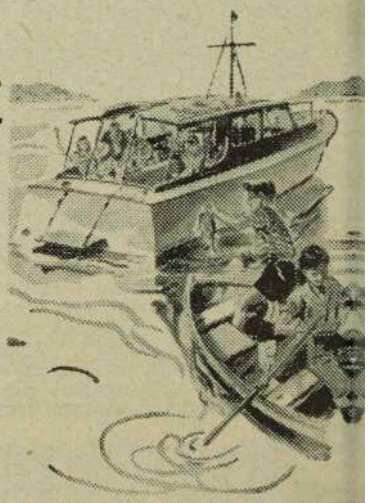
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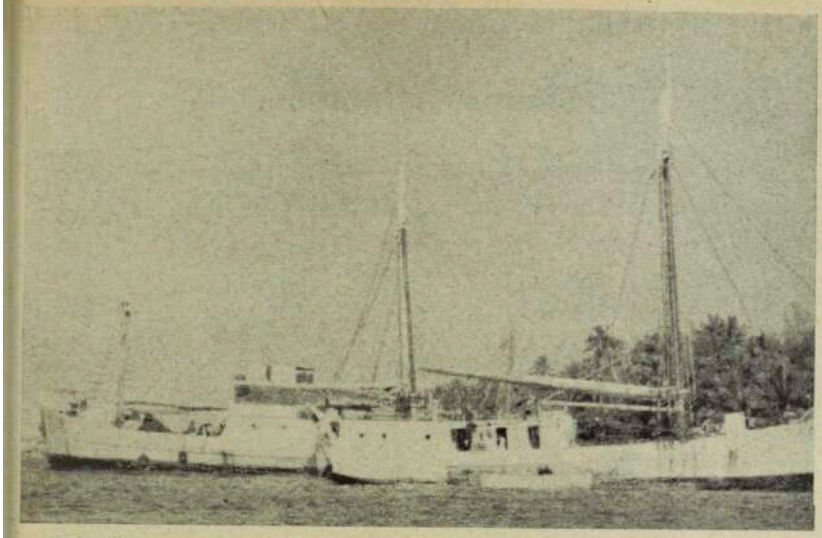
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The "Dobiri", safe home in Rarotonga (but here partly obscured by "Taveuni"). See story page 103.

Photo: D. C. Berry

on, Captain Ozawa co-operated with the NZ Oceanographic Institute by taking his ship out into Cook Strait and lowering some of the Institute's gear into 400 fathoms where in recent years some extremely rare and interesting sea-life has been brought up with very limited equipment and the co-operation of local fishermen. On this occasion there were no sensational hauls.

• SHE MAKES THEM MAD: No one apparently denies that the 87-ft Singapore-built twin screw motor yacht *Ra Marama* is an eminently well-built and elegant vessel; but a lot of Fiji taxpayers are still hotly denying that such a vessel was ever required for the official use of Fiji's Governor, or that even if she had been required, that there was any necessity to look further than the local Suva shipyards for the construction of a completely adequate if not so well finished vessel.

Suva yards are not equipped to handle steel vessels—or if they are they have not demonstrated it in recent years. But they are capable of turning out wooden craft, and they were in need of work when the Singapore order was placed.

Perhaps Fiji's new Governor sees eye to eye with the critics, for it was announced, late in November, that the vessel was being transferred to the Public Works Department—though this may be purely an administrative move.

Whatever the reason, the secretary of the Fiji Visitors' Bureau lost no time in suggesting that *Ra Marama* should be used for the transport of tourists between Suva and Levuka, to the advantage of tourist and taxpayer.

• *TUNGARU* FOR TENDER: The GEIC Wholesale Society's 230-ton *Tungaru* is for sale. Originally designed as a naval OL (oil lighter) *Tungaru* and *Tuvalu* were purchased in Australia in 1946 and modified as dry-cargo carriers and for the copra, general cargo, and deck-passenger trade in the Gilbert and Ellice Islands.

There may be others of the type in the New Guinea trade but these are the only two east of there. They measure 120-ft by 24-ft by 8-ft and are said to have a general cargo capacity of 140 tons. *Tuvalu* was sold to Morris Hedstrom & Co., Fiji, two years ago, soon after the new ketch *Te Matapula* was commissioned by the Wholesale Society.

• IT'S ALL DONE WITH FLAGS: *Oliver Mac*, ex *Ai Sokula*, ex *Manam*, ex *Hotu Maru*—the Japanese-built ocean tug which W. R. Carpenter & Co. converted to cargo carrying and operated in the Fiji inter-island trade for a time, is now owned by Hong Kong Rolling Mills Ltd., still under the name of *Oliver Mac*.

The vessel is managed by the Hongkong firm of Wheelock, Marden & Co. Ltd., which also operates the vessels of a number of other companies. Among these is the Hornbeam Steamship Co. Ltd.'s Panama-registered *Francoise*.

*Francoise* will mean nothing in the South Pacific, but *Rose Pearl*, her previous name, may ring a bell. This was one of the vessels of that flag-of-inconvenience organisation which made a brief incursion south of the Line two years ago. *Rose Pearl*—a little earlier known as *Storm* on the New Zealand coast—was arrested at Darwin and eventually sold. She sailed from there as *Amonea*, receiving her latest name on arrival at Hongkong.

The name of *Amonea* was then handed over to the Union Steam Ship Co.'s freighter *Wainui*, which

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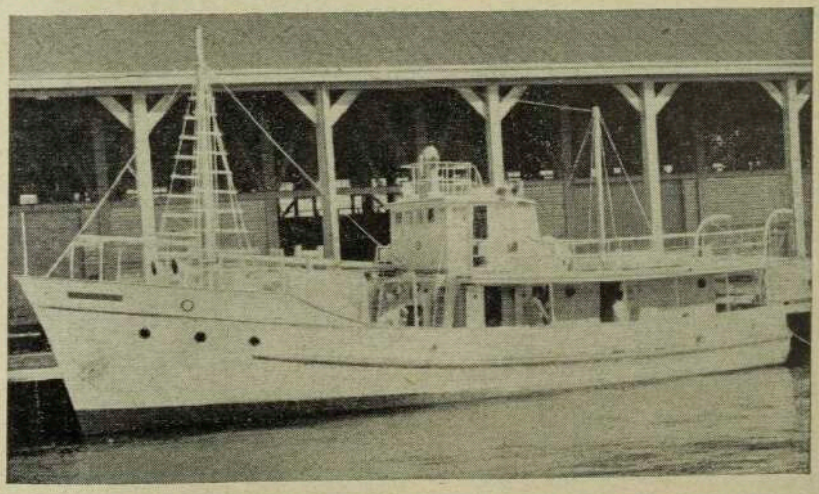

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illed to load scrap at the Solomons nder that name last July as she eaded north under Chinese captain nd crew, and under Panamanian ag, bound for that name-shuffling ort of Hongkong.

Another member of the Pearl mily—the former New Zealand aster *Holmdale*, which became acific Pearl at Wellington on about ie same day as *Storm* become *Rose earl*—was seized in Japan.

She now sails in the Inland Sea ade under the name of *Pacific aru* and under the ownership of arusa Sempaku KK, a one-ship mpany domiciled at the port of nomichi. She naturally flies the panese flag.

• READY FOR BUSINESS: here will soon be a 500 hp ocean-ing salvage tug stationed in estern Polynesian waters, and ady to go to the aid of any vessel sabled in the Tonga-Fiji-Samoa-ooks-GEIC area—or more distant necessary. The Tonga Govern-ent's new *Hifofua*, launched some me ago from a Dutch shipyard, derwent successful trials in mid-ovember when she attained 10.8 ots under a 6¾ ton pull. anoeuvrability was said to be of ie highest order. The vessel was be handed over on November 28 should be nearing her new home rt of Nukualofa by the time this pears. Delivery was by contract, a Dutch company, as was the se with the *Aoniu*.

• RARE VISIT: Meanwhile the d *Hifofua*—the 108-ton auxiliary espatch Vessel—made a special yage in November to Ata, the rely visited uninhabited southern-ost outlier of the Tonga Group. was the first visit by a Tongan ssel—and perhaps by any vessel ith the probable exception of panese tuna fishermen — since nce Tungi went down for a look 1952. Until blackbirders frightened ie people away from Ata it pported a small community and a fertile and attractive little land rising steeply from the sea ith the only habitable land on a ny plateau 1200-ft above sea level. Passengers on the present visit to ta included the British Agent and nsul, Tonga's Deputy Premier, ie Commander of the Tonga De-nce Force, the Shipping Superin-ndent, and the Radio Supervisor. hether the visit was in connection ith some new project is unknown, it the fishing off the island was ported to be very good indeed. ta—formerly known as Pylstart—s about 90 miles SSW of ngatapu.

• THUMBS DOWN ON SLOW OATS: When Captain A. Conejero ought the tug *Cabrilla* into uckland at the conclusion of an -day voyage from Hongkong with ie Fiji vessel *Degei II* and the uckland Harbour Board hopper rges, he made it quite clear that is wasn't the life for him.

But much more isolated on this voyage was Captain Verrall and his skeleton crew of Chinese aboard *Degei II* at the tail end of the tow. They had no radio transmitter and only emergency flag or lamp communication with the tug during the long days at sea.

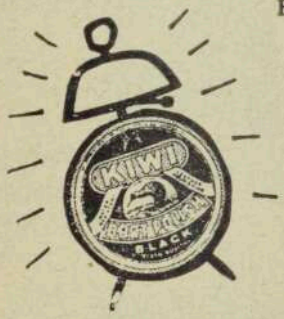
The only personal contact between these groups was at Tarakan and again at Rabaul where the tug bunkered. At the latter port the tow was changed so that it could be readily slipped by *Degei II* without any assistance. The slipping took place off Erromanga and from there on to Auckland the long towing span which was slipped, simply trailed behind the second hopper barge.

Outside Auckland it took a whole day to take in the towing gear, and prepare the barges for berthing. After a week-end in port, *Cabrilla* departed for Nelson, and left there on the long trail north on December 11 with the coasters *Rata* and *Murray* in tow. The return run was to be inside the Great Barrier Reef and through Torres Strait rather than by the more direct route which passes through the South Pacific hurricane zone at this time of the year.

(Over)

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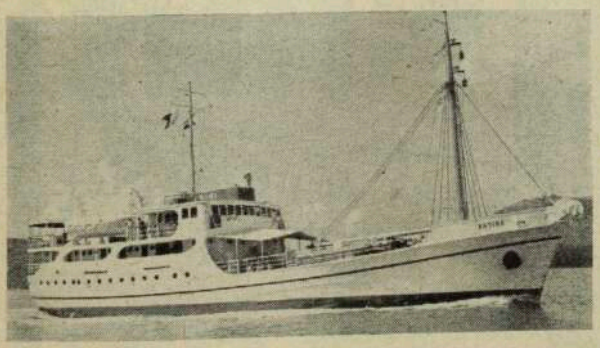

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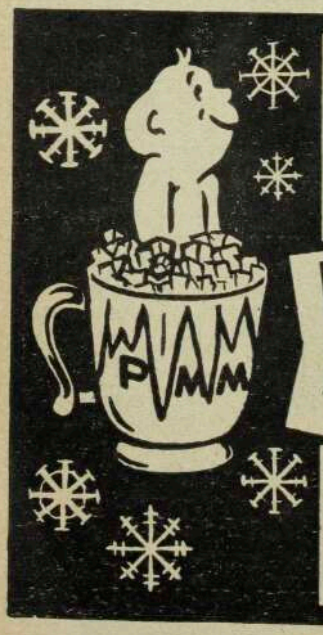
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report the Pacific's biggest gasb
may soon be sailing in a local cra
Walter S. Johnson, Jr., owne
master of the two-masted wood
121-ton schooner *Tiare Maori* whi
has been running cargoes
petroleum products in drums fr
Papeete to Rarotonga in rece
months, is said to be contemplati
purchasing a huge plastic or rubb
bag to fit the vessel's hold and
which oil could be carried in bu
instead of in drums. The idea h
been employed overseas and is us
in New Guinea, in aircraft, to car
bulk petroleum to the Highlan
The bag would presumably conta
perforated plastic baffle-plates
maintenance of stability. Earl
it had been reported that a to
able plastic sausage-type contain
was being considered.
Shipping journals recently ga
details of a rubberised nylon b
of this type called a dracone whi
was developed by Professor W
Rede Hawthorne, of Cambric
University, England. The test mo
is 100-ft by 5-ft diameter a
weighs a little over a ton empty
It carries 10,000 gallons of
and rides with a free-board of
inches. It cost £2,000 to make a
the project had the backing
Esso Petroleum Co. Ease of towi
especially in heavy weather or he
seas, and the fact that the bag c
be rolled up and shipped ba
empty are features which sugg
that the dracone might have gr
possibilities in the Pacific Island

• CLARADALE LEAVES — BU
RELUCTANTLY: The old c
burner *Claradale*, previously of
James Patrick Steamship Compa
and now owned by Hongko
interests, made a call at Honia
BSIP, during November to load
tons of brass scrap for Hongkon
A prolific user of coal and wat
the vessel took on 300 tons
water before clearing from Honia
Doubts as to the seaworthin
of the 38 years old vessel were c
when the Chief Engineer would
start the engines, claiming
vessel to be unsafe. However, af
an inspection by a Marine Engin
of the BSIP Government and
Chief Engineer of the *Fengni*
then in port, the *Claradale* sai
for Rabaul after 10 days in
Protectorate.

• THEY WERE RELUCAN
TOO: The Beechcraft aircraft t
was repatriating the Chinese cr
which delivered the BSIP's new ves
*Coral Queen*, experienced a bit
tail wheel trouble in Rabaul
mid-December. Local engine
patched the plane up by borrow
a small wheel from a metal sta
used to service aircraft engines a
the Beechcraft was able to proce
The aircraft belongs to a Man
company and was chartered to t
the seven Chinese sailors home. TI
delivered *Coral Queen* to Honia




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But from Rabaul, the plane did not go to Manila—not directly, anyway. It appears to have got lost, landed at Finschhafen (about two hours flight from Rabaul) and then caused a flap at Lae when it was overdue there. It finally arrived, Qantas got its improvised wheel back and the plane a real tail-wheel.

Then something like an international incident developed when the Chinese seamen declared the plane unsafe and refused to go on in it.

The acting Collector of Customs, with the moral support of five European police officers, went to the airport and ordered the Chinese into the plane (the official reason for this attitude being that they "hadn't a permit to land in the Territory" which can scarcely be expected to count if the plane really was in trouble).

The seamen were finally persuaded aboard, the plane took off, headed for Hollandia, NNG. Presumably it made it.

• *CORAL QUEEN* AT HOME: *Coral Queen* is a steel vessel of 200 gross tons, and is described as the "High Commissioner's personal vessel". She will accommodate an official party of about six, so she cannot be said to be any substitute for *Melanesian*, lost last year in mysterious circumstances.

She cost 1,094,000 HK dollars—or £A86,600 at the current rate of exchange.

• *NINIKORIA* ON HER WAY: The new 160 DW ton vessel, built by the Hongkong and Whampoa Dock Co., for the Gilbert and Ellice Is. Government, left Hongkong for her new home on December 26.

Captain McAdie was in command and he had a crew of Gilbertese who had arrived in Hongkong during the fitting out of the vessel.

A special feature of the new vessel is the comfortable and well-appointed suite designed for the use of the Resident Commissioner of the G & E when on tour.

The vessel is powered by two Gardner diesels, each developing 144 bhp at 900 rpm with reduction gear to give 300 rpm to the propellers.

## News of Cruising Yachts

SEARCH AND RESCUE—if you want it: Pretty soon now deep-water yachtsmen who want to be rescued when in trouble, are going to have to co-operate with the world-wide Search and Rescue organisation. There have been searches which have been unnecessary because the vessel concerned has been safe at anchorage at some isolated place; there have been other searches which have cost the lives of searchers; and all searches have been costly to the taxpayer.

There are several conflicting schools of thought on the subject of yacht searches —and some yachtsmen themselves don't want it. But at the present time, so far as the South Pacific is concerned, whether the yachtsman wants a search or not, one will always be made if Auntie Joan back home suddenly panics about the absence of letters that Nephew is too busy to write as he dallies at some off-the-track island.

And as Nephew may have left few friends at his last port and has none at his next, no one knows a thing of his plans or whereabouts.

New Zealand and Fiji, to meet this situation, are now presenting departing yachtmasters with a questionnaire which they are urged, if not compelled, to complete before receiving clearance. This may be at least a partial answer to the problem, and it would be a very good thing, indeed, if the authorities in charge of all South Pacific clearance ports would institute a similar procedure—with certain reservations. Governments should not have the right to demand the filling in of this form as an essential clearance formality—there are already far too many restrictions on free movement about the face of this planet. But such a questionnaire should be presented to yachtmasters at time of clearance as an essential document; they should be urged to supply details requested, or to write "Declined" above signature. This form should decide whether or not a search is instituted.

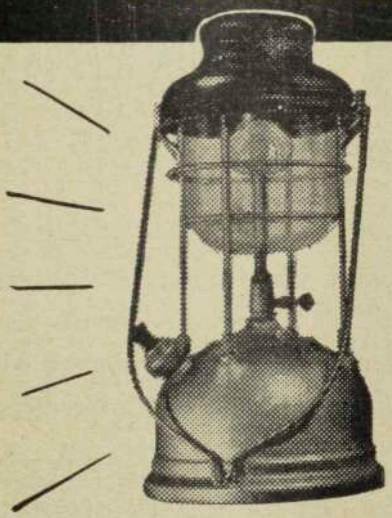
Yachtsmen are usually people of independent spirit and they are reluctant to tie themselves down to a statement of their intentions—they like the right to dally, or to change their course.

Again, a yachtsman with the best of intentions might give an ETA then be becalmed for days, or blown far off course or experience contrary winds.

So even the most scrupulously answered questionnaire will never be a complete guide to searchers, although details asked for will be invaluable—such as motor, radio facilities, whether a distress transmitter of the Gibson Girl self-contained type is carried, the colour, rig, and shape of the yacht for air identification, and so forth.

Most Pacific territories would no doubt be glad to co-operate with Fiji and NZ

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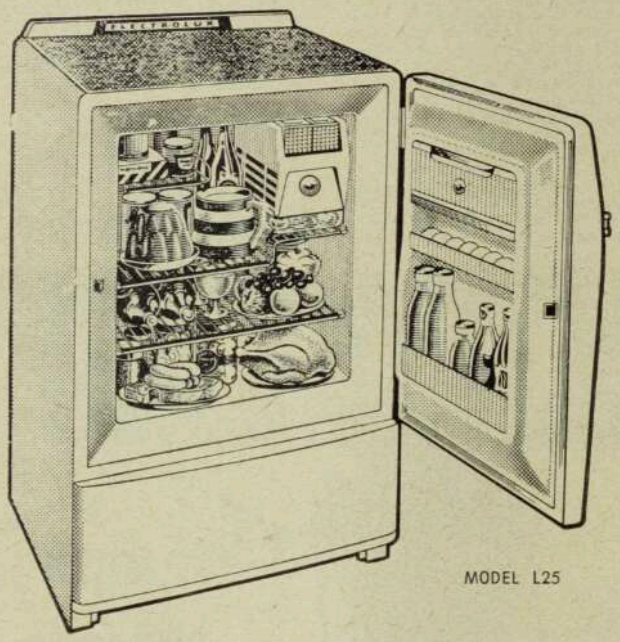
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## How Kona Became Moonfleet

Paul A. Blackford, once part-owner of KONA writes from Suva that we apparently are (Nov. "PIM") in a bit of doubt as to what had happened to that yacht. We did sort some of it out (Dec. "PIM"), but here's the rest of the story, told by Paul:

KONA was sailed from Honolulu through Polynesia and Fiji to Auckland in 1953-54. Part-owner Bob Houtz and crewman Roger Skolmen left her in Auckland but Houtz returned to Fiji to become geologist with a Fiji mining company in May, 1955. Since March, 1957, he has been staff geologist with the Fiji Government Geological Survey and is in charge of the seismograph set up in Fiji as part of the IGY programme—he is, in effect, key man in Fiji's tidal-wave warning system.

Skolmen returned to the University of California and will soon get his Master degree in Forestry.

Blackford sailed KONA back to Suva in July, 1955, with Mr. and Mrs. Frank Robinson as crew. He became mine superintendent and engineer at Fiji's biggest manganese mine and recently bought into Hawaiian Lumber Co. which is now the sole owner of Fiji Woods Ltd., a company started by the late Harold Gatty.

In 1956 he sold KONA to Chief Petty-Officer Al Gray, instructor to the FVNR, who renamed her MOONFLEET. He still owns her but she is up for sale. For the record, Houtz and Skolmen are still bachelors, but Blackford married Kuina Taylor, of Auckland, and they have a two years old son and a two months old daughter.

---

Meanwhile and until such a questionaire system is properly organised, yachtsien who do like the idea of being rescued, re strongly urged to give the next arbourmaster, radio station, or other uthority the fullest details of yacht and ntentions before starting on each leg of heir cruise across the South Pacific.

TASMAN RACE: There's still time to hip an entry in for that Auckland-risbane sixth Trans-Tasman Race which scheduled to start February 21 with ntries closing January 31. Prizes for the 275-mile event are numerous and good, ncluding 100 guineas in cash and a numer of fine trophies for the winner. Royal karana Yacht Club of Auckland is ponsoring the event.

MYSTERY DISTRESS CALL: Wellington adio intercepted a R/T distress call on 182 kc/s on the evening of December 12 ut the sending station was not identified. he Search and Rescue organisation went nto action and next day Mr. Norman W. homas's motor sailer COONGOOLA, which as had mention in these columns, was ent out and directed to a small craft, the ydney 28-ft. cutter JANIS, with lone-hander nton Slovacek aboard. He was towed nto Wellington by COONGOOLA, with me sails damaged, and some water board. But Slovacek denied all knowdge of the distress call and said that had no radio equipment capable of aking it. He knew nothing of the arch, and had not been in distress. The eather was bad so he had been ad of the tow in. A Union Co. essel had passed him and given him some esh bread that morning—and had reorted to Wellington that the distress call ad originated from JANIS. Further inairy revealed that another Union Co. essel had spoken to a yacht about two ours prior to the distress call, but had ot identified the yacht, and as far as could be determined, no New Zealand yachts were missing.

● WHITE SQUALL of Auckland, in which Ross Norgrove and his wife cruised Polynesia several years ago, is being fitted with a new auxiliary. There may be a cruise to the US in 1959. Meanwhile Ross is skipper of an Auckland tug.

● ZONDA III's former crewman Carlos Paiva, also serving in an Auckland tug, has his eye on a 24-ft. canoe-sterned cutter and blue horizons. Hilary Chiswell, who sold ZONDA III at Auckland, seems firmly settled there.

● FLYING WALRUS, of the US, still lies snug at Whangarei, NZ, but a child born there to John and Diana Wells some time ago died when only a month old. The cruise may resume this Autumn.

● RANGINUI, of Auckland, still lies at Port Moresby but a former crew member, Harry Pope, is busy building a 36-ft. ketch in Auckland with the intention of some deepwater cruising in about two years' time.

● DIANA, of England, with Norman Young and crew was reported at Mauritius early December. Former crewman Ralph Sprague is currently fitting out a rakish-looking 36-ft. shoal-draft sloop at Whangarei with the intention of heading Islandward in 1960.

● KOCHAB, of England, has been relocated at Auckland where Dr. Franklen-Evans is attached to a hospital (PIM inquired for the yacht when a bottle-message was found in New Caledonia—December PIM, page 147).

● PATSY JEAN, home-built 28-ft. ketch, launched in December, is scheduled to move off from Auckland for Canada in March with Mr. and Mrs. D. Silk and 18-month-old daughter aboard.

● ARAWA, a 36-ft cutter at Whangarei, NZ, owned by Gerry Hunter, who formerly owned CIMBA, of Auckland ("Saga of Cimba") is being readied for cruising.

● MIRANDA, of Auckland, recently back from Polynesia, has been sold locally by John O'Donnell.

● CRUSADER, of Auckland, recently purchased from a South Island, NZ, owner by Mr. W. Endean, is to sail for San Francisco in a few months time. Included in the crew then may be Major W. S. Moss, author of "Ill Met By Moonlight", who helped sail the 15-ton ketch up from Lyttelton in December.

● MARINER, of the US, which George Karl and James Robinson sailed through the Islands to Auckland three years ago, has been sold.

● SALMO, of Scotland, immobilised awaiting the stork these past few months—though we cannot trace exactly where we left her—signed on a new crew member last September. To owners Peter and Jill Hamilton: a daughter named Gail. We think SALMO is at Honolulu or a US West Coast port. There was a diversion from French Polynesian waters when that Bird was sighted.

● TE MATANGI's Fergusons and crew had the daylights scared out of them last July 3 when the bomb-boffins fired the Aurora Special from Johnston Island. That bomb caused the aurora which was seen as far away as Fiji and the Cook Islands and seriously disrupted Pacific radio communications. What it looked like at midnight from a point only 700 miles away can be imagined. The yacht was then bound for Papeete and is still in French Polynesian waters.

● NELLIE BRUSH and Forrest Nelson, lately in the Galapagos, was reported heading back for Panama and due there early November.

● SOLACE, of England, with Commander Victor Clark, RN (Rtd.) and Stanley Mathurin aboard, which cleared Port Moresby last May for Bali in continuation of world cruise, arrived at Cape Town in mid-December—to find half a ton of the London "Times" awaiting in the Post Office! When this voyage commenced in September, 1953, Commander Clark expected the circuit to take three years; that was before the 30-ft yacht went ashore on Palmerston atoll in the Cooks and was there for a year under repair. Later, there was some backtracking from Auckland to the Cooks and return, and Commander Clark flew to England and returned from Auckland.

● D'VARA—Some publicity was given in early December to a Perth, W.A., couple Mr. and Mrs. Stan Bradfield who planned to sail their 30-ft ketch to a new job in Port Moresby. Whether the voyage was to be north about or south about was not stated although it would presumably be the latter at this time of the year. Mr. Bradfield worked in Papua about nine years ago.

● SONCY, which was to undertake a four months' cruise in French Polynesia—partly for the US Fish and Wild Life Service—returned to Honolulu three weeks after leaving Honolulu. Owner Rockne Johnson had taken along his new bride, but Mrs. Johnson became very seasick.

● LADY ELLEN: The big Australian yacht reached San Pedro, USA, on December 7 after a 15 days' run from Honolulu.

● FOUR WINDS got back to Honolulu, Dec. 1, with owner skipper Ellis R. Cross, Mrs. Cross and six crew members after a cruise to Tahiti and French Polynesia.

● MANAWANUI: This 55-ft ketch from Auckland, New Zealand, arrived Honolulu December 18. On board were skipper-owner Athel Rusden, Unga Kolomatangi of Tonga, Brian Neill and Mr. and Mrs. Ian Johnson of Auckland, and Mr. and Mrs. David Millar of American Samoa. The cruise started for Auckland on September 23 and calls were made at Tonga, Northern Cooks and Fanning Island—where all hands and the cook ate poisonous fish and were laid low for some days.

● SHIRALEE, with veteran ocean cruisers, Jack and Peggy Bourke, reached Honolulu on December 14. These two lost their "Venturer" in a North Queensland cyclone in May, 1958.

● MARCO POLO, delayed on the voyage from French Polynesia by bad weather was expected to reach Honolulu before Christmas.

● FOUND SAFE: A yawl which was reported from Melbourne on December 18 to be "missing" between Australia and Fiji was, in fact, safe, in the Yasawas in eastern Fiji. The yawl "Mary K" is owned and sailed by Geoffrey Rawson.

Rawson's father asked police in Australia to help him find his son, whom he thought might be in trouble.

Rawson arrived in Suva in the "Mary K" on December 29.

After working on the Mary Kathleen uranium field in Queensland, Rawson and his sailing companion Graeme Tait, went to NZ and bought the yawl (then called "Wayward") at Wangarei. Rawson lived aboard her for a year there and then sailed for Fiji via Auckland.

During early December's hurricane, they sheltered at Nadi and then left for Suva via the Yasawas, where they had engine trouble. It was while Rawson was in Lautoka getting engine spares that he saw the newspaper reports that he was "missing".

In spite of it being the hurricane season Rawson plans to sail back to New Zealand this month, via Tonga, the Cooks and Samoa. "Mary K" is designed after the "Islander", the famous yawl owned by the late Harry Pidgeon who made history in the 20's by sailing twice around the world in her lone handed.




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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.

## Clinic Fights Poverty, Disease in Suva

IT is four years since Mr. J. P. Bayly made a gift to the Suva community of the Bayly Clinic, esigned to assist people suffering rom sickness, poverty or distress.

The Clinic is run in conjunction ith social workers of the Anglican hurch, an Indian Committee led by Irs. Bhasin, and voluntary workers. t has found more than enough to o.

There is a good deal of sickness nd distress among the poorest asses in Fiji, and there are practic-lly no social services provided by ne Government. Indigent Fijians sually are taken care of by their amily groups. Indians—especially omen with children who have lost eir husbands—provide most of the alls for help.

Medical service is provided by Dr. . R. Hemming, who is in charge f the Clinic, and he has a number f partly-trained helpers. He is an xperienced mission doctor, with a ecord of long service in Solomons nd Fiji. Dr. Ram Lakhan provides egular dental service, free of charge.

Foodstuffs—especially milk and ther foods for children—are dis-ributed regularly by a hardwork-ng committee, led by Mrs. W. F. tevenson and Mrs. S. K. abhadwal.

"A lot of this distressing poverty ould be avoided, if only the Gov-rnment would really make an ffort to provide the poorer Indian orkers with a plot of land—say an cre or so—where they could grow oodstuffs for themselves and their amilies," said Mr. Bayly. "By a oncerted effort, I am sure that oney could be found for this pur-ose at around 3 per cent., and ese people encouraged to help emselves. Under present condi-ons, they are pretty well helpless, nd the problem of their poverty grows all the time, especially n the urban areas.

"When we first started, there ppeared to be plenty of food com-ng along for distribution. Now, it much harder to get supplies."

## Japanese Tuna Boat Wrecked

A Japanese fishing vessel, *Tsuru Maru No. 2*, went on the reef at assau Island in the northern ooks on November 6. All 24 crew embers reached shore safely.

The *Tsuru Maru* was abandoned a total loss. Her crew and re-moveable gear were transferred to two rescue ships which then sailed directly for American Samoa, where they are based.

During the last two years, Japanese fishing vessels have been active in the northern Cook Group and have often fiished within the three-mile limits.

They are believed to have made several unauthorised visits to Nassau. It is reported that very few tuna were caught off Pukapuka by local fishermen in 1958. Previously, tuna was plentiful in those areas.

## Value of Fiji Museum

The Fiji Museum, which now is maintained in Suva under the direction of Mr. R. A. Derrick, has received world-wide recognition.

An authority on such matters, referring to the value of the collection in Fiji, said that there were only three institutions in the world which made any pretence to cover that particular field—namely, the Peabody Museum in Massachusetts, USA; the Museum in Cambridge, England; and the Fiji Museum in Suva.

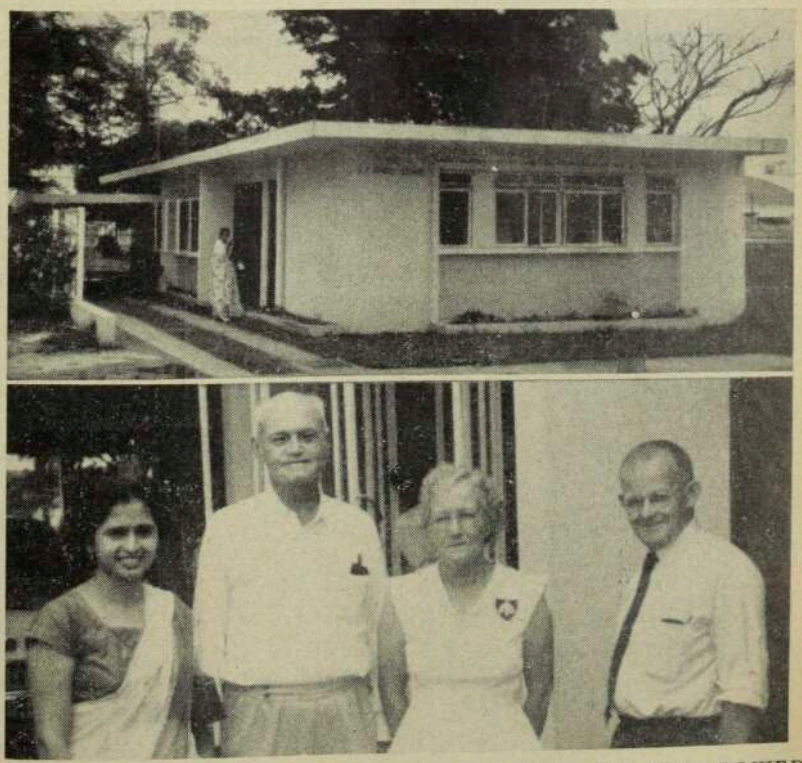
## Uncouth Officials in P-NG and W. Samoa

The Fiji Legco's discussion about leave privileges (first-class transportation each way, between London and Fiji, for officials) developed some quaint angles.

Mr. W. G. Johnson (born and spent his life in Fiji) presented the argument that there was little climatic difference between Australia (or New Zealand) and England. His point was that leave-time recuperation south of the equator could be so much less burden on the taxpayers than long leave in Europe, north of the equator.

"That is correct, of course," replied Acting Colonial Secretary J. A. C. Hill. "But, in addition to the climatic equator, there is a cultural equator. I do think the Old World has a little to offer which is not obtainable elsewhere, and officers—even by a visit only once in their service to the Old World—may gain something, not only for themselves, but indirectly for the service."

The *PIM's* sympathy is extended to Australia and New Zealand. Those benighted countries are obliged to carry on quite important



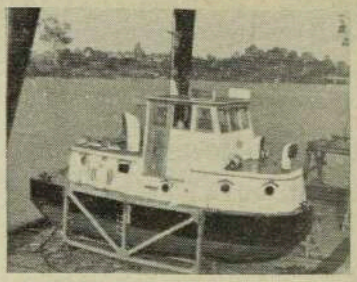
*TOP: The Bayly Clinic building, near Waimanu Bay, Suva. LOWER: Workers at the Clinic (left to right)—Mrs. S. K. Sabharwal, Mr. J. P. Bayly Mrs. W. F. Stevenson and Dr. G. R. Hemming. (See story, this page).*




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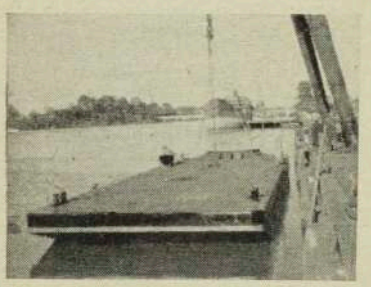
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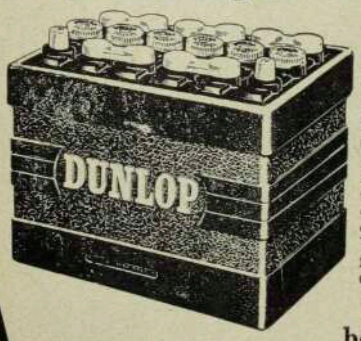
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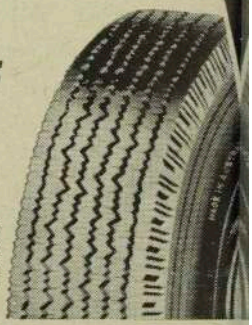
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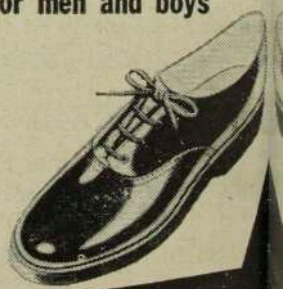


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slands Administrations with the products of their own lands, most of whom never have had a chance to acquire the cultures of the Old World.

## Sustenance for the Aged in Niue

The Niue Island Council has approved the levying of a tax of /6 per annum, payable by all males between 18 and 60, for the establishment of a fund for the care of the island's aged.

A number of old people have been living under conditions of poverty, because no one seems prepared to care for them. The matter has received some local publicity in recent months and the Council decided that something must be done about it.

## Officials Cracking Down On BOP Trade Revival

There have been reports that the iniquitous Bird-of-Paradise trade has become active again in Papua and New Guinea; and the Administration is taking extraordinary measures to stop it.

In the years between 1870 and 1910, these unique and beautiful birds were slaughtered in thousands by natives working for traders, and by professional BOP shooters, and sent to eager markets in North America and Europe—mostly as decorations for women's hats, and also to meet the demands of museums.

The Governments of Papua and New Guinea finally stopped the traffic, by providing heavy penalties. There was much illicit trade, however, until the fashions changed. By 1920 it was stamped out. But the BOP population had been greatly reduced — the creatures now are found only in the more remote interior.

Officialdam is revising laws, to better protect the BOP sanctuaries. A person trading in BOP plumes can be fined £100, or gaoled for six months.

At the same time, steps are being taken to more strictly protect the Goura pigeon—an edible bird which, because of its poor flying qualities, is easily taken. The Goura has disappeared from most settled areas. Fifty years ago, it could be found all over New Guinea.

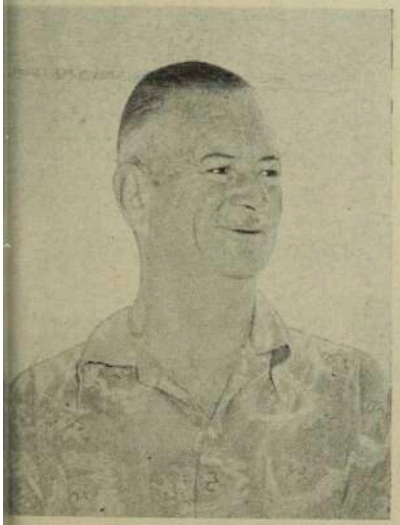
The resurgence of BOP trade is a result of the pacification of the Territory. The plumes are not for export—but for the decoration of natives.

At one time, a native stayed in his own restricted area, and did little damage to the native bird population with his primitive weapons. Now he can safely wander over a large area without fear of being knocked-off by his traditional enemies.

At the same time, publicity has made eloborate feathered headdresses more desirable. Some natives employ other natives to hunt BOP for them.

It is suspected, also, that some Europeans trade BOP skins with the natives.

(Over)

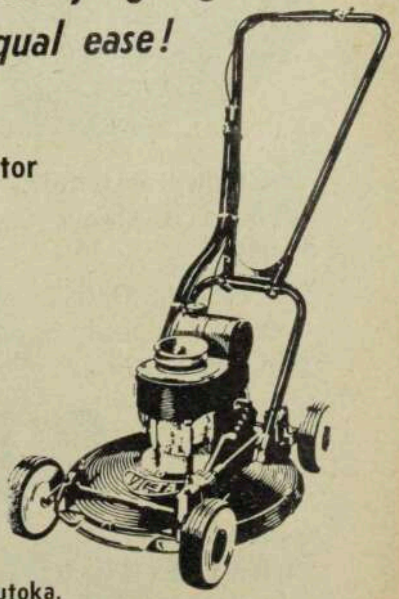


A former Suva resident, MR. E. E. Corrie, photographed at November meeting of the Polynesian Association in Sydney.
—Tele-Photos.

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## *Sputnik Weather in Port Moresby, Too*

*The crazy 1958 weather pattern in New Caledonia and Fiji was followed by Port Moresby, too.*

*Port Moresby got an unseasonal 13¼ inches in September, in what seemed to be an early beginning of the wet. There followed three months of very dry weather and if it had not been for 2¼ inches right at the end of December, 1958 would have finished an almost record dry year. As it was, it was just a couple of inches under the average 47.55 inches for Jackson's airstrip. At the other end of Port Moresby, at Government House, the rainfall is an average nine inches lower than that.*

*Port Moresby is in the rainshadow of the Owen Stanley Mountains and is at the bottom of the rainfall list of P-NG, which is generally bountifully endowed.*

## 'Tin Can' Island Being Resettled

Niuafo'ou, once known as "the Tin Can Mail Island", and later abandoned because of volcanic eruptions, is being resettled. It is the most northerly part of Tonga, and near Fiji and Samoa.

In late September, over 200 people, mainly ex-inhabitants, returned on the *Aoniu* after 12 years' absence, and started to rebuild their homes and villages.

Following the last big eruption in 1946, when a couple of villages were devastated, all the people were removed by the Tongan Government, and settled in Tongatabu and Eua.

Shortages of garden land, and of coconuts have led to poverty and discontent among some of them. Others seem happy and show no desire to return to their former isle and live literally on the edge of a volcano.

Periodically, work teams went back to Niuafo'ou to make copra, and the money from this was divided among the evacuees, according to need, by the Niuafo'ou Welfare Board, a semi-Government body.

However, the intervening years have been difficult and some evacuees decided that, even with its very dangers, their own island had more attractions. The Tongan Government, after receiving their assurances that they would go at their own risk, gave them permission to go.

During the last 100 years there have been nine big eruptions on Niuafo'ou. On a number of occasions, villages were destroyed and, in one eruption, 25 lives were lost.

## Wallis Islanders Feud About Their King

Wallis Islands (a French Territory north of Fiji, which is governed from Noumea) has been having Royal Family troubles.

Under socio-political pressure, the queen—a member of the Briale family—resigned the office.

The Wallis people find their monarch by popular vote. They elected a king. The new king was not generally approved. Partisans came to blows.

There are a considerable number of Wallis Islanders in Noumea. They have split into partisan groups over the qualities of the king, and go a-feuding; and the Noumea police have to be called occasionally to restore peace.

## Weird Weather in Fiji's Capital

Fiji, like most of the Pacific Territories, has been having some phenomenal weather.

On one day, November 13, no less than 8¾ inches of rain fell in Suva. Every river and stream and getaway gutter was choked with the amazing volume of water.

November rainfall for the previ-


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ous 14 years averaged 8.76 inches. In November, 1958, it was 20 inches.

On November 2, Suva had the coldest November day (55 degrees) ever recorded in the Fiji capital.

## TAI's Paris Connection Now Once Per Week

The French Air Line, TAI, which increased its South Pacific service in 1958, has decided to reduce the service, somewhat, as from January 1.

Henceforth, only one plane, instead of two, will arrive each week in Noumea from Paris, via South-east Asia and Brisbane.

The plane will go on from Noumea to New Zealand; return to Noumea; fly from Noumea to Tahiti; and then fly from Tahiti to Noumea and make the return journey to Paris.

The French South Pacific airfields are steadily improving. Lancasters of the air arm of the French fleet now regularly use the new airfield at Santo, in the New Hebrides.

## Islanders at NZ Jamboree

Twenty scouts from Fiji flew to New Zealand on December 31 to represent the Colony's scouting organisations at the Pan-Pacific jamboree held in Auckland from January 3-10.

The contingent—a jamboree in itself—was made up of scouts of all races, including Europeans, Fijians, Indians, a Chinese, a Samoan and a Gilbertese.

Eliki Seru, MBE, was in charge of the contingent and Ilaisa Cavu was his deputy.

The most significant thing about the visit to New Zealand was that each scout raised his own money to make the trip, about £100 each.

The contingent, the Fijian members particularly, made an impressive picture as they boarded their TEAL DC-6 airliner at Nadi airport. All the scouts wore scarves of a mas or tapa design, with the word "Fiji" at the back. The Fijians wore their traditional sulus and the rest of the party wore shorts.

The Fijians aroused much interest and enthusiasm in the Dominion with their natural charm and friendliness.

Ten thousand scouts from all over the Pacific, as well as from England attended the Auckland jamboree which was held at One Tree Hill.

## Matua Misses Suva As Port Rates Rise

It was announced on New Year's Eve that the Union Steamship Co.'s *Matua* would now call at Suva from Auckland, on the northbound voyage only. The reason given for cutting out the southbound call, after visiting Polynesia, was recent heavy increase in port charges.

Waterfront opinion, however, is that the charges are only a contributing factor, and the real cause is the falling off of the banana trade since Fiji production was hit by droughts, hurricanes and threatened quota cuts in New Zealand.

*Matua*—Fiji's only link with the outside world during the Pacific war years—has been making two calls at Suva on each of its round trips for about 20 years. Obviously, say the experts, the company wouldn't sail direct to NZ from Apia if there were good banana cargoes to be picked up.

The new port charges have not been popular with shipping companies operating in and out of Suva and their howls have for once been heeded by government so far as the proposed pilotage rates are concerned. They will be only half of what was originally announced. The maximum pilotage will now be £7 each way, in an out of port, instead of the proposed £150; the minimum rate will be £3 instead of £5, and the intermediate rates 3d per ton instead of 6d per ton.

However, this is still a great deal more than it was before January 1959. The old maximum was £15.

The increased wharfage, light and port dues, announced in November were not given second thoughts, and came into effect on January 1. There

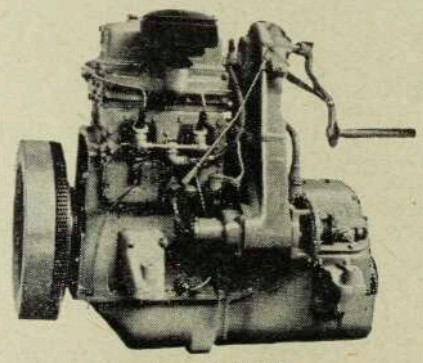

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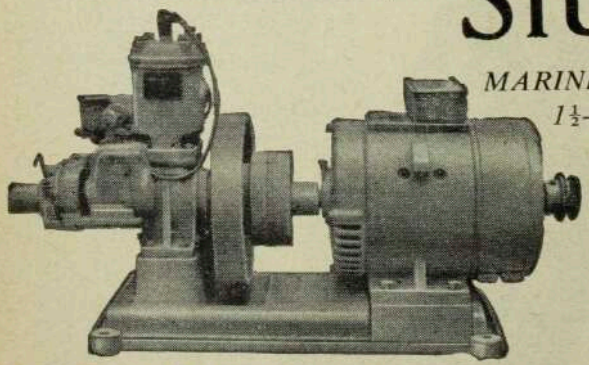
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are expected to increase Colony revenue by about £40,000.

Even critics admit some reason for the increases, in that Fiji's port charges have not been increased to any degree since 1924, while cost of port services has risen by 400 per cent.

Shipping companies argue that Suva does not possess facilities found at overseas ports and that there is no basis for the comparison made by the government between NZ ports like Lyttleton and New Plymouth.

It remains now to be seen whether, as the shipping companies predict, Suva will be by-passed by some of the big overseas passenger ships.

## Island Clothing Works: And Some NZ Howling

The establishment of small manufacturing industries in the Islands Territories, to provide an income for growing populations which cannot subsist on primary products like coconuts, is the ambition and aim of most Administrators. But a recent experience of Cook Islands, as disclosed in newspaper discussions in New Zealand, shows what the Islands Governments can get up against.

Rarotonga (Cook Islands) established a clothing factory and a kind of synthetic jewellery factory; and wages distributed among the native workers there were between £20,000 and £30,000 per annum—not much, but a distinct help to the island's economy. Value of clothing and jewellery exported was between £80,000 and £90,000 per annum.

Some time in 1957 a Mr. R. A. Hill visited Rarotonga and, from the manifestations of distress which he exhibited on his return to NZ, it appeared that he represented the NZ Clothing Trade, and that he was upset by "shockingly low wages". (The female workers in these factories were getting about 8/4 per day—since raised by 10 per cent.)

Hill, various union bosses, representatives of employers, and Government officials joined in the argument. Union bosses declared that these poor islanders were being exploited to allow certain employers to under-cut the clothing trade in New Zealand. The employers retaliated that, while there was some advantage in establishing Islands factories—otherwise they would not do it—the gain was small, because of the islanders' lack of skill.

Officialdom, anxious to retain the alternative industries for the Islands, defended the set-up, and pointed to the absurdity of these union bosses trying to draw economic and industrial parallels between the well-endowed workers of NZ, and the Rarotonga workers, whose standard of living was entirely different.

They said that the importation of Rarotongan goods to NZ had no effect whatever on the clothing trade; but it did help the Cook Islands economy.

This sort of thing has happened many times in Islands history. A trade union organiser, who knows nothing of living standards outside his own country, will always find social and industrial evils in the tropical Islands. We can remember the furore in New Guinea in the 'Thirties when a gentleman named Arthur Blaikeley (formerly a Socialist Minister in Australia) visited the goldfields and demanded that the native labourers get the same wages and privileges as AWU workers in Australia. (Over)

## *45 Complete Courses At ASOPA*

Eighteen young men and women Education Officers, and 27 Patrol Officers successfully completed courses at the Australian School of Pacific Administration, Mosman, Sydney, in 1958. On December 11, the Minister for Territories, Mr. Paul Hasluck, presented certificates to the graduates.

**PATROL OFFICERS:**

Allwood, M. B., Credit in Law;
Andrews, R. J.;
Ayling, D. J., Credits in Anthropology; Geography, Law, History and Government;
Ball, G. F.;
Booth, G. F., Credit in Anthropology and Geography;
Bridges, L. G.;
Browne, R. C.;
Burnet, I. D.;
Cavanagh, N. J.;
Conroy, P. C. A.;
De'ath, C. E., Credit in Geography;
Elder, D. A., Credit in History;
Focken, R. E.;
Grant, N. J.;
Hanrahan, K. J., Credit in Geography & Law;
Hill, R. C., Credit in Anthropology;
Lucas, N. D.;
McGrath, W., Credit in Geography;
Macintosh, A., Credit in Anthropology;
Macnamara, N. G., Credit in Geography & Law;
Mulcahy, B. H.;
Oakes, G. D.;
O'Farrell, G. B., Credit in Government;
Pitt, A. D.;
Pople, G. H. J.;
Redwood, A. L., Credit in Anthropology, Geography & Law;
Swinton, A. R. A., Credit in Anthropology, Geography & History.

(The R. W. Robson prize for Law for 1958 and the R. W. Robson Prize for General Proficiency for 1958 were both awarded to Mr. D. J. Ayling.)

**EDUCATION OFFICERS:**

Barnes, B. F.;
Campbell, A. F., Credit in Anthropology;
Cashmore, Miss M. A.;
Dobbyn, Miss A. B.;
Gill, Miss H. M.;
Gray, Miss M. A., Credit in Anthropology;
Guthrie, Miss A. R.;
Hannan, A. L., Credit in Anthropology;
Hatton, N. G.;
Hiob, P.;
Lea, Miss R. A. R.;
Lowenstein, Miss S. J.;
McCluskey, N.;
Reilly, J. F.;
Ritchard, R. F.;
Rixon, P.;
Young, Miss, D. L.;
Wiseman, Miss S. E.







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## P-NG Preparing For South Pacific Conference

As part of its preparations for the Fourth South Pacific Conference organised by the South Pacific Commission, the Administration of Papua and New Guinea has published its list of Advisers and Delegates to the Conference.

The Conference will open in Malaguna, Rabaul, on April 29 next. All South Pacific Territories, and Micronesia, will be represented.

P-NG ADVISERS

Mr. J. K. McCarthy, Executive Officer for Districts in the Department of the Administrator, Port Moresby.

Mr. Elliott-Elijah, senior instructor at the Co-operative Training Centre, Port Moresby.

Mrs. Lila Matelau, teacher, Buin, Bougainville District.

Mr. Reuben Taureka, who has served in various parts of the Territory since graduating as an Assistant Medical Practitioner in 1952.

P-NG DELEGATES

Mr. Kai Kai Ivasi, Papua (Extension Officer with Department of Agriculture).

Mr. Raymon, New Guinea (secretary of New Ireland Native Societies Association).

Mr. George A. Kassi, New Guinea (member of Rabaul Town Advisory Council and vice-president of the Kambiu Community Society).

Miss Nancy Gire, Papua (in charge of Hanuabada Infant Welfare Clinic).

Brother Peter Hilary, Papua (of the De La Salle Teaching Order now teaching on Yule Island).

Mr. Tovin Tobaining, New Guinea (president of the Vunamami Native Local Government Council).

Mr. Kondon-Akau'undo, New Guinea (Luluai of the Naregu community since 1938).

Miss Philo Gamauri, New Guinea (midwifery assistant graduate of Koki (Papua) Maternity Hospital).

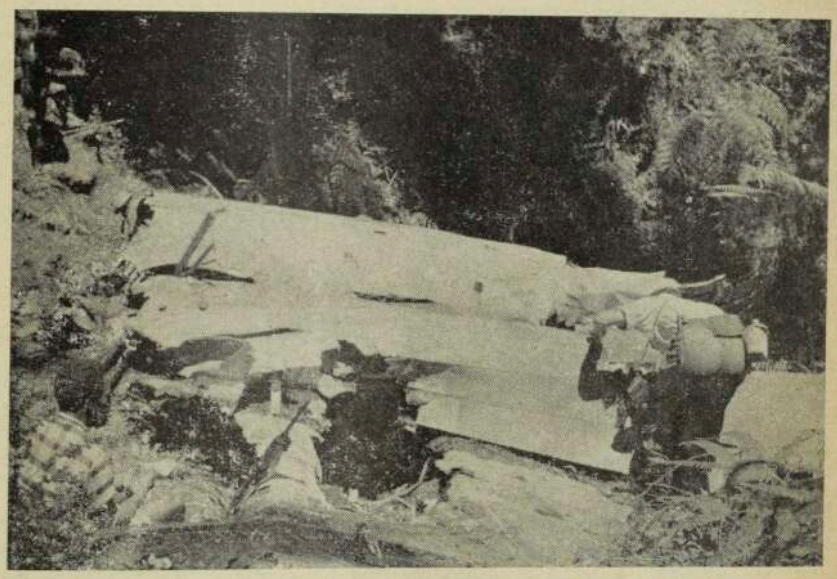
## Shangri-La Gives Up its Victims

The remains of the 21 victims of the 1945 US plane crash in the Baliem Valley, NNG (Dec. *PIM*, p. 19) have now been recovered.

The huge valley (which, of course, got the tag of Shangri-La), was discovered by the Archbold Expedition in 1938 but was virtually unknown when the American plane crashed in the mountains surrounding it during a joy-ride flight. Of the 24 occupants, 5 survived the crash but two WAC's subsequently died. The three survivors, including WAC Margaret Hastings, were got out some weeks later by glider.

A mission station was established on the floor of the valley in 1955 and in 1956 the NNG Administration established a patrol post at Wamena. In October, 1958, a patrol went to the scene of the crash but discovered only a couple of human bones near the wreck but could not locate the remains of the 21 who were said to be buried near the crashed plane.

The US Government sent two men, Lieutenant Frank J. Riley and Sergeant Hank Paolille, to Hollandia in December. They flew to the valley to join the second patrol, but Lieut. Riley sustained a knee injury and it was Sergeant Paolille who accompanied Controleur Gonsalves to the wreck.





**ABOVE: The forward part of the fuselage of the American plane that crashed into the Baliem Valley, NNG, at the end of the war and caused the death of 21 Americans. A member of the Netherlands Administration patrol which visited the area in October is seen examining the wreck. LEFT: The Baliem Valley and the patrol post, marked X, from which the two patrols, in October and December, set out and eventually recovered the remains of the 21 victims. See story this page.** KVR Photos.

Just before they left Wamena, a Cessna of the Missionary Aviation Fellowship flew over and dropped a cable from Hawaii, indicating the approximate location of the graves.

With this the remains of all 21 victims were recovered in a matter of hours from graves situated in three spots—a mass-grave for 13 victims, the grave of the only officer amongst the 1945 party, and finally




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that of the two WACs who died after the crash.

The plane itself was broken in three parts. The front, from which the cockpit had entirely gone, was lying on a small plateau. Molten aluminium indicated that a fire had raged there after the crash. This part of the fuselage was split in two.

The rear end of the fuselage was intact and it was probably from this that the original five survivors escaped. It was lying below the forward portion, on a level piece of ground. Fifty feet below that again were the remains of one engine and the tail of the aircraft.

Personal gear, such as rings, watches, etc., were also recovered. The party returned to Wamena after an absence of a week.

Another patrol, which had set out to locate the Short Sealand aircraft, which crashed in 1955, had to turn back without reaching its objective owing to bad weather and inability to locate the spot. This aircraft, which was owned by the American Christian Missionary Alliance, crashed at the north-eastern entrance to the valley and lies in very difficult country of naked cliffs and steep ravines, 10,000 feet above sea level.

## TAI and TEAL Raise Fares

The two Pacific Islands airways operators, Tasman Empire Airways, of New Zealand, and Transports Aeriens Intercontinentaux, of France, have agreed to raise the airways return fares between Fiji and Tahiti, as follows (the old fares being shown in parentheses):

Auckland-Western Samoa: First-class, £111/12/- (£99/18/-); tourist-class, £89/6/- (£79/19/-).

Auckland-Cook Islands: First-class, £168/6/- (£154/6/-); tourist-class, £134/13/- (£123/10/-).

Auckland-Tahiti: First-class, £206/2/- (£193/10/-); tourist-class, £164/18/- (£154/16/).

Even with the higher rates, the services will be run at a loss. There is not enough population in the widely separated archipelagoes of Polynesia to provide sufficient air traffic to cover the heavy cost of running planes and providing safe equipment and airports.

Tasman Empire Airways recently published the results of its trading in the year ended March 31, 1958. It showed a net profit of £286,775—more than £20,000 better than the previous year.

TEAL operates in three fields—between Australia and New Zealand; between New Zealand and Fiji; and between Fiji and Tahiti. The first two sections are generally profitable—the third (Fiji-Tahiti) always—despite subsidies—shows a loss—£47,943 in 1957 and £16,773 in 1958.

TEAL is owned by New Zealand and Australia, and is regarded as a very good investment, efficiently and profitably managed. A Ministerial statement from NZ says: "TEAL is in a high state of vigour, fully ready for the traffic expansion which re-equipment will bring. Its finances are buoyant."

TEAL is paying a dividend of 4½ per cent., transferring £200,000 to general reserve, and has repaid (two years before due date) the £450,000 loaned it some years ago by the State Advances Corporation of NZ.

## That Low-Grade Phosphate On Bellona, BSI

A Ministerial statement in Canberra recently said there were an estimated 8,000,000 tons of phosphatic rock on Bellona Island, one of the British Solomons group; and there was a suggestion that this deposit might be of great benefit to Australia and New Zealand, whose foreseeable supplies of fertiliser on Nauru, Ocean and Christmas (Indian Ocean) islands are steadily dwindling.

A couple of recent pamphlets by Geologist J. C. Grover, of the BSI Administration staff, indicate that the Bellona Island deposits are not of high grade, and are not readily accessible.

The two southerly islands of Rennell and Bellona were closely examined in recent years by Mr Glover. He found phosphate deposits on both.

Bellona, in uplifted coral atoll


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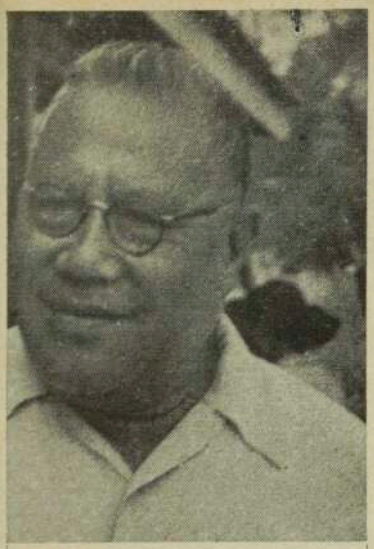
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HE LIKES TO FILL UP THE CRACKS

Strolling through the main street of Nukualofa, Tonga's capital, I stopped in a busy little shop for a word with Tali Palavi, who proved to be an alert trader and planter.

"I grow bananas for New Zealand," he said. "Under the regulations, I must not pack bananas under a certain length. The cases are all of standard size.

"Often, the average size of the bananas, packed in two tiers in the case, leaves a space of an inch or more wide, between the ends of the tiers. Why cannot I fill that space with bananas, put in lengthways? Those smaller bananas are of excellent quality, and would be gladly bought in New Zealand.

"What's the sense in a regulation like that? The "PIM" should take it up with the authorities. I buy two copies of the "PIM" every month," he added, cunningly.

I took his photograph and promised to publicise his plea for the admission of smaller bananas, to fill the spaces.—RWR.

about 100 miles south of Guadalcanal, is six miles long and two miles wide. After a scientific investigation, Mr. Grover wrote of it: "All of these factors, together with the size of the island, suggest that the chances are good that an economic deposit of phosphate will be found on Bellona."

Reports, since that was written, suggest that the Bellona deposits, which have been known for 30 or 40 years, are so low grade as to be of doubtful value.

But phosphatic deposits are being increasingly sought by agricultural countries, and recovery techniques are constantly improving; so it is possible that Bellona yet may give to the Solomons Islands economy the mineral shot-in-the-arm that it so desperately needs—and for which J. C. Grover has worked so hard.

## NI's Problem of Domestic Help

The problem of domestic help is proving just as much a headache to Norfolk Island Administrator R. S. Leydin and Mrs. Leydin as it was to their predecessors.

Government House, an Norfolk Island, is a beautiful stone building, set beside a fine swimming beach, with good fishing spots. The staff quarters are commodious; there is a minimum of entertaining; and no one could have more consideration for staff than Mrs. Norman and Mrs. Leydin. Ideal jobs, one would say—but the right people do not seem to want them.

## Fiji Crayfish As Planned Industry

A proposal to establish a crayfish industry in Fiji has been put forward by an American company.

The company says that it is prepared to advance capital for equipment, to teach the Fijian people modern methods of catching crayfish, and to purchase the fish for processing and shipment to the United States.

The company estimate that there is a market in America for more than 1,000,000 lbs of crayfish a year. To buy this quantity, and to process, pack and ship it would cost 400,000 dollars a year. (Over)


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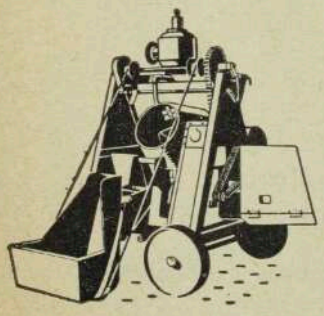



The Britstand 7DT 1-Bag Mixer with ease of handling and mobility is the ideal unit for contractors who change location frequently.

**High Pressure Water** tank holds 15 gallons, always discharges the exact amount set by the gauge—means perfect proportioning for efficient mixing.

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## *Fast Trailing Speeds*



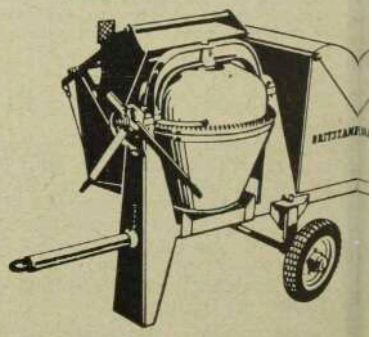
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The Fijians say that, many years ago, parties which used to go crayfishing in Fiji used to average 100 crayfish a night and sometimes, in good conditions, they would get 200 to 300 in a night.

Little is done now with Fiji crayfish, even as a local article of food.

## "Last Witness" For RLS of Samoa

When the American writer, Mrs. Elsie Noble Caldwell, returned from Fiji to California in 1950, after visiting Samoa, she planned to write a book about old-time Samoa; and when she called upon her friend "Teuila", at Santa Barbara, she told her so.

"Teuila" was the old family name of Robert Louis Stevenson's stepdaughter, Mrs. Isobel Strong, who was formerly Miss Osborne, and who lived with the Stevenson family in Samoa, and acted as amenuensis for RLS. In 1950, she was about 90 years old, and bed-ridden, but alert and interested.

Mrs. Caldwell told her that she planned a long chapter about RLS and Vailima. She promptly reversed the plan. "I have much to tell you about my mother (Fanny Osborne) and Louis before I go," she said, "and you must speak for me."

Elsie Noble Caldwell now has written the book, and it will be published shortly by University of Oklahoma Press, on a foundation grant. It is called *Last Witness For Robert Louis Stevenson*—the "last witness, of course, being Mrs. Isobel Strong."

## Indians Rush in Where CSR Will Not Tread

The majority of people in Fiji who can't see others succeeding where the mighty CSR has failed, have pooh-poohed the new company registered at Suva in December with the aim of manufacturing and producing sugar from cane grown at Nausori.

Headed by the astute Mr. Vishnu Deo, the oldest member of the Colony's Legislative Council, and with 14 other Indian shareholders, the new company has a nominal capital of £F1,000,000.

Mr. Deo knows, of course, that the Colonial Sugar Refining Co., with its huge resources of money, technical staff and experience, has found it uneconomical to continue operating its mill at Nausori.

The company announced in 1957 that it would close Nausori mill after the 1959 crushing season. Nausori is the CSR's oldest mill in Fiji, but experience over the years has shown that the Rewa is too wet for high yields of sugar. The company's other mills are all in the "dry" zones of Fiji.

Nonetheless, many Indians have been inclined to treat the company's decision to close the Nausori mill, with a certain amount of scepticism.

These farmers have ignored the Company and the Government's advice to discard cane after this season and plant other crops.

The Company and the Government have started a large reorientation programme for the district to equip the farmers for the time when the mill closes down.

But Mr. Vishnu Deo and his shareholders are certain that they can make a go of their venture in spite of what the CSR Co. thinks.

He says that a German firm has offered to seek sugar markets for his new company. Ceylon and Japan were interested in any surplus sugar the new company might have and the Japanese market looked promising.

(Over)




Marked with letters that size, no one who seeks the United Island Trading Co.'s store in Rarotonga should have any difficulty in finding it. Opened in December by the managing-director, Mr. Willie Watson (seen in the left-hand doorway), it replaces the store destroyed by fire a year earlier. It was built almost entirely by Cook Islands labour, and the 6,000 sq. ft building cost only a modest £10,000. Although it is not likely to win any prizes for architectural beauty, the interior is laid out on American super-market lines and has come in for a lot of admiration from Rarotonga shoppers. The U.I.T. has always catered for Maoris on low incomes and the Rarotongans regard the new super-market as "their" store. Photo: B. C. Berry.

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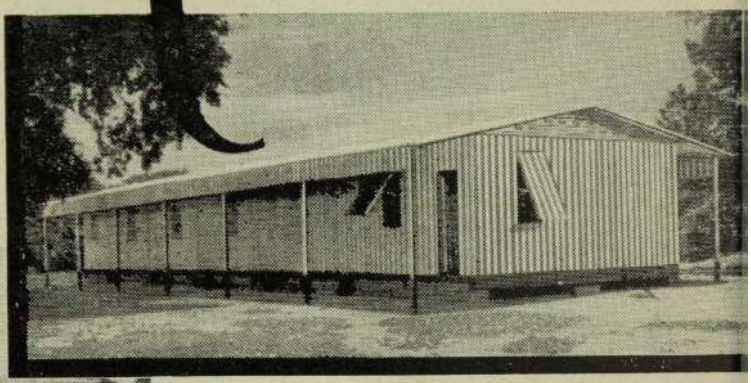

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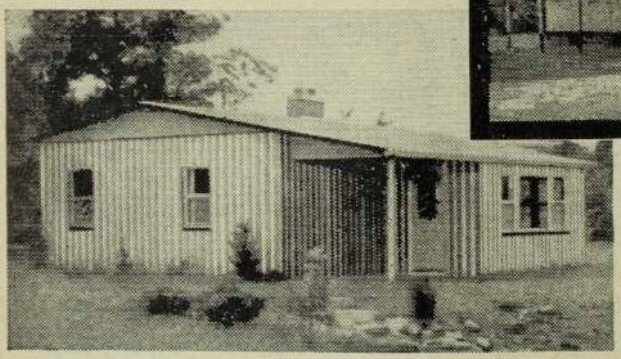
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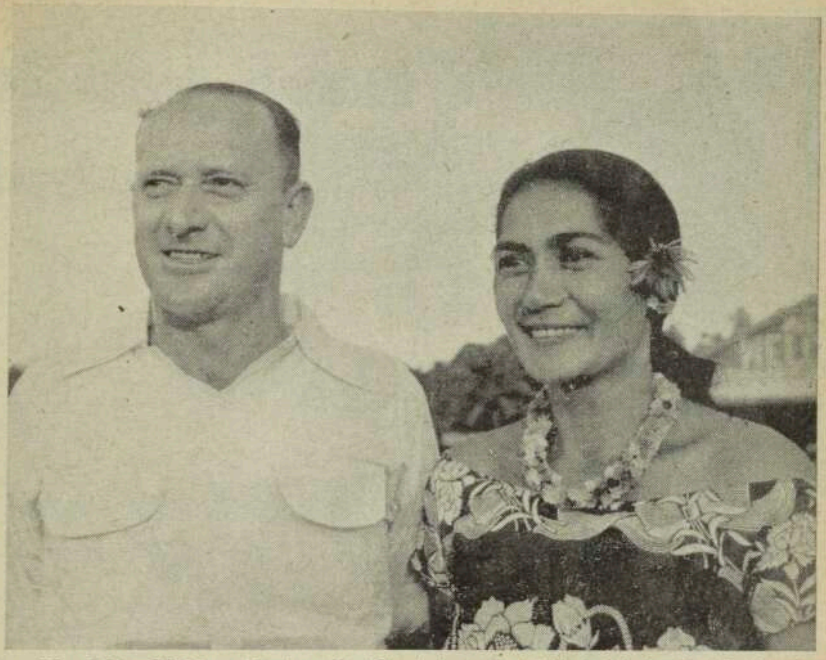
Most sugar is sold under agree-
ents of one sort and another—
d Fiji is party to these agree-
ents. There is no shortage of
gar—to the contrary; and it might
imagined that if there were new
enues to dispose of it they would
ve been explored long ago by
untries that can produce sugar at
cheaper price than Fiji has
herto been able to.

## ise of Inspector cNaught, of P-NG

Sharply differing points of view
garding the most effective way of
ndling difficult classes of natives
New Guinea—like the Tolais—
re expressed in New Guinea in
ent months in relation to the
e of Police Inspector Randolph
rray McNaught.
The Inspector had to deal with a
tive crime, in the course of which
interrogated a native named
n, of Daio. Someone complained
t his treatment of John had been
necessarily harsh. His defenders
isted that it was impossible to do
thing with sophisticated natives
less the police were really "tough".
Finally, Konedobu put the matter
o the hands of one of its senior
gistrates, Sir Colman O'Loghlen,
inquire as a Commissioner and
ort. The Commissioner, report-
on December 20, said that In-
ctor McNaught "had not gone be-
nd the bounds of moral pro-
ety".
The Commissioner, however, said
t John had been unlawfully de-
ned during the investigation.
"I think McNaught was com-
tely genuine in his desire to solve
serious and nasty crime," Sir
lman O'Loghlan said.
He went beyond his legal powers
dealing with a person in custody,
d lost his case as a result."
He found that Inspector McNaught
d questioned John on eight
asions over four different days,
er he was already imprisoned.
The Commission's report has gone
the Commissioner of Police for
nsideration.

## a-Water Distillation uld be Valuable

Why does not the South Pacific
mmission maintain, on behalf of
cific Islands Governments, a
tching brief on scientific develop-
nts which could affect the shape
Islands life?
What has the Commission done,
example, in reporting to the
ious member countries on efforts
ng made, all over the world, to
sea-water distillation upon a
cticable basis?
A supply of fresh water, from
-water, could make large Islands
as—especially in the south-east
apable of carrying larger popula-



*Mr. John Webb, relieving Resident Agent at Aitutaki, in the Cooks, in 1957-58, has now been appointed Agent at Mangaia. His attractive wife, Bonnie, is a Rarotongan.*

tions and establishing new industries.

In recent years, the New Zealand Government—and no doubt other governments similarly placed—has spent many thousands of pounds on rainwater catchments and storage tanks in its atoll islands.


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due to sunburn, insect bites, napkin and cosmetic rashes, prickly heat, or other minor irritations.




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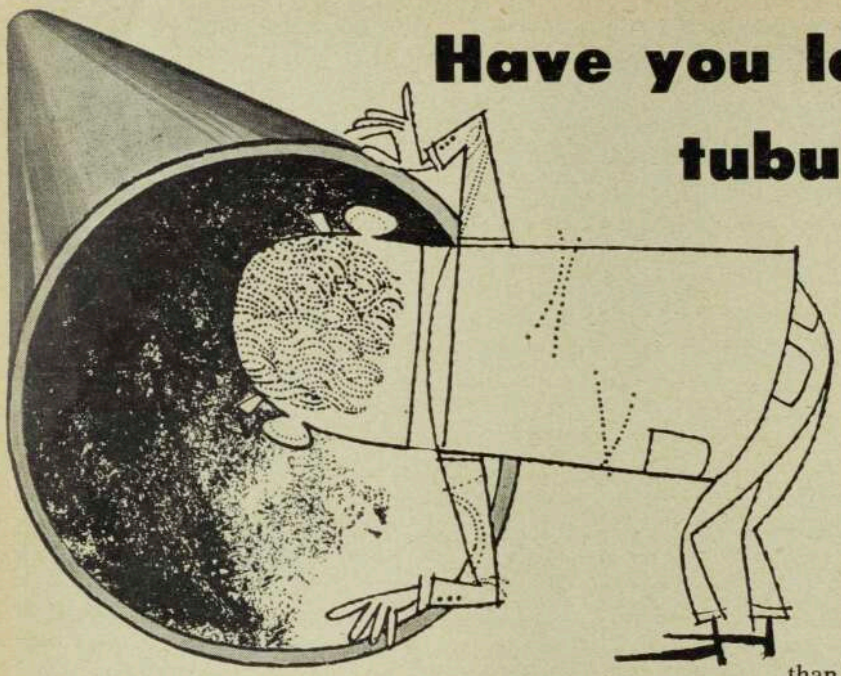
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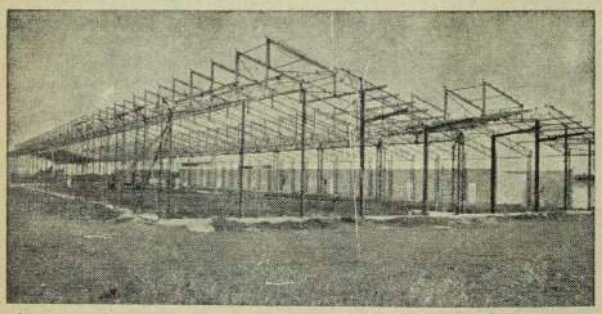


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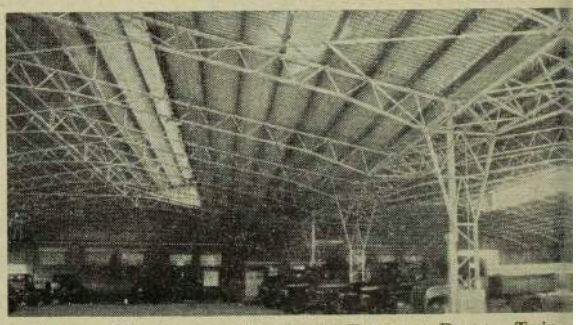


# Have you looked into tubular steel?

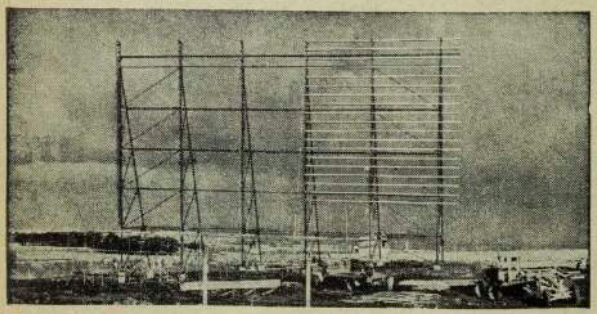
Actually if you **do** look into tube there's nothing much to s What you **don't** see are all t advantages that tubular steel stru tures offer . . . lightness and ea of handling . . . strength and res tance to stresses and shock loa ings . . . durability, adaptabil and economy. Add to these aesthetic qualities and yo agree it will pay you to "lo into tubular steel" for your n project. And who better qualif than "Cyclone," with their half century experience in tubular fabrications, to further your pla



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A sea-water distillation system would make such expenditure unnecessary.

A year ago a Sydney engineer named Reg Brunt, of Wycombe Road, Neutral Bay, invented a sea-water distillation machine which gained some publicity. Mr. Brunt claimed—and still claims—that his machine will turn out 1,000 gallons of fresh water per day and provide steam sufficient to drive a small turbine generator at a cost of 1/-, in an average sunny climate such as that of Sydney.

According to Mr. Brunt, the capital cost of the machine would be between £800 and £900 for the distillation plant, and an additional £1,000 if the turbine generator is added.

A small motor is used to get the distillation process started; after which, so long as the sunshine lasts, the motor is not required, unless there is a prolonged break in the sunshine.

## Whence Came the Oranges of Rarotonga?

Fifty years ago, in the valleys behind Avarua, in Rarotonga, there were groves of orange trees; and the fermented juice of the oranges, kept in a suitable place in the valleys until there was enough "kick" in the beverage, was the source of the "bush beer" parties for which Rarotonga is still famous (or notorious).

Whence came the orange trees? There were many theories to account for their presence on Rarotonga.

Mr. Harry E. Maude, in his recent historical researches which have now given us the details of the wanderings of the *Bounty*, between the mutiny and the arrival in Pitcairn, supplies the answer.

Seeking a home for the section of mutineers who followed Christian, the *Bounty* called at several islands —and it now seems clear that Rarotonga was one of them. The call was very brief — Christian wanted an uninhabited island, and Rarotonga was well populated. While the ship lay off the reef, she was visited by the natives, and one purloined a box in which were some oranges.

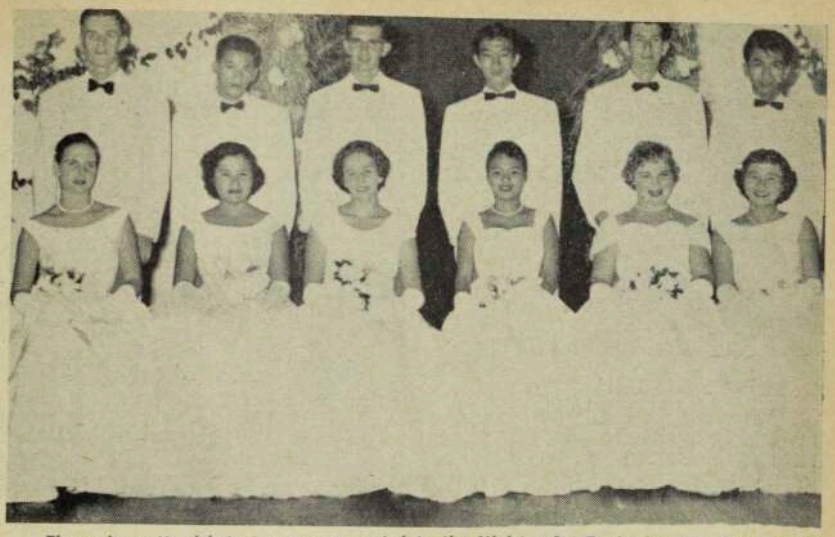
A man named Gosset, who lived in the Cook Islands, 1899-1904, found among the natives a story which indicated that the *Bounty* had called there (confirming various material unearthed in Mr. Maude's researches), and that "the first orange-trees grew from the seeds of the fruit found in the stolen box".

The *Bounty* must have brought the oranges from Tahiti. How did oranges first get to Tahiti?

## *Spy-Hunt Off*

*Western Samoa had a touch of spy-fever recently (and it spread as far as Hawaii) when the coconut-radio broadcast that a Mormon missionary had been captured on Savai'i, had been proved to be a foreign spy, and that he was in gaol.*

*So strong were the rumours that the W. Samoa Government issued an official denial at the request of the Samoan Mission Presidency of the Church of Latter Day Saints.*



These six pretty debutantes were presented to the Minister for Territories, Mr. Paul Hasluck, at the Red Cross ball, held in Edinburgh Hall, Rabaul, in December. Shown here with their escorts (Messrs. Kevin Corox, David Leong, Bob Goldsmith, Len Seeto, Hal Matthies and Larry Chin), they are (l to r): Miss Wendy Fishwick, Miss Ann Peng, Miss Penny Green, Miss Lana Lee, Miss Jane Morgan and Miss Kathy Lam.

Photo: C. H. Meen

## Diptheria Outbreak Kills 90 NNG Natives

In the Jafi district of Netherlands New Guinea, 60 miles south of Hollandia, and close to the Australian border, a diphtheria epidemic has continued since mid-1958 and has cost about 90 native lives.

Several Dutch medical teams are now working in the area immunising the people.

As Jafi is almost shut off from the coast by mountains it is not expected that the epidemic will spread to Hollandia.

However, the Dutch authorities have informed the Papua-New Guinea Administration of the outbreak as natives on both sides of the border trade with one another.

## To Subsidise Hotel Building in Fiji

Giving effect to a promise made by Governor Sir Ronald Garvey in 1957, that Fiji Government would financially help in constructing tourist hotels, the Fiji Legislative Council in December, passed a Bill under which hotel-building will be subsidised.

Builders will receive 10 per cent. on money spent on building materials, equipment, wages, etc., and will be allowed to write off (for taxation purposes) the whole of the cost (except land, and concessions in customs charges) against any five of the following seven years of operation.

To qualify for the subsidy, however, builders will have to spend £75,000 if within the Suva or Lautoka districts, or £60,000 elsewhere.

Mr. Gibson and Dr. Sahu Khan argued in favour of subsidy of a £50,000 expenditure instead of £75,000, as otherwise only big investors would be attracted, and monopolies could be created.

The Finance Secretary (Mr. Bevington) said he did not think there was available capital in Fiji for hotel-building—they would have to look outside for investors. If they could make provision for another 200 beds in Fiji, he added, he was sure they could be filled with tourists.

## Tonga Now Has Radio Telephone

Although Tonga has not yet got a broadcasting service of its own, it now has a public radio-telephone service within the Tonga Group.

The service was officially inaugurated by Queen Salote on November 24, and it is now possible for telephone subscribers in Tongatabu, Vava'u, Ha'apai, Niuatoputapu, Eua, Nomuka, Ha'afeva, Hunga, and Falevai to speak directly with one another at a cost of 5/- for the first




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three minutes, and 1/6 per additional minute.

A more limited service has been in operation for some time but it was necessary for callers to make their calls from the radio station building.

There is not yet a radio-telephone connection with overseas countries, but this will come before long.

In opening the new service, Queen Salote spoke to the Governor of Vavau from her palace, and reception was reported as excellent at both ends.

## More Cocoa Capital For N. Guinea's Tolais

A request by the Tolai cocoa-growers of New Britain for more capital, to finance their rapidly-growing industry, is now receiving consideration.

No other native race in New Guinea has made the progress in production of cocoa that has been achieved by the Tolais of the Kokopo-Rabaul areas.

When they were induced to begin cocoa growing under the Tolai Cocoa Project, they were slow and suspicious. But, under direction, they produced good cocoa in what is probably the best cocoa country in the Territory.

Then they began to get the results in hard money—and became really interested.

Now, between 4,000 and 5,000 native growers are engaged on cocoa—some as individual planters, but the majority through native village councils. In the five months ended November 30, their production, compared with the similar period last year, nearly doubled. They now wish to plant up new areas, and they want fermentary equipment.

The Tolais, in Administration eyes, are the problem boys of New Guinea. Who has forgotten the Raluana and Navuneram "incidents"?

These natives already own 14 fermentaries which they financed with a loan of £80,000 from the Bank of New South Wales. Negotiations for a loan of another £40,000 has been going on for most of 1958.

## Papua's Rubber Planters Have Assured Market

The gentlemen's agreement between the Papuan Rubber Pool and the Australian manufacturers is to be continued during 1959.

This means that the whole of the Papuan rubber output, which this year should be 4,400 tons, worth about £1,000,000 at current prices, will find an assured market.

It is a continuation of the tradin arrangement that operated throug 1958 and is based on the Australia government's 1957 concession to th Papuan industry when duty wa fixed at 2d per lb for Papuan bu 4d per lb for all other—but wit the proviso that some foreign rubbe could come in at 2d when all o Papua's output was placed satis factorily. The manufacturers got to gether with the producers' repre sentatives and placed all the Papua rubber so that all the foreign rubbe could also come in at 2d.

This arrangement continued eve after September, 1958, when, follow ing a trade agreement with Malaya all rubber was admitted duty free

## 'Delos' Returns After Successful Mission

Australia's trade ship *Delos*, o the Australia West Pacific Line, re turned to Australia in early Januar with about £2,000,000 of busines written up or in prospect, and mem bers of the trade mission enthusi astic about the reception the trave ling shop-window had got in th Far East.

The vessel visited Islands port also — Lae and Rabaul in Ne Guinea, and Honiara, in the BSIP

In Honiara there was a certai




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AT LEFT: Currently investigating the Walpole Island guano deposits with a view to reopening the industry with New Zealand is Mr. Les Ellis, of Auckland, formerly of Tonga, here (left) with Mrs. Ellis, and with George Tsutsui, of Agence Tsutsui, Noumea, representing the Noumea interests involved. With them here is Mr. Goro Nakagawa representing the Japanese metal firm of Marubeni-Iida Co. Ltd. which has purchased and arranged shipment of a lot of Islands scrap. Mr. Ellis was to load a ship in Papeete and Noumea on behalf of this Japanese firm in January-February. (See story this page).

This photo was taken at Whenuapai Airport as Mr. Tsutsui returned to Noumea per TAI after visiting Auckland in December.

Photo: J. P. Shortall

amount of disappointment that not more people were invited to see the exhibits, but those who did professed themselves most impressed.

At the official reception, Mr. R. S. Colquhoun, Leader of the Mission, said that he regretted that all 12 members were not present to welcome Sir John and Lady Gutch to the exhibition (some had flown back to Australia). Mr. Colquhoun outlined the activities in the Far East and said that the outcome was beyond the organisers highest expectations.

Sir John, in reply, welcomed the Mission and its members to the Protectorate, but his speech had a sting in its tail. He said that although the Solomons could not offer a high market potential for Australian produce and metals, he had one question for the Mission—Could freight rates be reduced between Sydney and Honiara?

## New Road Traffic Regulations for Tonga

The Traffic Act, 1958, under which there is a tightening up and modernising of traffic regulations to meet modern needs, came into force in Tonga on January 1.

One of the provisions of the new Act requires that a person selling or transferring ownership of a vehicle to another person, must notify the police in writing within seven days of the transaction.

## They're Still Chasing Scrap

Les Ellis, of Auckland, who flew to Papeete some months ago to supervise the loading of scrap metal at various Island ports, will be winging his way Tahitiward again in January to load another Japanese ship for the big Japanese metal firm of Marubeni-Iida Co. Ltd. who have imported a large part of the South Pacific scrap in recent years.

This time about 2,500 tons is to be picked up at Papeete and Noumea, and with that job over, Mr. Ellis will make a close survey of war-dumped scrap in New Caledonia to see whether it is economically recoverable.

Meanwhile discussions are proceeding on the possibility of reopening the Walpole Island-Auckland guano trade following a survey of the Walpole deposits made by Mr. Ellis and New Caledonia interests who hold the exploitation rights jointly with the New Caledonia Government.

Captain Emile Savoie, whose *Del Mar* ships have been a feature of the post-war scene, and who is now master of *Damodora del Mar*, is associated with the New Caledonia interests.

## Why Not Federation of SW Pacific Planters?

The possibility of arranging a conference of the copra producers of the Southwest Pacific area is being investigated by the Council of the Planters' Association of New Guinea, whose headquarters are in Rabaul.

In the world there are three areas to which the copra buyer looks for most of his supplies—namely, Philippines; Indonesia and Malaya; and Ceylon. In addition, supplies come from some smaller tropical areas, of which the South Pacific is one.

It is thought that, if the majority of the coconut planters of New Guinea, Solomons, New Hebrides, Fiji, Gilbert and Ellice, Tonga and Samoa could be brought together in one organisation, they could not only exchange valuable information about processing, freights, taxes, plantation conditions, husbandry, and so forth—but they might also discover some means of standing together when collective bargaining is called for in regard to copra marketing

In other words, instead of the South or Southwest Pacific being


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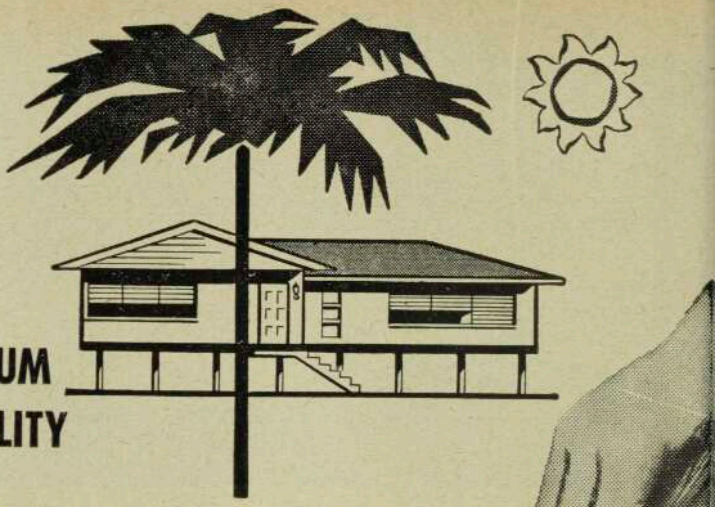


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NEW BP

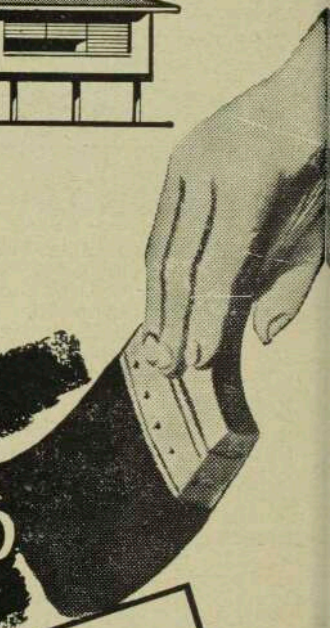



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ıst "another group of copra-grow-
ıg districts" in the eyes of world
ıyers, it might be established as
definite copra-producing area,
presenting a definite standard of
ıality, and expecting a better price.
Any South Pacific planter, or
oup of planters, interested in the
ıbject, should get into touch with
e Secretary, Planters' Association
New Guinea, PO Box 14, Rabaul,
ew Guinea.

## viction of Shirley Baker, x-Prime Minister

In the possession of Mr. J. D. hitcombe, in Auckland, is a diary, ritten apparently by his father in 90. It gives some very interesting lelights upon the Shirley Baker cident in Tonga, of nearly 70 ars ago.

Whitcombe, Senior, had been en-ged to take charge of the Tongan llege, and he arrived in Nukualofa th his family in fateful July, 1890, actically on the very day that ughty Sir John Thurston, Gov-nor of Fiji, had arrived in Tonga dethrone the Missionary-turned-ime Minister.

The Tongans still were very well sposed towards the Rev. Shirley ker, but high officialdom would ve none of the so-called Dictator, d the visiting British Governor lered him to depart by the *Wainui* which Mr. Whitcombe had rived). Amid some lamenting, and monstrations that came within hes of civil war, the Baker family ired from the scene of their umphs.

Mr. Baker himself had appointed . Whitcombe to the College job. the anti- Baker faction proceeded mptly to sack Mr. Whitcombe, ore he even assumed office. turally, Mr. Whitcombe fought k—and he confided his opinions of Thurston, each day, to his diary in words that, in those Victorian times, slightly scorched the paper. However, he apparently won the battle—there were Whitcombes in Nukualofa for many long years after 1890.

Mr. J. D. Whitcombe has been urged to send the little book to the Turnbull or Mitchell libraries, where so much Pacific Islands history is stored.

## Two Dead in Rubber Plantation War

Two natives were committed for trial for murder at the court of Petty Sessions, Port Moresby, on January 6. The charges arose out of the full-scale riot that took place at Itikinumu rubber plantation, Sogeri, on December 16, when 150 Chuave and Kainantu natives forgot that they were supposed to be civilised wards of the United Nations and had it out in good old-fashioned style with bows, arrows and clubs.

As a result of the fight two natives were killed.

About 500 natives are employed on this big rubber estate (it is about 30 miles from Port Moresby) but only the Chuaves and Kainantus (both "imported" labour from the NG Eastern Highlands) were involved.

The incident that triggered the fight was an argument earlier that day between a Chuave labourer and a Kainantu boss-boy over washing a plate in working hours. The argument seemed to be settled. But just at dusk bows, arrows and spears appeared and the war was on in the western section of the plantation.

It lasted an hour and the noise could be heard two miles away at the house of the manager, Mr. J. Grimmer. Mr. Grimmer, who has been on Itikinumu since 1945, said that it had been quite impossible for the small European plantation staff to stop 150 natives fighting over a large area of plantation.

One of the dead men had been clubbed to death; another died from an arrow wound in his side. The most seriously wounded man had three arrows in his back, but will recover.

Those natives not involved in the fighting made themselves scarce and some locked themselves in their quarters and would not come out even the following morning. Quite a number—including both Chuaves and Kainantus—fled to Port Moresby, but most of them were rounded up within a few days and returned to the plantation.

On December 17, Assistant District Officer James Humphries, accompanied by native police, went to the plantation and questioned about 200 natives. As a result, 16 natives were taken into Port Moresby. Some appeared before the Court and were charged the next day.

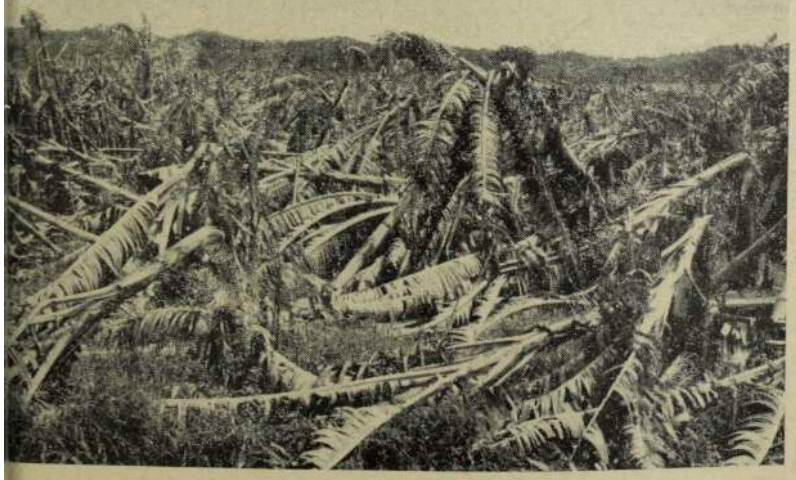
Since the riot, measures to be

## *Keep Your Shirt On—Hide Your Feelings*

*It appears that there is something to be said for being civilised and wearing a shirt: Your stomach then doesn't give away what you are thinking.*

*The only amusing thing in the recent native murder riot at Itikinumu plantation, Papua, was the statement by the plantation's manager, Mr. J. Grimmer.*

*He said that he did not expect any more trouble, and the way he tested the natives' feelings was by looking at their stomachs. It was useless looking at their faces, which were wooden; but when frightened and aroused, their stomachs kept quivering.*



*Droughts and floods had already reduced the banana output of Fiji when along came the hurricane in early December, and although it was officially regarded as a minor one, this is what happened to the banana producing area. This photograph was taken near Nausori which suffered badly.*

*Fiji has had a big struggle to get within 50,000 cases of its NZ quota this year, and next year it seems that the struggle will now be even harder.*

Photo: Rob Wright, of PRO

taken in similar cases have been much discussed by Territorians. Everything, from tear-gas to providing movies by way of diversion, has been suggested. The best idea of the lot is no doubt Mr. Grimmer's —that these things are "best nipped in the bud". When they cannot be nipped—and short of keeping a contingent of armed police on every plantation — there appears to be nothing to do but let nature take its course.

The law, as it stands at present, gives no encouragement to planters —and no protection—who interfere in riots, even when it is physically possible for them to do so.

Most of the riots that have occurred amongst labour in P-NG, have occurred amongst labour on rubber plantations—probably because of the huge gangs of labour that are used on this work, and the fact that for most of these natives it is their first job away from primitive native communities.

## Father Pays For Speedster Son

Last year an Army doctor, bathing at Bai des Citrons, near Noumea, was run down and killed by a speedboat driven by a boy of 13.

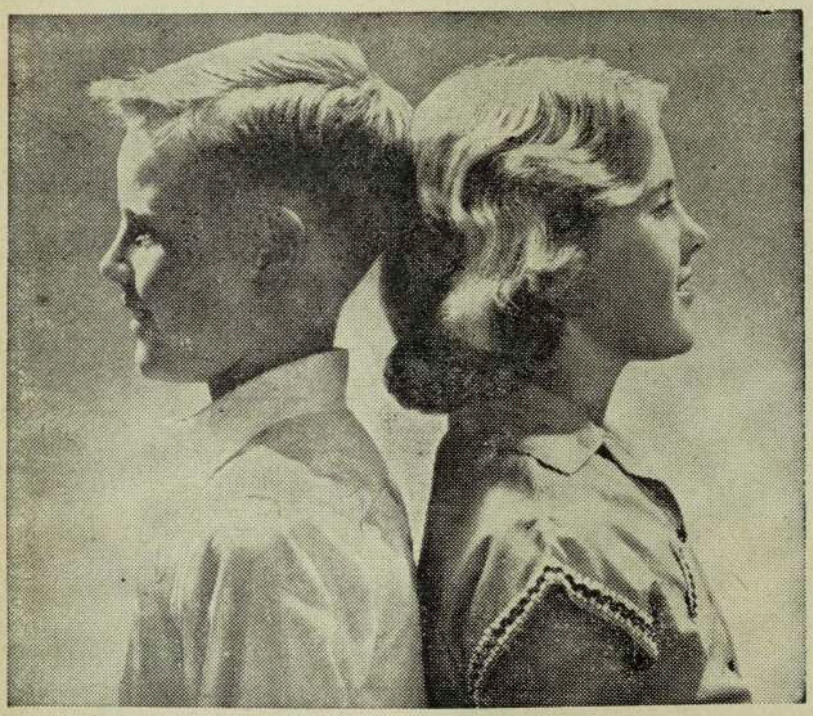
A New Caledonian Court held the boy's father responsible. The father was sentenced to six months' imprisonment (sentence suspended under certain conditions) and ordered to pay compensation 600,000 francs (about £3,600 Australian).



*Papuan Air Transport put its DC3 into service recently. P.A has a programme for three of th aircraft to go onto its Territ routes to centres with suita dromes, and will use smaller airc such as Beavers for strips that c not take the DC3s.*

*On the first flight of the DC3 Kokoda, Popondetta, and Er Chief Pilot Captain Hank Santen (above), stands proudly the cargo hatch as foodstuffs co out at Embi. P.A.T. had been wo ing for a long time to be able unload goods from the side like t instead of putting them through doors of Ansons to share cabin sp with passengers.*

Photo: Geoffrey

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## New Factor in Islands Flour Trade

The old-established Australian milling company, Messrs. White Flour Milling Co. Pty. Ltd., Ultimo, Sydney, has been purchased in recent weeks by Messrs. W. Carpenter & Co. Ltd., or associated interests and it now appears that Co.'s well-known brand of flour White Rose, may get a bigger slice of the Pacific Islands flour trade.

Australian flour, worth millions of pounds annually, goes out to the South Pacific Territories, especially to Fiji.

Hitherto, three or four firmly leading Australian flourmillers, notably Gillespies, Bruntons, Mur Scott, White Rose—have shared trade pretty equally; but Carpenter interests—always strong in the Islands, and stronger now that they control Morris Hedstone Ltd. (of Fiji, Tonga and Samoa) may be expected to put on some pressure in favour of White Rose. The other well known millers will not take it with folded hands and some lively flour-selling may be seen in the Islands in 1959.




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*Nineteen tuberculosis and public ealth officers from 13 Pacific erritories, attended the tuber- ulosis conference held under SPC uspices in American Samoa in No- ember.*

*The Commission's main purpose n arranging the conference was to ssemble a group of medical prac- tioners specially qualified to con- der and recommend the best means r controlling and possibly eradicat- ng tuberculosis in the region.*

*The Conference report will be ublished this month.*

*The photograph (by Pan-Ameri- an Prints) shows the delegates and ther officials of the conference.*

## Melanesian Mission Martyrs' Church

The Martyrs' Memorial Church of t. Andrews was dedicated at Tohimarama, Auckland, on No- ember 30, as a memorial to the ine men who have suffered martyrs' eaths in the service of the Anglican Melanesian Mission and to 18 other lission workers who have died hrough sickness or accident in the eriod since Bishop John Coleridge Patteson was murdered at Nukapu, Solomons, in September, 1871.

The dedication ceremony was performed by the Rt. Rev. A. T. Hill, Bishop of Melanesia, and the chaplain was the Rev. Leonard Alufurai, rural dean of Malaita.

The Rt. Rev. S. G. Caulton, one-time Bishop of Melanesia, now Bishop-assistant to the Bishop of Auckland, read the commemorations and gave the benediction.

Included in the large gathering was Mr. H. W. Bullen, general secretary for the Mission, now stationed at the Auckland office, who was in the Solomons during the Japanese occupation and at the time when the Rev. John Barge, last of the martyrs, was killed by Japanese at Moewe Harbour, New Britain, in 1943.

## Auckland Has Kava

The recently formed Auckland Samoan Community Organisation held a kava ceremony in honour of the Minister of Immigration, Mr. Hackett, at Auckland in mid-December.

The Minister was accompanied by his wife, and other guests included Mr. E. Paul, Prime Minister of Western Samoa at present visiting New Zealand, and Mrs. Paul; Mr. T. P. Paikea, MP, for Northern Maori, and the Auckland Town Clerk, Mr. F. G. Gwilliam and Mrs. Gwilliam.

## Pre-Christmas Fun For Islands Assns.

Residents and ex-residents of Papua and New Guinea met together in the capitals of Eastern Australia for pre-Christmas festivities.

In Melbourne, about 100 attended the Christmas party of the New Guinea Women's Association, held in Dennis' Banquet Hall, Hawthorn.


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- 16 oz. Apricots
- 30 oz. Apricots
- 16 oz. Two Fruits
- 29 oz. Two Fruits
- 16 oz. Peaches
- 30 oz. Peaches
- 16 oz. Pears
- 30 oz. Pears
- 16 oz. Grapefruit Segments
- 16 oz. Grapes
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on December 16 and spent a happy evening talking over old times.

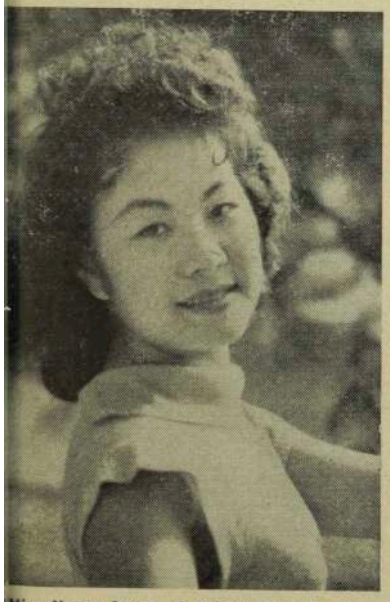
The Queensland-New Guinea Association's Christmas party in Brisbane in December brought together a couple of score of Territories old-timers, and all enjoyed a pleasant evening. Among those present were Senator Roy Kendall (being congratualted on re-election), Pat and Mrs. Holmes, Mrs. Hawnt, and Sydney Chance. Ex-Territorians are invited to attend the Association's first 1959 meeting—on the first Thursday in February, at Finneys Cafe, Brisbane.

In Sydney, the Pacific Islands Society which is growing and giving pleasure to more ex-Islands folk under the cheerful and enthusiastic leadership of President Foxcroft, gave a cocktail partly on December 18.

In the previous week, the New Guinea Women's Club (President: Mrs. N. H. Foxcroft) gave two parties—the cocktail party on December 12, and the children's annual party on the afternoon of the 15th. This latter, when about 50 children attended, was pronounced "even better than usual".

Friends of the Club who helped financially to make the children's treat a success, included the following:

Mrs. A. Innes, £5/5/-; Mrs. E. Fauchope, £2/2/-; Mrs. L. Northam, £2/-/-; Mrs. N. Parer, £1/-/-; Mrs. E. Wood, £4/4/-; Mrs. P. Muller, 10/-; Mrs. G. Edgell, £3/3/-; Messrs. Burns Philp Company, £3/3/-; Mrs. F. Stewart, £5/-/-; Mrs. R. Pye, £1/-/-; Mrs. K. Dennie, £1/-/-; Mrs. N. Laws, £2/2/-; Mrs. B. Perriman, £5/5/-; Mrs. Hopkins, £/-; Mrs. A. Green, £2/2/-; Mrs. M. Costello, £3/3/-; Mrs. Nott, 8/-; Mrs. McGennicken, 5/-; Mrs. Draffin, £1/-/-; Mrs. L. Roberts, £5/-/-; Mrs. J. Keenan, 18/-; Messrs. Robert Gillespie, £5/5/-; Mrs. E. Cleland, £1/1/-; New Guinea Club, £10/10/-; Mrs. C. Haviland, £2/2/-; Messrs. W. R. Carpenter, £3/3/-; New Guinea Company Ltd., £5/5/-; Mrs. G. Thomas, £5/-/-; Mrs. Symmington, 10/-; Mrs. N. Lowe, £1/1/-; Mrs. J. Jones, £2/-/-; Mrs. and Mrs. H. R. Whiteman, 10/-; Mrs. B. Meares, 8/-; Mrs. G. Ginman, 18/-.



Miss Nancy Seeto, of Rabaul, who has been visiting relatives in Sydney in the last three months.

Photo: C. H. Meen



These young Chinese people of Rabaul were amongst a group who received their Australian citizenship at a ceremony conducted in Rabaul recently by Stipendiary Magistrate Hall (shown in centre). The new Australians are (l to r): Vincent Chan, Lucy Chow, Agnes Chow, Margaret Chue, Mrs. Simon Chow and Anthony Chan. The number of naturalisation certificates presented to New Guinea residents, up to the end of 1958, was 131. There are about 270 others who have applied for naturalisation, but whose applications are being considered by Canberra or who are passing through the six months waiting period between lodgment of application and issue of certificate.

Photo: C. H. Meen

## Super-Connies All Set to Go to NG

Papua-New Guinea's long looked-for Super-Constellation service to Sydney is all ready to go on January 20, when the first plane will leave Sydney northbound carrying a party which will be travelling as the guests of Qantas.

The first flight will not return from the territory on the same day as arrival, but will stay around Port Moresby for a couple of days to introduce the big plane to local residents.

Like most good things, the introduction of the Super Constellations to this service has a couple of things about it that are not so good. The chief one is that there will now be only four flights per week to the Territory (and thus only four deliveries of mail, newspapers and freight) instead of the five or six that has been normal in recent years. Another demerit, so far as the New Guinea side is concerned, will be that as the big plane cannot be accommodated at Lae and will terminate its flight at Port Moresby, the centre of air-transport gravity will tend to shift from Lae, where it has been for 30 years, to the capital.

The rest of New Guinea will continue to enjoy the same kind of service as it has in the past—a Skymaster will be used for the shuttle service between Port Moresby and Lae, with DC3's and lighter types of aircraft beyond.

On the credit side, New Guinea is going to at last enjoy the kind of air travel that the rest of the world has had for years—quicker flight, above the weather and out of the bumps travel in the pressurised comfort that only a big plane can provide.

The flights ex-Sydney will be on Tuesdays, Saturdays, Thursdays and Sundays, with the southbound services leaving Port Moresby on the following day.

The Thursday and Sundays flights ex-Sydney, and southbound ex-Port Moresby on Friday and Mondays, will carry Tourist class as well as first class passengers. Tourist fares will be about 10 per cent. less than 1st class fares.

The Super-Constellations will cut from 2½ to 3 hours off flight time. Passengers from the north will now arrive in Sydney at about 8.30 p.m., instead of in the small hours of the morning.

A call once per week will be made at Townsville—but not any longer at Cairns which cannot accommodate the bigger plane.

And this is only the beginning

for improved flying for Territorians. Sometime next year the new turbo-prop Electras will be flying the Bird of Paradise Service.

## Easy Access to Australia For Fijian Bananas

There is no legal reason why Fiji should not maintain and enjoy a good market for Fijian bananas in Australia — except that at the moment Fiji, owing to droughts and hurricanes, has not got the bananas for sale, and is not likely to recover banana production for another year.

Even then, New Zealand will take 200,000 cases of Fiji bananas in 1959—allowed by import quotas just announced—which represents more than all the bananas Fiji can produce in the coming year.

New Zealand is Fiji's natural banana market. Last year, Fiji was fretting because it seemed likely that NZ could not take all Fiji's production—and Fijian merchants' eyes were turning towards possible new markets in Australia and North America.

But the weather altered all that. Fiji cannot supply NZ's banana needs now; and Western Samoa and Tonga have stepped up their production and are trying to fill the demand.

Meanwhile, the Fiji-Australia banana position has been clarified by Australian Trade Commissioner H. C. Menzies. He says that, if Australia is prepared to buy Fiji bananas, Fiji may send Australia up to 40,000 centals (4,000,000 lbs) in any one year, subject to an import duty of only ½d. per pound (2/1 per cental), and any quantity over 40,000 centals subject to a duty of 1d. per lb (8/4 per cental). There is no primage tax against Fiji bananas; any importer with a B Category quota may import them; and the quarantine regulations are simple and easy.

"The Commonwealth Government does not restrict the importation of Fijian bananas into Australia," said Mr. Menzies. "The annual quota (40,000 centals admitted on ½d. per lb duty) is a special concession applying to Fiji only."

Many times, over the years, the *PIM* has pointed out that provision existed for the sale of Fijian bananas in Australia; but this is the first time the situation has been officially clarified.

The concession was arranged over 25 years ago, when Fiji was searching for a wider banana market.

The fact that Australia sold Fiji millions of pounds worth of flour per annum, and bought nothing from Fiji in return, was publicised in *PIM*; and the Fiji Government then took up the matter with Australia, with a gentle hint that if Australia were not interested, a duty might be put on Australian flour. It was then that the concession was arranged.

Some shipments of Fiji bananas were made—and were eagerly purchased in Australia. Persons in NSW and the southern States, who are obliged to eat the produce of the NSW coastal banana plantations, do not know what a real banana tastes like. But the new trade was quickly killed by certain monopolistic interests in Sydney, acting for the NSW banana-growers; and it never has been revived.

A recent survey of banana marketing possibilities in North America's west coast shows two difficulties—the high cost of freight from Fiji, and the hostility of the monopolistic United Fruit Company, which controls both the United States and Canadian markets.

However, the subject is not likely to be revived until the Fiji banana-growers recover production and NZ cannot take all their produce. Then that Australian market should be worth attention, if shipping and other difficulties can be overcome.

## N. Guinea Cattle-Owner Claims Big Damages

Much public interest has been shown in the hearing of the case brought by Mr. Michael J. Leahy, of Zenag, in the Lae District of New Guinea, against the New Guinea Administration and its officers. He claims damages amounting to £18,625 for damages done to his herd of cattle, and losses suffered therefrom, as a result of careless or inefficient handling of an anti-tick campaign on his farm, conducted by officials of the Department of Agriculture in or about 1955.

The claim was presented, on behalf of Mr. Leahy, by Mr. Dudley Jones, the Rabaul barrister, and was heard in Port Moresby in December by Chief Justice Mann. Judgment was reserved.

The case for Mr. Leahy was that the Department forced him to accept a tick eradication campaig which extended over ten month that the men to whom the Depar ment delegated the work had n done the work properly; and that a result he lost 53 head of cat from red-water fever, caused ticks.

Evidence was given in support Mr. Leahy's claim by A. G. Howar who was employed as a stockman plaintiff at Zenag, and who kept diary in which he noted the pr cedure followed by the officials; J Maunder, veterinary surgeon a a specialist in the treatment Queensland cattle tick; and othe

Mr. Leahy said that he wanted carry out a tick eradication cai paign himself, so as to be sure get his herd cleared from an i festation that was the result muddling, for which he was not r sponsible; but the Department h insisted on itself carrying out t campaign—and ten months later t cattle began to die from red-wa fever.

Mr. Leahy sued the Administr tion, claiming breach of contra and, alternatively, he sued th prominent Departmental offici for breach of warranty of authori

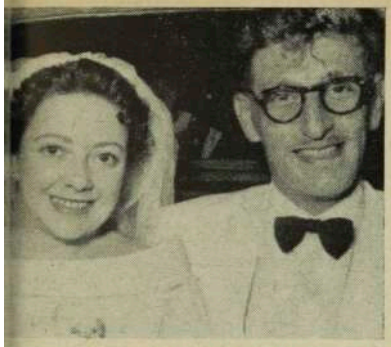
The Department of Agriculture, defence, through Crown Law Offic O'Connell and McLachlan, claim that Mr. Leahy himself inocula a clean herd; that there never w a contract; that no payment w made to the Department and su a payment was needed to establ a contract; that the officials w merely helping Mr. Leahy to era cate tick; that the officials nam had no authority to bind the Adm istration to a contract; and t there was frustration by weath broken machinery and illness of servants.

## Catching Beche-de-Mer With Rabbit Traps

Australian rabbit-traps are be used in Papua-New Guinea to ca



One of the first stages of the £2½ m. project for the reconstruction of Nadi Airport, was the provision of working and living quarters. Rapid assembly of Arcon prefabri buildings speeded up the site development programme, for which the main contractors are T Woodrow (Overseas) Ltd., London, in association with Messrs. D. B. Waite ,of Auckland, N The photograph shows some of the ten quarters provided for married staff.



*At St. John's Church of England, ort Moresby, on November 7, Miss onnie Watts married Mr. Jim ayton.*

Papuan Prints Photo.

e slug-like beche-de-mer, in 40 et of water.

Successful experiments have been rried out of Porebada village, near ort Moresby.

With few modifications to the nverted rabbit trap, beche-de-mer apping is likely to become a gular industry along the Papuan ast.

The man behind the idea is the gistrar of Native Co-operatives, r. G. Morris. He has been work-g on it for several weeks, despite e ribald remarks of unbelievers.

Mr. Morris said some apparatus as needed to bring up the huge che-de-mere that live on the sandy ttom of the sea. In most areas, e biggest beche-de-mere were und in water too deep for native vers. Sharks were also a danger some areas.

Although an unappetising sight nen dried, beche-de-mer is readily ld for Chinese consumption in ongkong and Singapore.

With a market price of 7/6 a lb, tive fishermen need catch only e or six large beche-de-mer a day make a good living. Although e fat sloppy sea-slugs weigh metimes up to 10 lbs, they dry out only a fraction of that weight.

They live off plankton, which they tch by eating sand and passing through their bodies. One 5 lb che-de-mer disgorged 2 lbs of nd.

To catch the beche-de-mer, the bbit trap is held upside down. On ch jaw two 8-in. steel arms are elded, to increase the sweeping ea of the paws when they close. lon thread is tied to each jaw, to ep them open while the trap hangs side down and is lowered over e side of the outrigger canoe.

Five natives, swimming round a noe, sighted the beche-de-mer r Mr. Morris who, equipped with ce-mask and snorkle, floated over e sea slugs and lowered the trap to them. He could see through e clear greenish water.

As soon as the plate of the rabbit trap struck the slug it slammed shut, scooping the slug up in its arms.

Five times Mr. Morris trapped beche-de-mer of all sizes. He said that with a few more modifications the trap should be completely operative in water too deep for native divers.

## N. Guinea Gold Ltd. Finds a New Reef

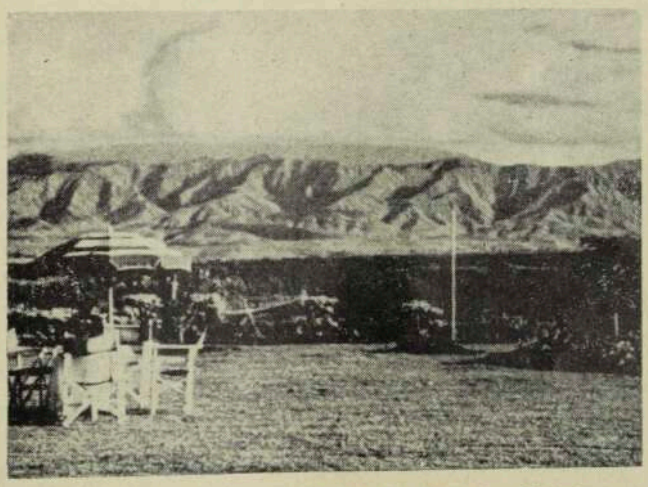
There was a flare of excitement in mid-December, in New Guinea, and, in some degree, in the Australian Stock Exchanges, when it was reported that New Guinea Goldfields Ltd.'s miners, working 900 feet in from the mouth of a tunnel at Andersons Creek, over two miles from Wau, had struck a rich reef.

Some people proclaimed that this discovery would revive the life of this (Wau) section of the Morobe goldfield.

Mr. Roy McConnon, well-known manager of the successful Koranga Sluicing Company, said the rich gold of Bulolo flats and of the Koranga, Edie and Anderson Creeks area, must have been washed down from rich reefs somewhere; and there was always a possibility that New Guinea Goldfields Ltd., constantly drilling into the mountain-sides of its leases thereabouts, would come upon an important lode.

But the excitement soon died down. Mr. John Hohnen, managing director of NGG Ltd., and Mr. F. J. Leydin, the general manager, both said that there was a new reef, but it had no sensational values, and a great deal of expensive exploratory work still had to be done before its real or potential value was known.

At present, the revenues of NGG Ltd. come from several sources—deep mining in the tunnels of the mountain-sides, which feed the Golden Ridges mill; the sluicing of the ridges on the other side of the mill; receipts from various tributers; and receipts from timber-milling.

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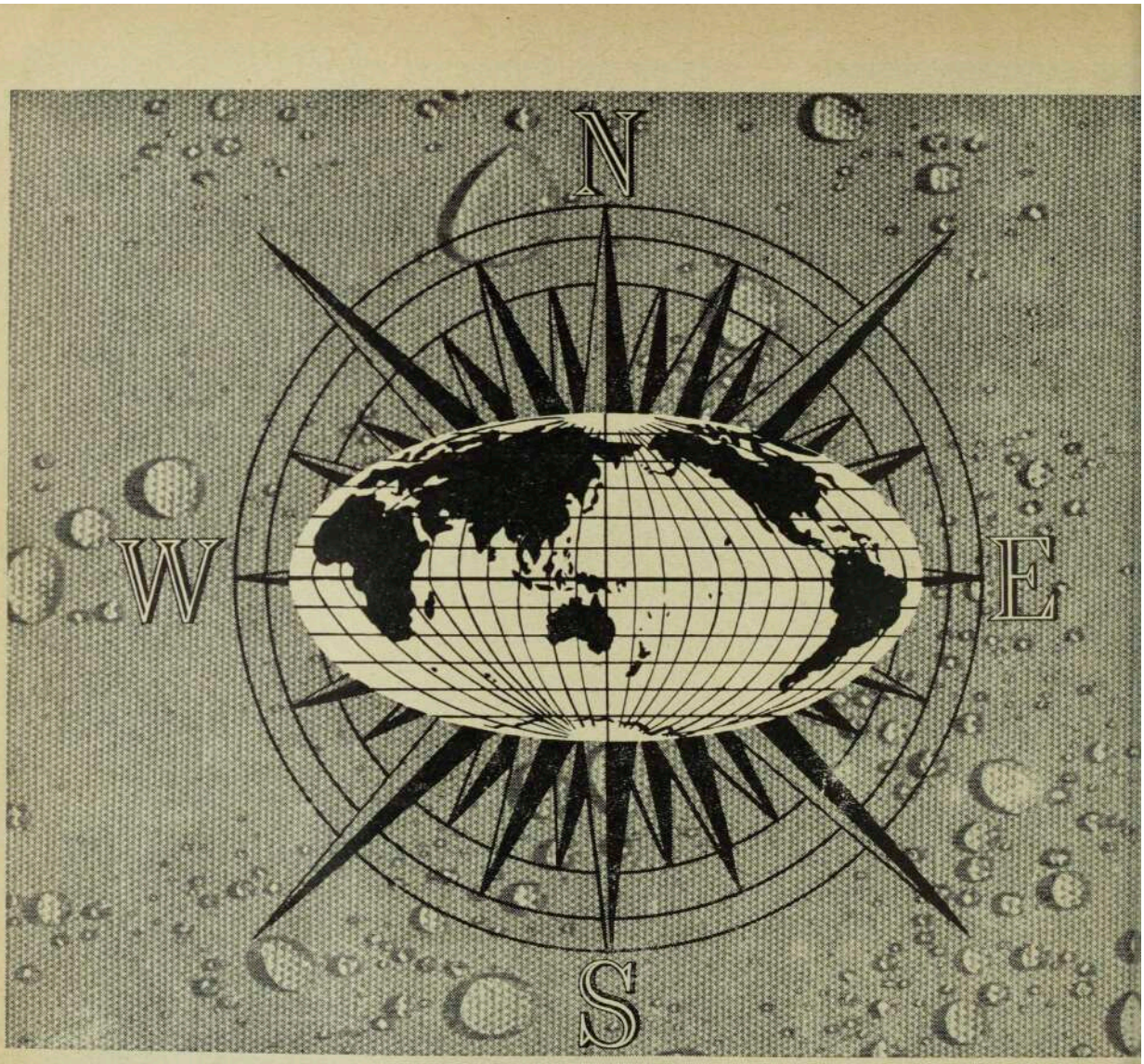
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Native Women's Clubs

## *Can You Spare An Hour?*

**An appeal to European women to help in organising and assisting at local Women's Clubs was made in Lae recently as part of a drive for the advancement of native women of the Territory.**

**Most educational, social and sporting activities have been directed towards the men and the children—although the native community of P-NG is not going to advance very far until such time as the women are playing a vital part in the advancement.**

**Two young women who were both born in the Territory, Miss P. Ure and Miss Lois Niall, were appointed some time ago as Welfare Officers and their job has been mostly visiting Women's Clubs that have already been established—about 20 around the Port Moresby area, and some in other Papuan centres.**

**But the demand far outruns the capacity of these two girls to deal with it, and it is essential that some of the work now be taken on by other European women in a voluntary capacity. The native women want to learn how to sew and cook, something about hygiene, games such as basketball, child-care, English—and even how to set a table. All of these things are elementary in our domestic set-up but they constitute the first step towards advancement for these native women. As the clubs meet only once a week, a group of volunteers—anyone who can cut out a pattern or cook a custard—would have to attend only once every few weeks.**

**The Clubs are useless and simply fall apart without the guiding hand of some European woman who will give a little of her time to this work. Some missionaries, who already have more than enough to do, have given their time. The need now is for other women to make a contribution. Anyone interested should inquire at the local District Office.**

eneral trading and coffee-planting. After the war, the Co. spent a t of money in restoring the olden Ridges mill and planning ep-level mining, but results were sappointing; and in the last year two the tunnelling operations ere reduced to a minimum, while licing operations were considerably creased.

There is a possibility that, as long NGG deep-drilling and exoratory work go on, NGG Ltd. uld strike a mother lode which ould change the whole goldfields cture around Wau.

Mr. Hohnen, when interviewed, precated the excitement. He said e find of a new reef had been lamourised" by sensational newsper stories.

The ordinary shares of NGG Ltd., minally worth 3/6, had been oted in the vicinity of 2/- for a ig time. They strengthened in ovember as the result of a 3d. per share dividend; and, since the report of the new reef, they had been quoted close to 3/-.

## New Cocoa Production In Dutch New Guinea

The shipment of nearly three tons of cocoa, from Hollandia to Rotterdam, in mid-December, gave evidence of the establishment of an important new industry in Dutch New Guinea, and of an improving economic situation there.

The Dutch Administration, 3½ years ago, began to instruct the people of Japen (a very large island in Geelvink Bay, south of Biak) in cocoa cultivation. At first, they were not helpful and progress was slow.

But now the natives are interested and co-operative. About 350 individual planters, from 22 separate villages, have planted 1,600 acres in cocoa—and the 3 tons just shipped are the result of their effort. It is first-class cocoa. It is expected that in ten years, Japen will have 3,200 acres under cocoa, producing 1,000 tons annually. Two other areas are interested in cocoa-growing.

On Japen Island the cocoa grows with remarkable rapidity and the beans are of outstanding quality.

## Trade Between East and West N. Guinea

The possibilities of trade between Dutch New Guinea and Australian New Guinea are being investigated by trade interests in both Territories. It is thought that potatoes and peanuts could be sent from the Wewak-Madang area to Hollandia and Sorong; commodities to be brought the other way are being sought. The Dutch say that trade possibilities are there, but are handicapped by the absence of a shipping service between, say, Hollandia and Madang.

The coaster *Arfak*, which was at Hollandia, has been chartered by a Dutch industrialist to go to the western end of the Territory for six months, to gather pearlshell and similar products.

## Mr. Lotze and the BSI 'Trade Scheme'

Mr. Rupert Lotze, who some months ago resigned the important position of General Manager of the Solomon Islands Government's Trading Corporation, which he had held for years, was offered—and accepted—a high executive position in the W. R. Carpenter & Co. Ltd. organisation, as soon as he returned to Sydney. Back before World War II, he was a trusted executive of the Carpenter interests, which he represented in the Far East.

Sydney rumour has it that the parting in Honiara actually came when the Trading Corporation's bosses (mostly Departmental heads) tried to persuade the General Manager that the prices at which he sold goods were too high; while the General Manager insisted that if he was to take responsibility for the solvency of the Corporation, he must be left alone to fix the price at which the goods he imported were distributed to the public.

The High Commissioner (Sir John Gutch) was absent from Honiara at the time. Mr. Lotze was gone when he returned. Rumour says that Sir John was not pleased.

The BSI Government, faced with the need to fill the job quickly, asked their Sydney agents (Burns Philp & Co. Ltd.) for a recommendation. BP's spoke highly of the qualifications of Mr. D. M. Eden, famous for the success he made of Western Samoa's Reparations Estates, and idle in Sydney since he retired from Samoa three or four years ago. (Early in life, Mr. Eden was a BP manager in the Solomons). Honiara offered the important job to Mr. Eden, and the latter was at work in Honiara a very short time after acceptance.

The attitude of the British Colonial Office (then under Socialist direction) towards private enterprise in the British Solomons after World War II was so unfriendly



**Even though he is sitting on a beach in Hawaii—which should be easy to take—this handsome young man doesn't look too happy. He is Carl Ropati Hebenstreit, son of Johnny and Carl Hebenstreit, of Honolulu, and grandson of the late Robert Dean Frisbie, whose stories of the Cooks and other parts of Polynesia delighted thousands of fans from the 30's until his death a few years ago. Johnny has written the story of her father's life, and this will be published by Doubleday this year; and a movie company is showing interest in her first book, "Miss Ulysses of Puka Puka".**




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that Burns Philp and Carpenters did not resume trading there; and the BSI Government filled the gap with a Government-owned "Trade Scheme" (now called the Trading Corporation), which buys goods wholesale and distributes them, wholesale and retail, within the Protectorate. It never has appeared that the BSI resident is any better off under the "Trade Scheme".

While Australian Socialist Eddie Ward was Minister for Territories after the war, he planned something similar for New Guinea—but he soon gave it away.

The official agents of the BSI Government in Australia are Burns Philp and Co. Ltd.; but the buying agents in Australia for the BSI Government's "Trade Scheme" always have been Morris Hedstrom Ltd., the big Fiji corporation—now owned by the Carpenter group.

## Fijians' Benefit From Fijian Production

The total amount in the Fiji Development Fund (administered by a Board of Trustees on behalf of the Government and the Fijian community) on September 30, 1958, was £607,567.

There was £614,800 in the Fund on July 31. During August and September the cess deductions from amounts earned (mostly by native Fijian planters) in the 14 Administration Provinces of Fiji totalled £23,063. In the same two months, the expenditure from the Fund, for the benefit of the Fijian communities was £30,295.

## Report on Tolai Shooting At Navuneram, NG

The report of Mr. Justice Mann (acting under a special Commission) to the Australian Minister for Territories, concerning the shooting of a number of Tolai natives in the Rabaul district of New Guinea last August, will be tabled in the Australian Parliament in February, and then will become public.

Already, it is in the Minister's hands—eight volumes, seven representing evidence and one the Judge's findings.

Because the shootings occurred in the course of native tax collection, and there is much difference of opinion in the Territory concerning the principle of the tax and the methods employed, the report is awaited with much interest.

## These Are Nuns With a Difference

In November, 39 sisters, most of them Papuan, took part in an open-air profession ceremony in the presence of His Lordship, Bishop Andre Sorin, MSC, Vicar Apostolic of Port Moresby.

The ceremony took place outside the Mother House of the Handmaids of Our Lord at Nazareth, in the Laloki Valley. Of the 39 Sisters four—including the Superior, Mother Genevieve—are French. Two are from Melville Island, three from Thursday Island. The remainder are Papuans from both coastal and mountain districts.

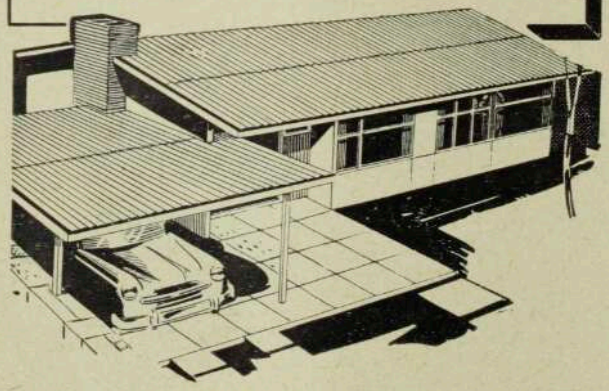
Thirteen of the younger Sisters took their vows for a period of one



It was an all native affair when Il (left) married the very coy Ianillie at Rabaul Methodist Church recently. ceremony was performed by a native minister the Rev. Kapiniar. That's the bestman, Paulu at the right of the photograph.

Photo: C. H. M


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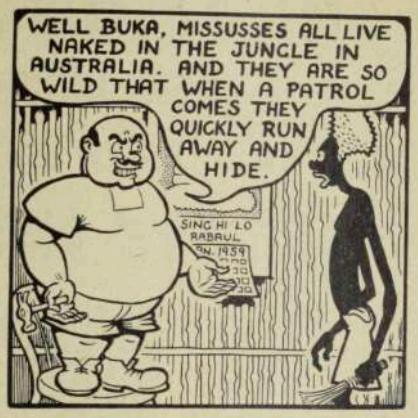


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## Masta Ben . . .




## . . . and Buka







year or three years. However, for the older Sisters, this was a unique occasion as it was the first time that any of them had been permitted to make perpetual vows. It indicates that the Papuan order of the Handmaid of Our Lord has now come of age. The senior Sister, Sister Annie from Thursday Island, had already been a member of the congregation for 38 years, renewing her vows each year.

Because it was a special occasion, all the Sisters had been called in to Nazareth from Mission Stations throughout Papua, where their work consists of cooking, gardening, domestic work, teaching and the care of the sick.

In some of the more remote areas their work is not without hazard, not only because of the rugged travelling involved but also, on occasion, because of the primitive customs of the people among whom they work. Recently, at Jongai, in the far mountains of the North Eastern District, Sister Germaine, one of the French nuns who has worked in Papua for many years, was called out to attend a woman in childbirth. She had to clamber down steep native tracks to a river bank as the women in this district always choose a site near running water for their confinements.

The baby was an unwanted girl, and the native women who had been attending the mother tried to throw the infant into the river. She was rescued by Sister Germaine, who in turn was rescued from the hostile, shouting women by a group of schoolgirls who had helped her down the mountain side.

It is interesting to note that, although the school at Jongai was only started in 1954 when the Little Sisters first arrived, their presence has attracted a large number of girls. In a school of over 200, they outnumber the boys—an unusual circumstance among recently contacted people.

When they returned home after the November ceremony, Sister Germaine and her company flew to Woitape, then made a two-day trek across the Neon Valley (10,000 ft) and Murray Pass (11,000 ft).

Several Little Sisters returned to coastal stations by boat. Others flew to Tapini to walk or ride to Kerau and Kamulai in the high interior of the Goilala Sub-District. Two remained at the new house, Noblet, at Koki, to continue a course in midwifery at the St. Marie-Therese Maternity Hospital.

### In New Year Honours List

The following New Year Honour awards were announced in Fiji by the Governor, Sir Leslie Maddocks:

OBE

(Officer of the Order of the British Empire)

Mr. John Neil Falvey, MLC—a well known barrister, of Suva, who has given distinguished public service.

MBE

(Member of Order of British Empire)

Mr. John Amputch—Senior Labour Officer in the Administration—for valuable public service.

Mr. Claude Samuel Israel, well known Suva businessman, for valuable public service given voluntarily over many years.

Ordinary Seaman Isimeli Racika, of the Fiji Royal Naval Volunteer Reserve, for special service on HMS *Resolution* at Christmas Island.

### In Solomon Islands

The High Commissioner, Sir John Gutch, announced that membership of the Order of the British Empire had been conferred upon:

OBE—Mr. John Hamilton Allan, Administrative Officer recently transferred as Assistant Resident Commissioner, New Hebrides.

OBE—Reverend Mother Marie Irenee, Roman Catholic missionary.

MBE—Stanley Gordon Jones, lately manager for Burns Philp Co. Ltd. at Vila, New Hebrides. (Over)

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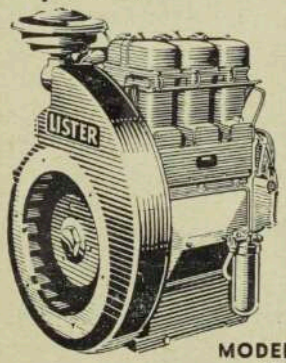
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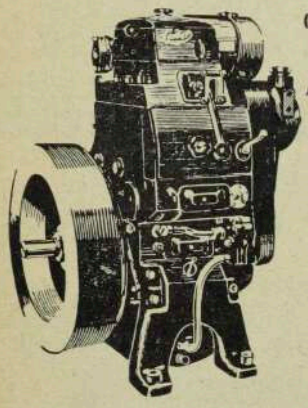
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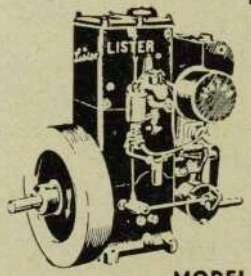
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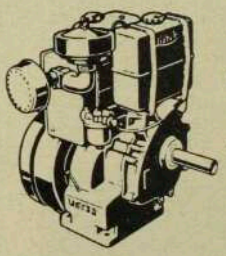

MODEL "HA3" 30 h.p. (illustrated) Aircooled Diesel. Also "HA2" 20 h.p.



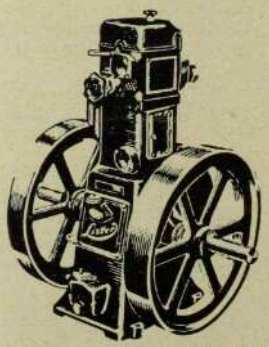
MODEL "FR1" (Diesel) 9 h.p.



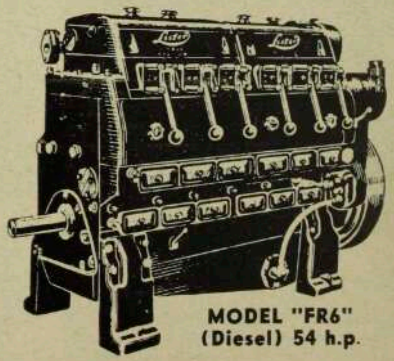

MODEL "D" (Petrol) 2 h.p.



MODEL "SL1"—4¼ h.p. (illustrated) Aircooled diesel Also MODEL "SL2"—8½ h.p. MODEL "SL3" —12¼ h.p.



MODEL "6/1" (Diesel) 9 h.p.



MODEL "FR6" (Diesel) 54 h.p.

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(Continued from page 143)

## lew Guinea's Peanut growers Disturbed

The rapid growth of the peanut arming industry in the Markham alley area of New Guinea was nown in mid-December, when the nexpected announcement that Nutoods (Aust) Pty. Ltd. had decided ot to purchase any further New uinea peanuts until after June, 959, brought all the growers into ae, to discuss united action. There ere at least 30 growers present at meeting of the Morobe District lanters' and Farmers' Association.

However, by the time the meeting ssembled, a radiogram from Australia announced that the buyers ould take all New Guinea's peauts ready for export up to January 31. It was stated that the hreatened close-down had been due lack of storage space in Australia.

It is expected that the Markham rowers will have 400 tons for shipent by January 31. The market ntinues firm.

Territories Minister Paul Hasluck as passing through the Territory mid-December, and the meeting rranged for a delegation (Messrs. Jacobsen, T. L. Leonard and J. cHenry) to meet him, and seek e help of the Department in proting this young industry.

It is estimated that in 1959 Australia will require 30,000 tons of peauts. Queensland (Kingaroy) proces about 17,000 tons, and the ustralian buyers seek the balance om overseas countries, including hina and South Africa.

On the facts as disclosed there ems no reason why Australia ould not buy all the peanuts that e Markham Valley can produce r some considerable time.

## Last of Fiji Big 4

(Continued from page 15)

ealand, on December 19. He had tained the great age of 90.

### "Close of an Epoch"

"His death marks the final close an epoch," said Mr. H. E. Snell, a notable article in the *Fiji imes*. He describes how Hedstrom, cott, Marks and Crompton ormed a quadrumvirate which for generation virtually controlled the estiny of Fiji—sometimes openly, ore frequently behind the scenes.

"The quadrumvirate was basically pported by the populace in Fiji, d raised very little hostility—expt among a section of civil serants who thought "outsiders" were king too big a part in government; d among other politicians who sought—with much less claim—to be representatives of the people and to dispossess the four of their seats and their power. . . . They got power, and kept power, simply by character and by force of argument.

"One of the ablest of the Governors we have had in Fiji once said it was an astonishing thing that so small a country as Fiji should have thrown up four such big men as Crompton, Hedstrom, Marks and Scott."

### Tributes from all Sections

Robert Crompton was an Englishman, and qualified as a lawyer in England. In 1904 he arrived in Fiji, and established the large and successful law business now carried on by his son, Robert.

As indicated, he took a prominent part in public life; and his family became deeply integrated with the Fiji European community. He was closely associated in business with Sir Henry Marks and Sir Maynard Hedstrom—there seems always to have been a Crompton on the Morris Hedstrom Ltd. board of directors.

The news of his death brought tributes to his character and achievements from all sections of the community.

The late Mr. Crompton was thrice married—to Roseline Allen, of Lancashire, England, who died in 1927; to Thelma Kathleen Sutherland, of Suva, who died in 1933; and to Vera Crawford, of New Zealand and Suva, who survives him. His son, Mr. Robert Crompton, has been head of the Crompton law firm for several years, since his father retired; and there are two daughters—Mrs. Rose Hedstrom, of Suva, and Mrs Ruve Donovan, who lives in Australia.

## Fiji Swallows Its Tax Pill

(Continued from page 17)

heads of Departments) and 14 non-official members (elected and nominated).

Four non-officials voted with the Departmental heads. But even if they had not, the Budget would have been put through by the Government, using its official majority.

### Search for Economics

The Finance Secretary, (Mr. E. R. Bevington) again and again challenged the non-official opponents of his budget to show where greater economies could be effected without wrecking the administrative machinery.

This eventually brought the issue down to a consideration of the £100,000 or so of annual expenditure, represented in "leave and passage privileges". (See special article on page 47).

### Acrimonious Discussion

The non-official members turned their guns heavily upon the cost of leave privileges, and urged that all public servants should postpone their leave during the critical months of 1959, and thus save £42,000.

The official members pointed out that officials had come to Fiji on a clear understanding regarding salaries and privileges, and any such change would be a breach of contract.

They said that it was becoming increasingly difficult to get skilled and experienced administrative officers — the Fiji administration might be adversely affected.

Non-official members retorted that they thought they could take care of that.

The discussion at times became a little acrimonious.

Mr. A. I. N. Deoki, an Indian member, pointed out that the non-official members had spent a week trying to effect economies; but the Government, using its official majority, was rejecting all proposals.

"Let us abolish the Select Committee and have an open go in the Council here, and not waste our time in the Select Committee", said Mr. Deoki.

". . .If the Government is going to threaten that officers, being deprived of some of their privileges, are likely to leave, I will make a threat myself—that we will run this country ourselves."

### Education v. Economic Needs

The discussion continued over several days, and brought out interesting points.

The new Finance Secretary, Mr. Bevington, meeting a steady barrage of criticism, acquitted himself well —considering that he had only returned to Fiji six weeks before, after a lengthy period of service in Borneo; and was associated with an equally new Governor.

Mr. H. P. Ritchie, Deputy Finance Secretary, pointed out that taxation per head now was £2 above the 1956 level—and of that £2, 24/6 was absorbed by additional medical and education services. Expenditure on education had increased by 123 per cent. between 1953 and 1959.

He argued that, under present conditions in Fiji, it would be wise to give less thought to social services, and more to strengthening the Colony's economy.

Mr. Ritchie thought it unfortunate that it was necessary to increase income tax—if possible, other ways should be found. If income tax went too high, capital might be steered away from Fiji—and that should be avoided.

• Finally, on December 11, the Council accepted the controversial 1959 Budget (which provides for an expenditure of £6,712,177, and increased taxation).

## Hotels Help Budgets

(Continued from page 15)

in exports calls for a concerted effort to sell more Tourism.

The new Club Hotel in Suva has been open since early December, and reports that, although this is the "off" season, it is selling enough of its high-class, air-conditioned accommodation to prove the theory that there is a need for this class of costly service.

The Government has announced the terms under which it will financially help hotel-owners to build new hotels or enlarge those now functioning.

### Awaiting Next GPH Move

Meanwhile, Fiji travel interests are watching the Grand Pacific Hotel situation with interest.

There has been a development since the Union SS Co. announced that it would not seek to renew the lease (expiring in April) of the reclaimed land on which the hotel is built and that, under the terms of the contract made some 50 years ago, the Fiji Government is expected to take over the hotel, at current valuation.

No one has hazarded a guess at the value of the hotel, with or without equipment. It could be anything from £50,000 to £100,000. One of three things will happen:

- The Government will take over, at valuation, and sell to the highest bidder.
- The Government will take over, as per contract, and will lease the hotel to some interest which will co-operate with other Fiji interests in promoting tourist traffic.
- The Government will make a mutually agreeable arrangement with Union SS Co., under which the Co. will continue to run the hotel.

On January 3, the Fiji Government invited tenders closing February 28, for a 99 years lease of the hotel, as a going concern, fully licensed, equipped and staffed. If the successful tenderer is prepared to "modernise and enlarge" the hotel, the rent will be "nominal" for the first 25 years.

Considerable interest has been shown, both in Fiji and overseas; but there will be no further development until after tenders close.

## Planters Did Nicely

(Continued from page 13)

leave a handsome sum to be paid to planters as a final price. The final payments will probably be made in the first half of 1959.

As the Philippines price fluctuates from day to day, it is difficult to get a true average for the year. But the Philippines price, c.i.f. London, as quoted in *PIM* over the last 12 months, has been as follows:

| | |
|---|---|
| January 7, $189. | July 9, $191.50. |
| February 5, $188.50. | August 7, $198. |
| March 7, $186. | September 6, $208. |
| April 8, $193 | October 3, $217. |
| May 7, $197.50. | November 4, $235. |
| June 9, $190. | December 4, $265. |

This gives an average c.i.f. p of $205, which is £91 in Austra currency.

It is, however, impossible to on those figures an average to the NG producer, of getting cc to the UK, as P-NG export c on copra rises as the f.o.b. p rises.

During 1958, freight charges v £Stg.13/10/- Rabaul-London this with discounting, hand shrinkage and insurance prob amounted to £A20 per ton.

To that has to be added the CM handling expenses (including st doring and Government wharfa and shrinkage, which the Bo calculates at another £A3/16/-; finally, export tax and stabil tion fund contribution, which be upwards of £6. There is change left out of £30 when all is added up.

In 1959, freight rates will about 40 per cent. lower £Stg.8 ton, Pacific port to UK port.

In the first week in Janu 1959, the Philippines c.i.f. price London was $250—equivalent £A110. The price being paid by Fiji mill that week was £F78 ton—equivalent to £A87/15/-.

### Prospects for 1959

Few people in the industry commit themselves to any pre tions for 1959. The drought and c circumstances in the Philippc and internal unrest in Indon were big factors in the steep p rise in the last quarter of These conditions carried into New Year.

On the optimistic side it can said that, with huge increases the world's population, particul in Asia, there is more demand the products of the coconut. tainly in Indonesia, and to a marked extent in the Philippc more coconut products are b consumed at home.

On the pessimistic side it fact that when prices rise a certain limits, buyers tend to alternative and cheaper oils w they can. Bumper crops of such seeds as groundnuts and soya bd have been predicted for the com year.

Another factor in the situatio the withdrawal of Norway from international whaling agreem which limits the catch of whi Norway has pulled out because Russians are not a party to agreement, and with Norway ou is useless for the other wha countries to limit their activiti

This breakdown in the agreem is likely to lead to more whal on the market in the next seas but a lot fewer whales in the fu



# DEATHS OF ISLANDS PEOPLE

### MR. BILL CASH

The death occurred at Mt. Kaindi, Morobe, NG, in December, of one of the few remaining old-time gold-miners of the Territory. He was Mr. Bill Cash, who was 72.

He had apparently died while getting an evening meal and was found by one of his boys the following morning. The boy reported his death to a road-master working on the Mt. Kaindi road, and a party went out from Wau to bring the body in.

Bill Cash had been in New Guinea for about 30 years and his fortunes fluctuated with those of the Morobe goldfields. He worked on the Edie in its hey-day and at the time of his death was living in his camp on the summit of Mt. Kaindi.

### MR. ROBERT CROMPTON, CBE QC

The death occurred on December 9, at his home in Christchurch, NZ, of Mr. Robert Crompton, one of Fiji's best known citizens, at the age of 90.

An article about Mr. Crompton's life and work appears elsewhere in this issue.

### MRS. H. LEONARD MURRAY

The death occurred suddenly late in December of Mrs. H. Leonard Murray, wife of Mr. H. Leonard Murray, who was a member of the administration staff in Papua from 1909 until 1942, and Administrator from 1940 until the war-time evacuation in 1942. When she married Mr. Murray in 1915, she was Miss Pauline Herbert, a daughter of the late Mr. Justice Herbert. As her husband was private secretary to his uncle, the late Sir Hubert Murray, and Official Secretary to the Government, for many years, the late Mrs. Murray was closely associated with Government House, Port Moresby, for 25 years, and became well known and made many friends. Mr. and Mrs. Leonard Murray resided at Manly, Sydney, since World War II.

### MR. JOSEPH SIDNEY STUBBS

Mr. Joseph Sidney Stubbs died at the Rarotonga sanatorium on November 28, aged 43.

He was born in England and went to New Zealand in 1939, joining the Public Service and serving for a short period in the Railways and Education Departments before taking an appointment at the Cook Islands Treasury, to which department he was attached up to the time of his death except for a short period in Western Samoa.

Mr. Stubbs was a foundation member of the Cook Islands Public Service Association. He held a London Chamber of Commerce Shorthand Teachers' Diploma, with a speed of 180 words per minute. He is survived by his wife, a Cook Islander, a daughter at school in New Zealand, and a young son.

### MR. W. C. GEE

The death occurred in Brisbane General Hospital on October 4 of Mr. W. C. Gee, FRSA, MIEE, SMIRE, who was Chief Engineer, Department of Posts and Telegraphs, Territory of Papua and New Guinea, from December, 1954. Prior to this he was Divisional Engineer from October, 1950.

Mr. Gee had a distinguished career in both World Wars and attained the rank of Major. He entered the British Colonial Service in 1924 and served in Hongkong, Malaya and British Gold Coast. After the cessation of hostilities in the Second World War, Mr. Gee played a prominent part in rehabilitation and reconstruction of radio stations and services in Malaya as Controller Malaya (Radio). He retired from the British Colonial Service on May, 22, 1948.

He was aged 61 years and is survived by his widow and four children.


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# Sports Review

## They Went South To Sail

FOR the first time, Port Moresby sent an entrant to the Commonwealth VS sailing championships, held near Cronulla, Sydney, over the Christmas holidays. The boat, "BH", sailed by Arthur Roberts with the assistance of Ian McDonald and Max Kennedy did not win the championships, but everyone had a lot of fun and gained competition experience hard to acquire in the home port.

The yacht was sent down from Port Moresby on board the *Shansi* in December.

## Tongan Tiger Is Homeward Bound

HEAVYWEIGHT Tongan boxer Kitione Lave has sold up his share in a motor garage in Doncaster, England, and is on his way home to Tonga with his 21-years-old English wife and 17-month-old daughter.

Lave said before leaving England by air that he intended to go into solid training on arrival at Nukualofa to make a come-back in the ring.

He is at present under penalty in the United Kingdom for planning to take part in a bare-fisted fight which was halted by the police.

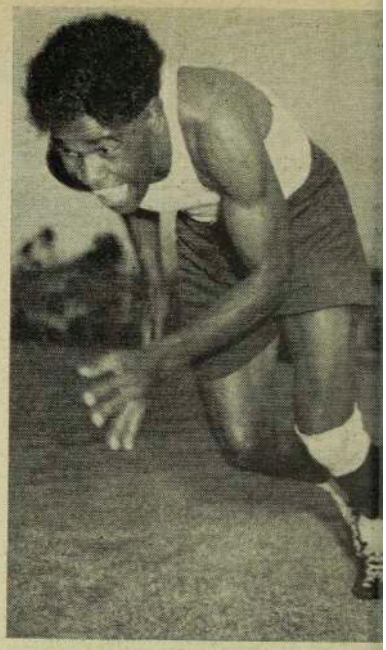
## Surprise End To Halafihi—Pompey Fight

TONGAN light-heavyweight boxer Johnny Halafihi beat Yolande Pompey (Trinidad) in an elimination bout for the British Empire championship on a foul in the 10th round of a scheduled 12-round contest at Birmingham (UK) last month.

It was a disappointing end for the crowd, as both boxers were fairly evenly matched and had, according to reports, turned on a grand fight.

This win brings Halafihi into calculations for a fight with world-rated Canadian Yvonne Durelle, who holds the British Empire title. Durelle recently fought world champion Archie Moore in a title bout but lost the fight when Moore made a sensational recovery after having been battered by Durelle in the early rounds.

If Halafihi can beat Durelle and take the Empire title he must be considered as a world title contender. However, Halafihi might find the going hard as the light-heavy division carries many experienced boxers. One of these who could u set the Tongan is South Afric Mike Holt, who has an impressi record of knockouts to his cred He is well remembered in Australi where in a matter of a few week he slaughtered just about eve light-heavyweight in the market.



*This fierce-looking Fijian is In Bukavuru, a sprinter, one of fo athletes who left Fiji on January for a tour of the Wairarapa di trict, New Zealand, under t sponsorship of the Masterto Amateur Athletic Association.*

*The team will be under the ma agement of Mr. Stan Meeks, w has been an active executive of t Athletics' Association of Fiji sin the early 1930's. He was manag of the first team to visit New Ze land in 1954, when the Southla Association sponsored the visit that district.*

## Soccer Revived In N. Britain

AFTER a lapse of several yea the Soccer Association of Ne Britain was given a new lea of life in 1958, and 16 native tea and two European teams played a premiership competition which h recently ended.

Good coaching and strict contr by European referees resulted in remarkable improvement in th standard of play. This was demo strated during a recent visit of t Royal Navy. The RN fielded thr teams against combined Raba teams in which only two Europea

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ayed. Two of the local teams were ctorious; the RN won only one the matches.

A challenge round between the ur leading soccer teams in the erritory — Morobe, North-East, uka and Finschhafen—was played few weeks ago; Morobe and Buka ere eliminated and the final be- ween North-Easts and Finschhafen as a worthy battle.

In the season's district competi- on, Morobe built up a points score at ensured them the victory as G premiers.

## hese Were The hamps In 1958

HE Rarotonga Boxing Association decided its champs for 1958 at a big elimination contest re- ntly.

Final results were as follows: eavyweight: Tauri of Ngatangiia. ght-heavyweight, Arthur of gatangiia. Middleweight, Parau of gatangiia. Welterweight, Matapo of orangi. Lightweight, Rima of rekura. Featherweight, Tutangata Parekura. Bantamweight, Holi- y of Parekura. Paperweight, maka of Ngatangiia.

## Chance For Some lew Blood

From Norman Baxter, in Suva

HE Fiji Cricket Association showed refreshing enterprise at its annual meeting when it oved to inaugurate a local Easter icket carnival, the first to be held 1959, in Suva.

Instead of the usual airy talk out tours which haven't a hope coming off because of the present ck of top-class players and to a sser extent of finance, the associa- n got down to plans to promote e game here in Fiji.

The plan, briefly, is that 10 teams ke part in a three-day carnival r the Crompton Cup, the premier ter-district trophy, the donor of hich (Mr. Robert Crompton) died cently in Christchurch, NZ, at the e of 90.

If some district associations cannot nd teams, Suva will put in extra les to bring the total to 10.

A carnival is likely to unearth uch new talent and Fiji cricket dly needs new blood to replace e ageing stars who have been on ck too long.

For those who make the grade ere is a possibility of a tour of ew South Wales in 1959-60.

Fiji initiated the move some months ago and the NSW cricket Association, no doubt remembering the financial and playing successes of Fiji's Rugby tours of Australia in 1952 and 1954, has shown more than passing interest.



*The North-East Soccer team which won the Rabaul 1958 premiership.*

Ratu Edward Cakobau, president of the Fiji Cricket Association, was to discuss a possible tour this month (January) with NSW cricket officials in Sydney and report back to Suva.

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# SHIPPING TIME-TABLES

**All sailings are approximate and may vary by as much as two weeks.**

## Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby (optional). Last Sydney sailing Jan. 30. Next sailing early April.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Last Sydney sailing Jan. 19. Next sailing early March.

MV Malaita sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailing about Feb. 10.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailing approx. Feb. 20.

Details from Burns, Philp & Co. Ltd., 7 Bridge Street, Sydney.

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MV Pak Hoi: Leaves Sydney for Brisbane, Port Moresby, Rabaul, Lae. Next Sydney sailing Feb. 10.

MV Soochow: Leaves Sydney for Brisbane, Port Moresby, Samarai. Next Sydney sailing Jan. 28.

MV Sinkiang: Leaves Sydney for Brisbane, Honiara (BSIP), Rabaul, Madang and Lae. Next Sydney sailing Feb. 7.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Kavieng, Rabaul. Next Sydney sailing Jan. 17.

Details from Swire and Yuill Pty., Ltd., 6 Bridge St., Sydney.

## Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sigli Feb. 7, Silindoeng Mch. 14, Sibigo April 7.

Details from Royal Interocean Lines, 255 George St., Sydney.

## Far East-S.W. Pacific-Fiji-Australia

**(Calling S.W. Pacific ports on south-bound journeys only.)**

Chengtu: Departs Japan Feb. 2, Hongkong Feb. 9, Sandakan Feb. 15, thence New Guinea ports, Santo, Suva, Lautoka, Noumea, arrive Sydney Mch. 27.

Chungking: Dep. Japan Mch. 2, Hongkong Mch. 10, then Sandakan, Tarakan, New Guinea ports, Suva, Lautoka, Noumea, Australian ports.

Chefu: Dep. Japan Mch. 31, Hongkong Apr. 8, thence Sandakan, Tarakan, New Guinea ports, Vila, Suva, thence Australian ports.

The three vessels call at all four Australian ports, Brisbane, Sydney, 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.

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The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian

## Australia - New Zealand - Canada - USA

*Sailings of Orient and P. & O. Line Passenger Ships 1958-59*

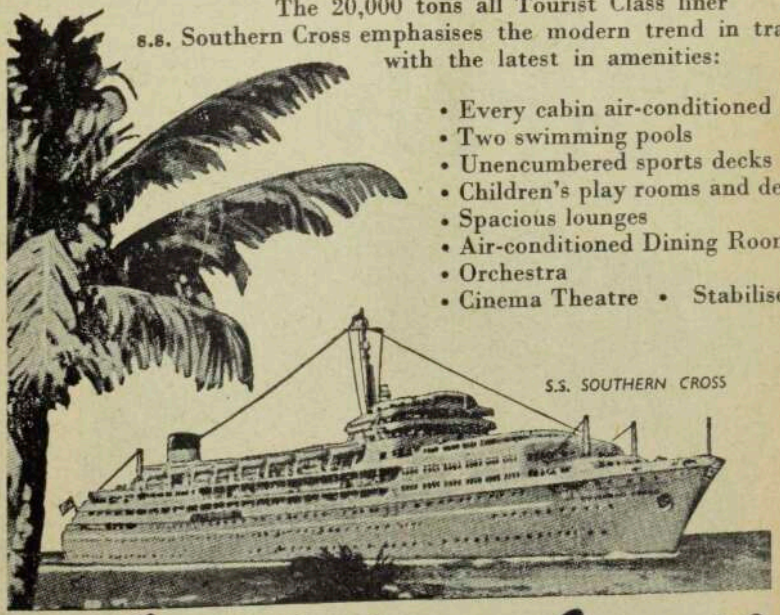
| | | HIMALAYA | ORCADES | ORSOVA | ORONSAY |
|---|---|---|---|---|---|
| SYDNEY | depart | Mar. 18 | Apl. 28 | May 22 | June 23 |
| AUCKLAND | arr/dep | Mar. 21 | May 1 | May 25 | June 26 |
| SUVA | arr/dep | Mar. 24 | May 4 | May 28 | June 29 |
| HONOLULU | arr/dep | Mar. 29 | May 9 | June 2 | July 4 |
| VANCOUVER | arr/dep | April 4 | May 15 | June 8 | July 10 |
| SAN FRANCISCO | arr/dep | April 6-10 | May 17-18 | June 10-11 | July 12-13 |
| LOS ANGELES | arr/dep | April 11 | May 19 | June 12 | July 14 |
| HONOLULU | arr/dep | | May 24 | June 17 | July 19 |
| SUVA | arr/dep | Different | May 31 | June 24 | July 26 |
| AUCKLAND | arr/dep | Route | June 3 | June 27 | July 29 |
| SYDNEY | arrive | Return | June 6 | June 30 | Aug. 1 |


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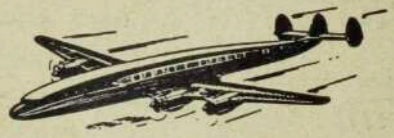
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orts and Japan. Northbound vessels call t Manila, Hongkong and Japan; south-ound vessels call at any or all of he following: Hongkong, Manila, Sanda-an, Rabaul, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly alls at Gizo (opt.), Honiara and Vani-oro, in BSIP; and at Santo and Vila, New Hebrides.

Citos: Dep. Rabaul Feb. 12, Honiara Feb. 5, Vanikoro Feb. 20, Santo Feb. 23, Vila Feb. 25, thence Australian ports; dep. Sydney northbound Mch. 25.

Aros: Dep. Lae Feb. 6 for Australian orts; dep. Sydney northbound Mch. 7.

Milos: Dep. Rabaul Mch. 5, Lae Mch. 9, or Australian ports; dep. Sydney north-ound approx. Apr. 8.

Delos: Northbound from Sydney Jan. 29.

Details from Wilh. Wilhelmsen Agency ty., Ltd., 30 Pitt St., Sydney, or Islands gents (R. Tebb, Lae; Town Transport, abaul; A. Strachan, Madang. BSIP Trad-ig Corp., Honiara; Messrs. D. J. Gubbay Co., Santo; Wm. Breckwoldt & Co., ila.)

## N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from uckland to Suva, Nukualofa, Vavau, lue, Pago Pago, Apia, Suva and return Auckland. Next sailings from Auckland: n. 27, Feb. 24.

MV Matua maintains a service from uckland to Lautoka, Suva, Apia, Lyttle-n, Wellington, and return to Auck-nd. Next sailings from Auckland: n. 15, Feb. 12.

Details from all offices of Union Steam hip Co. of NZ.

## Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi, 10 passengers, makes a round p Norfolk Is., Vila, Santo, Honiara d BSI ports, Bougainville ports, leaving dney about once every six weeks. Next dney sailing, Jan. 15, Feb. 12.

Details from Burns, Philp & Co., 7 Bridge reet, Sydney.

## Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, ming from Marseilles, via West Indies d Panama, call about every six weeks Papeete, Vila (New Hebrides), Noumea d Sydney, and return by same route. present on this run are the motor-ips, Tahitien and Caledonien and a artered vessel, Melanesien. Next dney sailings: Tahitien Feb 17, lanesian Apr. 1, Caledonien May 17.

MV Polynesie (Messageries Maritimes) aintains about monthly passenger sail-gs between Sydney and Noumea and New Hebrides. Next Sydney sailings: n. 30, Feb. 20, Mch. 13.

Details from Sydney agents: Messageries aritimes, 36 Grosvenor Street, Sydney.

## Sydney-S. Africa-UK-Pacific Ports-Sydney

Shaw Savill's one-class all-passenger er Southern Cross makes four round-the-rld voyages per year, two west-bound, n two east-bound, calling at Suva d Papeete every trip. Current voyage: ves Southhampton Mch. 3, via Panama Sydney calling at Papeete (Mch. 28), Suva (Apr. 2), Sydney (Apr. 11). Sydney bound Southhampton via ith Africa Apr. 13.

Details from agents: Shaw Savill & don Co., Ltd., 8a Castlereagh Street,


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PAPEETE—Etablissements Donald Tahiti.
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APIA—Morris Hedstrom Ltd.
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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.

Thorshall: Dep. New Westminster Mar. 17, San Francisco Mar. 24. Papeete Apr. 8, Pago Pago Apr. 14, Apia Apr. 16, Suva Apr. 21, Noumea Apr. 26, Pago Pago May 2, Los Angeles May 16.

Thorsisle: Dep. New Westminster Apr. 18, San Francisco Apr. 25, Papeete May 9, Pago Pago May 14, Apia May 16, Suva May 20, Noumea May 25, Pago Pago June 1, Los Angeles June 16.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

## US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger cargo service from Los Angeles with the Ventura, Alameda, Sierra and Sonoma. Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes. Next sailings approx., Sonoma: Due Sydney Feb. 24. Ventura: Due Sydney Mch. 5. Alameda: ex-Australian ports Northbound Jan. 16. Sierra: ex-Brisbane Northbound Jan. 23.

---

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, Gulf) on Australia - Panama - U.S. Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

## Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate a service three times yearly with the 10,000 ton. 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins with calls at Suva, Lautoka and Honolulu. Next sailing from Sydney about May 1.

Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

## Sydney-(or NZ)-North America

The cargo vessels, Waihemo and Waitomo, owned and operated by the Union Steam Ship Co. of NZ, Ltd., maintain a monthly service across the Pacific from Sydney to Vancouver and USA ports via Suva, Lautoka, Nukualofa, and Apia as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Waitomo. currently northbound. Next Sydney sailing Waihemo late March.




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The Waitemata, from NZ ports, makes -4 trips yearly to Vancouver (via Raro-nga and Papeete).

## l. America-Hawaii-Fiji-Samoa-Tahiti-N. Zealand-Australia

Matson Line's Mariposa and Monterey ake round passenger trips from Pacific orth Coast American ports to Australia, a Pacific Islands ports and New Zealand. Monterey: Dep. Los Angeles Jan. 12, apeete Jan. 20-22, Auckland Jan. 28-29, ydney Feb. 1-4, Auckland Feb. 7, Suva eb. 10, Pago Pago Feb. 11, Honolulu Feb. -17, San Francisco Feb. 25; Los Angeles eb. 26, Papeete Mar. 6-8, Auckland Mar. , Sydney Mar. 17.

Mariposa: Dep. Sydney Jan. 7, Auckland n. 10, Suva Jan. 13, Pago Pago Jan. 14, onolulu Jan. 19-20, San Francisco Jan. -Feb. 4, Los Angeles Feb. 5, Papeete eb. 13-15, Auckland Feb. 21, Sydney Feb. , Auckland Mar. 2-3, Suva Mar. 6, Pago ago Mar. 7, Honolulu Mar. 12-13, San rancisco Mar. 18.

Details from Matson Lines, Berger ouse, 82 Elizabeth Street, Sydney.

## United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., as extended its regular quarterly UK-ustralia service to Port Moresby.

The vessels sail from Liverpool via Suez Sydney, Brisbane, Townsville, Cairns, rt Moresby.

Kildare: Left Liverpool Dec. 23, due rt Moresby Feb. 27.

Sydney agents: Birt and Co. Pty., Ltd., Bridge St. Port Moresby agents: Burns ilp (New Guinea), Ltd.

## Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents r the Tonga Copra Board, operates a gular monthly cargo and passenger rvice between Nukualofa and Suva with V Aoniu, 500 tons gross. Sailings m Nukualofa are scheduled for Feb. Mar. 14, Apr. 11, May 9. Departures m Suva are about two days later, and Agents there are W. R. Carpenter &

# 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*)**

n., Tue., Thurs., Fri.: Dep. Melbourne for Sydney, Nadi, Honolulu, San Francisco or Los Angeles.

n., Tue.: Dep. San Francisco for Honolulu, Nadi, Sydney and Melbourne.

d., Fri.: Dep. Los Angeles for Melbourne (same route).

* PAA Skymasters are used on a connecting service between Auckland and di (see table 18); and also twice nthly between Nadi and Tafuna, erican 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.: Melbourne, Sydney, Nadi, Honolulu, San Francisco.

Fri.: Sydney, Nadi, Honolulu, San Francisco, Vancouver.

Sun.: Sydney, Nadi, Honolulu, San Francisco.

SOUTHWARDS

Tues. and Fri.: London, New York, San Francisco, Honolulu, Nadi, Sydney, Melbourne (Tues. service only).

Thurs.: San Francisco, Honolulu, Nadi, Sydney.

Sat.: Vancouver, San Francisco, Honolulu, Nadi, Sydney, Melbourne.

Mon.: San Francisco, Honolulu, Nadi, Sydney.

(Note: International Dateline crossed between Nadi and Honolulu).

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland connect at Nadi on Sundays with Qantas northbound flights, and on Mondays 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. 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 (Super-Constellations)**

NORTHBOUND

**First Class**

Tues. & Sat. — Wed. & Sun.

| Dep. | | Arr. |
|---|---|---|
| Sydney, 10.30 p.m. | | Brisbane, 12.45 a.m. |
| Wed. & Sun. | | |
| Dep. | | Arr. |
| Brisbane 1.30 a.m. | | Pt. Moresby, 6.30 a.m. |
| Dep. | | Arr. |
| Pt. Moresby*, 7.20 a.m. | | Lae, 8.40 a.m. |

**First & Tourist Class**

Thur. — Fri.

| Dep. | | Arr. |
|---|---|---|
| Sydney, 10.30 p.m. | | Brisbane, 12.45 a.m. |
| Fri. | | |
| Dep. | | Arr. |
| Brisbane, 1.30 a.m. | | Pt. Moresby, 6.30 a.m. |
| Dep. | | Arr. |
| Pt. Moresby*, 7.20 a.m. | | Lae, 8.40 a.m. |

**First & Tourist Class**

Sun.

| Dep. | | Arr. |
|---|---|---|
| Sydney, 9.15 p.m. | | Brisbane, 11.30 p.m. |
| Mon. | | |
| Dep. | | Arr. |
| Brisbane, 12.15 a.m. | | Townsville 3.05 p.m. |
| Dep. | | Arr. |
| T'ville, 3.50 a.m. | | Pt. Moresby, 6.30 a.m. |
| Dep. | | Arr. |
| Pt. Moresby*, 7.20 a.m. | | Lae, 8.40 a.m. |

SOUTHBOUND

**First & Tourist**

Mon.

| Dep. | | Arr. |
|---|---|---|
| Lae*, 9.20 a.m. | | Pt. Moresby, 10.40 a.m. |
| Dep. | | Arr. |
| Pt. Moresby, 11.30 a.m. | | T'ville, 2.10 p.m. |
| Dep. | | Arr. |
| T'ville, 2.55 p.m. | | Brisbane, 5.45 p.m. |
| Dep. | | Arr. |
| Brisbane, 6.30 p.m. | | Sydney, 8.30 p.m. |

**First Class**

Wed. & Sun.

| Dep. | | Arr. |
|---|---|---|
| Lae*, 9.20 a.m. | | Pt. Moresby, 10.40 a.m. |
| Dep. | | Arr. |
| Pt. Moresby, 11.30 a.m. | | B'bane, 4.30 p.m. |
| Dep. | | Arr. |
| Brisbane, 5.30 p.m. | | Sydney, 7.30 p.m. |

**First & Tourist Class**

Fri.

| Dep. | | Arr. |
|---|---|---|
| Lae*, 9.20 a.m. | | Pt. Moresby, 10.40 a.m. |
| Dep. | | Arr. |
| Pt. Moresby, 11.30 a.m. | | B'bane, 4.30 p.m. |
| Dep. | | Arr. |
| Brisbane, 5.30 p.m. | | Sydney, 7.30 p.m. |

* Between Lae and Port Moresby passengers are carried in DC4 aircraft.

PORT MORESBY-CAIRNS-TOWNSVILLE

Port Moresby—Townsville—Port Moresby, Douglas DC4. Dep. Port Moresby Wed. 11.45 a.m., arr. Cairns 2.35 p.m., dep. Cairns 3.20 p.m., arr. Townsville 4.30 p.m., dep. Townsville Thur. 9 a.m., arr. Cairns 10.10 a.m., dep. Cairns 11 a.m., arr. Port Moresby 1.50 p.m.

## 3. P-NG Internal Services

**Operated by Qantas**

**LAE-HOLLANDIA (Dutch New Guinea) (DC3)**

Alt. Wed. (Jan. 21, Feb. 4, 18, etc.).

Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 2.15 p.m. Every alternative Thurs. (Jan. 22, Feb. 5, 19, 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. (Jan. 26, Feb. 9, 23, etc.).

**PORT MORESBY-KIKORI (DH Otter)**

Via Yule Is., Baimuru: Alt. Mon., returning same day (Jan. 19, Feb. 2, 16, etc.).

Via Kerema, Baimuru: Alt. Thurs., returning same day (Jan. 29, Feb. 12, 16, etc.).

**PORT MORESBY-DARU (DC3)**

Via Baimuru: Alt. Thurs, returning same day via Balimo (Jan. 22, Feb. 5, 19, etc.).

Via Kerema, Baimuru: Alt. Weds. (Jan. 23, Feb. 6, 20, etc.) returning alt. Fri. (Jan 30, Feb. 13, 27, 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. (Jan. 24, Feb. 7, 21, etc.).

Tues. and alt Sat.: Dep. Samarai 11 a.m. arr. Pt. Moresby 2.40 p.m. (alt. Sat. Jan. 31, Feb. 14, 28, 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., arr. Wau 8.10 a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Wed., Sat.: Dep. Lae 9 a.m., arr. Wau 9.40 a.m.

Wed., Sat.: Dep. Wau 9.55 a.m., via Bulolo, arr. Lae 10.55 a.m.

**PT. MORESBY-WAU-BULOLO (DC3)**

Wed., Sat.: Dep. Pt. Moresby 7.45 a.m., arr. Bulolo 8.55 a.m.

Wed., Sat.: Dep. Bulolo 9.25 a.m., arr. Wau 9.40 a.m., dep. Wau 10.10 a.m., arr. Pt. Moresby 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 Mor 11.40 a.m.

Fri.: Dep. Madang 8 a.m., via Mt. Ha Minj and Goroka, arr. Pt. Moresby p.m.

**NEW GUINEA-NEW BRITAIN (DC3)**

Mon., Sun.: Dep. Rabaul 6.45 a.m., di to Lae, arr. 9.25 a.m.

Mon., Sun.: Dep. Lae 11 a.m., Fin hafen noon, Rabaul 2.10 p.m.

Wed.: Dep. Rabaul 6.45 a.m., Fin hafen 9.10 a.m., arrive Lae 9.45

Wed.: Dep. Lae 12 noon, Finschh 1 p.m., Rabaul arr. 3.15 p.m.

Fri.: Dep. Rabaul 6.45 a.m., Madang, arr. 11.20 a.m.

Fri.: Depart Lae 1.30 p.m., Finschh 2.20 p.m., arrive Rabaul 4.30 p.m.

**RABAUL-BUKA-RABAUL (DC3)**

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. E 10.20 a.m.; dep Buka 1.40 p.m., Rabaul 3 p.m. (Jan. 20, Feb. 3, etc.).

**RABAUL-HOSKINS-RABAUL (DC3)**

Alt. Thur.: Dep. Rabaul 9 a.m., Jacquinot Bay, arr. Hoskins 10.50 a dep. Hoskins 11.15 a.m., arr. Ra 12.20 p.m. (Jan. 15, 29, Feb. 12, etc.).

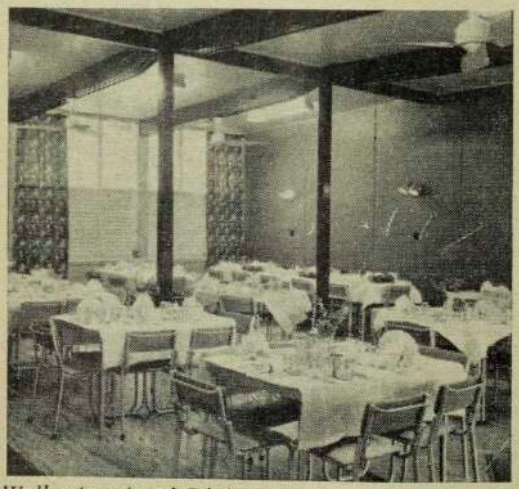
**SERVICES BY MANDATED AIRLIN Scheduled flights with DC3 Aircraf**

Mon.: Depart Lae at 7.30 a.m. for Gor Madang, Wewak, Madang, Raba remaining overnight. Depart Lae a.m. for Goroka, Wau, Port More Wau, Goroka, Lae.

Tues.: Depart Rabaul at 6.30 a.m. Madang, Wewak, Madang, Goroka,


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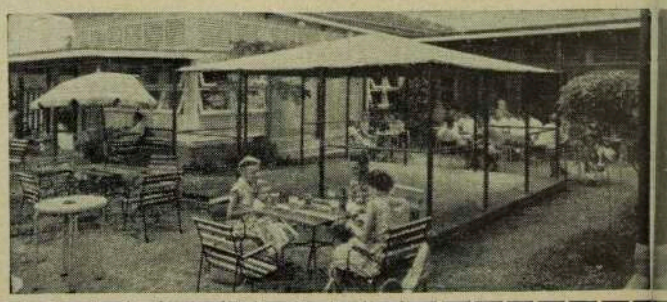
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Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Optional call at Goroka on this flight.

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, Serong, Merauke, Tenah Merah, Manokwari, Niemfoer, Ransiki, Genjem, and Sukonao.

## 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.

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. (Jan. 16, 30, Feb. 13, 27, 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**

Dep. Sydney 7 a.m., arr. Noumea 2.15 p.m. Dep. Noumea 3.45 p.m., arr. Sydney 9.15 p.m. Service will operate on Jan. 22, Feb. 5, 19.

## 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. Vila 2.45 p.m., dep. 3.15 p.m., arr. Tontouta 5.30 p.m.

## 11. New Caledonia-Fiji-Wallis Is.

**TAI with DC3 Aircraft**

Dep. Noumea 6 a.m. second Wed. each month (Jan. 14, Feb. 2, etc.), arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m. dep. Wallis 7 a.m. second Fri. each month (Jan. 16, Feb. 13, etc.), arr. Noumea 2.45 same day

## 12. Norfolk Is.-Auckland

**TEAL, by Qantas (charter)**

Alt. Sat. (Jan. 17, 31, Feb. 14, 28, 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**

Daily Service (Except Feb. 21): Dep. Auckland 9.30 a.m., arr. Sydney 1.15 p.m.


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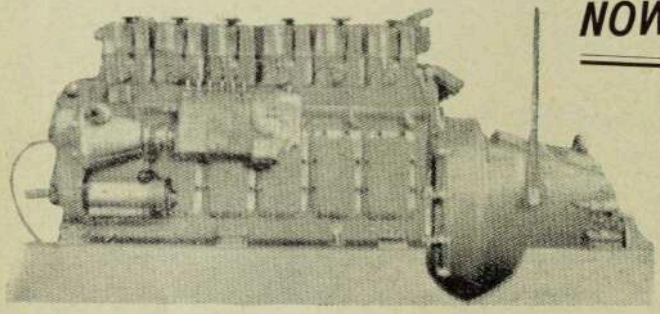


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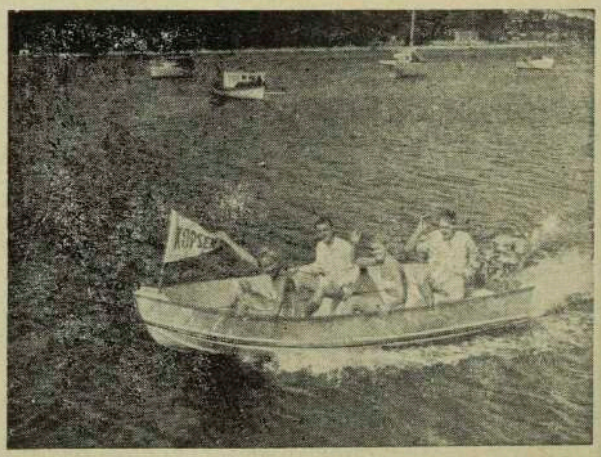
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n., Wed., Fri., Sun. (Except Feb. 1, 8): Dep. Auckland 6 p.m., arr. Sydney 9.45 p.m.
ly Service (Except Feb. 17, 21): Dep. Sydney 3 p.m., arr. Auckland 9.50 p.m.
d., Fri., Sun. (Except Feb. 1, 8: Dep. Sydney 11.30 p.m., arr. Auckland 6.20 a.m. following day.
s.: Dep. Sydney 7 a.m., arr. Auckland 1.50 p.m.

## 14. Christchurch-Sydney

**Tasman Empire Airways, with DC6 aircraft**

., Sun.: Dep. Christchurch 5 p.m., arr. Sydney 8.55 p.m.
s., Thur.: Dep. Christchurch 7.45 p.m., arr. Sydney 11.40 p.m.
n., Wed., Fri., Sun.: Dep. Sydney 8 a.m., arr. Christchurch 2.50 p.m.

## 15. Christchurch-Melbourne

**Tasman Empire Airways, with DC6 aircraft**

n., Wed. (Except Feb. 2, 16): Dep. Christchurch 5 p.m., arr. Melbourne 9.55 p.m.
s., Thurs. (Except Feb. 3 & 17): Dep. Melbourne 10.15 a.m., arr. Christchurch 5.50 p.m.

## 16. Auckland-Melbourne

**Tasman Empire Airways, with DC6 aircraft**

irs.: Dep. Auckland 8 a.m., arr. Melbourne 12.45 p.m.
ir.: Dep. Melbourne 2.30 p.m., arr. Auckland 10.15 p.m.

## 17. Melbourne-Auckland-Nadi (Fiji)

**By Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas**

.: 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.
ote: This service connects with Qantas er Constellation service from Sydney JS.

## 18. New Zealand-Fiji

**man Empire Airways, with Super DC6 raft and Qantas Super Constellations**

s., Fri., Sun.: Dep. Auckland 4 p.m., arr Nadi 9 p.m.
n., Wed., Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.
unday flights ex-Auckland, and Monday hts ex-Nadi are operated by Qantas er charter to TEAL (see above).

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**n-American Airways, with Skymasters**

., Tues., Thurs.: Dep. Auckland 10.50 p.m., arr. Nadi 5.50 a.m.
., 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)

. Suva alt. Thurs., 9 a.m., crosses Dateline, arrives Satapuala (Western Samoa) Wed. 1.55 p.m.
. Satapuala alt. Mon. at 8 a.m., crosses Dateline, arr. Suva Tues 10.55 a.m.
p. Suva Jan. 22, Feb. 5, 19, etc. Additional services will also leave Suva on 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 Jan. 8, 25, Feb. 5, 19, 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 Jan. 11, 25, Feb. 8, 22, etc.

## 22. New Caledonia-Tahiti

**TAI with DC6B aircraft and Sandringham**

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 Thur.

## 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

**Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.**

Noumea-Mare: Tues. (dep. Noumea 2 p.m., Mare 4 p.m.) and Fri. (dep. Noumea 8 a.m., dep Mare 10 a.m.).
Noumea-Ouvea: Wed., Fri. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.); Thur. (dep Noumea 11 a.m., dep. Lifou 1 p.m.
Noumea-Kounie (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).
Noumea-Koumac; Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). **Note:** On this flight a call will be made at Plaine des Gaiacs if required.

## 25. French Polynesia Inter-Island Service

**Reseau Aerien Interinsulaire with flying-boats**

Twice weekly service to the Leeward Group.
Wed.: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.
Fri.: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.
Booking agents in Papeete: Messageries Maritimes.

## 26. Micronesia

**Trans Ocean Airlines**

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## PACIFIC AIR FARES

**(APPROXIMATE ONLY)**

*NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see page 171.*

**FROM SYDNEY (Aust. currency) TO—**

| | Single £ s. d. | Return £ s. d. | Table No. |
|---|---|---|---|
| Moresby | 51 5 0 | 92 5 0 | 2 |
| Lae | 62 15 0 | 112 19 0 | 2 |
| Rabaul | 72 9 0 | 130 9 0 | 2, 3 |
| Noumea | 51 4 0 | 92 4 0 | 9 |
| Honiara | 94 5 0 | 169 13 0 | 2, 5 |
| Norfolk Is. | 27 10 0 | 49 10 0 | 8 |
| Lord Howe | 12 15 0 | 25 10 0 | 7 |
| Nadi | 76 0 0 | 136 16 0 | 1 |
| Suva | 81 3 0 | 147 2 0 | 1, 17 |
| Auckland | 52 10 0 | 94 10 0 | 13 |
| Christchurch | 52 10 0 | 94 10 0 | 14 |

**FROM SYDNEY (Aust. currency) TO—**

| | | | |
|---|---|---|---|
| Honolulu | 252 5 0 | 454 1 0 | 1 |
| S. Francisco | 312 10 0 | 562 10 0 | 1 |
| Vancouver | 312 10 0 | 562 10 0 | 1 |
| Apia | 109 5 0 | 197 14 0 | 1, 17 |
| Papeete | 183 15 0 | 331 16 0 | 1, 21 |
| Aitutaki | 150 0 0 | 271 0 0 | 1, 21 |
| Biak | 90 0 0 | 162 0 0 | 4 |

**FROM AUCKLAND (NZ currency) TO—**

| | | |
|---|---|---|
| Apia | 61 17 6 | 111 12 0 | 18, 19 |
| Aitutaki | 92 16 0 | 168 6 0 | 18, 21 |
| Nadi | 39 7 0 | 70 17 0 | 18 |
| Norfolk Is | 19 15 0 | 35 11 0 | 12 |
| Papeete | 113 7 0 | 206 2 0 | 18, 21 |

**FROM SUVA (Fiji currency) TO—**

| | | | |
|---|---|---|---|
| Apia | 25 0 0 | 45 0 0 | 19, 21 |
| Aitutaki | 57 15 0 | 103 19 0 | 17, 21 |
| Papeete | 82 14 0 | 148 18 0 | 17, 21 |

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to most ports. Fares nection to Suva by Fiji Airways. to points east of Nadi include air con-

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# Pacific Commerce and Produce

## ome Sniping At he Apinaipi Meeting

HE annual meeting of Papuan Apinaipi Petroleum Co. Ltd., held in Sydney two days before ristmas, provided again, as it has the past, some entertaining fire-rks that gave a lot of copy to e newspapers.

The man who set alight to the eworks was Mr. Rupert Richard-n, who continued his war against e present board; but there was bit of sniping from other dis-isfied shareholders.

Mr. Richardson first became pro-nent in the company in 1951 when opposed the proposal that the mpany be wound up. Later he be-ne chairman of the company, and nder this leadership Papuan inaipi's prospecting area was in-eased. He also became research nager.

Before the annual meeting at the d of 1956, considerable internal rest developed in the manage-nt of the company, and the ard dismissed Mr. Richardson as search manager and sought his ignation as a director. He refused resign and was voted out of office a ballot.

However, Mr. Richardson has ver given up and gone quietly. the contrary he has never missed opportunity to attack the present rection of the company and has en an enthusiastic writer of cular letters and similar mani-toes.

In the latest of the letters, cir-lated just before the December eting, he claimed, amongst other ngs, that the well the company lled last year (drilling and gen-l exploration cost £176,132 for the ar) was in the spot least likely be successful, while other, more vourable, spots were ignored.

He also demanded an investigation shareholders into the affairs of e company.

At the meeting, other shareholdd-s attacked the payments to the e directors. Mr. D. Rees said the s should be halved; another that y should be cut out altogether. Chairman of Directors, Mr. B. W. aham said that directors had despread problems—and a motion s carried continuing payment of e £4,000 directors' fees.

During the meeting, Mr. Richard-n claimed that drilling had located in Papua in 1957, but that the ard had withheld this news from areholders. The chairman denied

It was stated in the annual report that a party of oil experts will shortly go into the area held by Papuan Apinaipi within nine miles of where oil was struck by APC at Puri in November.

At the meeting, shareholders decided to approve the proposal to increase the company's capital by authorising an additional 20 million 5/- shares.

## Another Dividend For NG Goldfields Ltd.

HAVING made a profit of £20,000 from gold-mining, and £64,000 from trading, New Guinea Goldfields Ltd. shows an over-all profit of £84,654 for the year ended June 30 last.

It is paying a dividend of 3d. per stock unit, which calls for £55,904, and carrying forward just under £30,000. This will leave £124,718 in the P/L Appropriation Account, and about £168,000 in the Gold Mining Profits Reserve—over £290,000 altogether. There was over £100,000 in cash and bullion on hand when accounts closed.

It is significant that less and less of this 30-years-old Co.'s revenues come from gold-mining and more and more from trading.

The 3d. per unit (nominal value, 3/6) represents less than 7 per cent. p.a.—but as the units are valued at 2/4 in the stock markets, and as the Co. looks as if it will continue to earn between £60,000 and £100,000 per annum, the units should be worth buying as an investment returning about 11 per cent. Mining prospects are poor, but trading and planting (the Co. has been planting a lot of coffee) prospects are good.

### NGG Production

**The production from New Guinea Goldfields Ltd. in the last two months of 1958 was as follows: Golden Ridges mill, November, 741 fine ozs gold and 729 ozs fine silver from 3,815 tons of ore treated; December, 859 ozs fine gold, 974 ozs fine silver, from 3,538 tons of ore treated.**

**Golden Ridges Alluvials, November, 102 ozs gold bullion; December, 115 ozs bullion.**

### G.A.V. Joins P.A.P.

*Mr. G. A. V. Stanley, well-known P-NG geologist, who was associated with Australasian Petroleum Company for over 20 years, but who recently parted from them, has become consultant to Papuan Apinaipi Petroleum Company Ltd.*

*He will shortly lead a party to the company's permit area, adjacent to APC's Puri area.*


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**Vi-Stim** To restore Vim and Vigour





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Golden Ridges Overburden, November, 47 ozs bullion; December, 76 ozs bullion.
Koranga Alluvials, November, 479 ozs bullion from 41,296 cubic yards; December, 993 ozs bullion from 39,148 cubic yards.
Tributes, November, 139 ozs bullion; December, 87 ozs bullion.
Timber, November, 162,809 super feet; December, 172,351 super feet.

## APC Flow Tests at Puri

Reports issued by the Australasian Petroleum Company Pty. Ltd. in December indicated that in continuous production, Puri No. 1 would produce only small quantities of oil. However flow tests were continuing.

The company is making extensive plans for a future drilling programme of the Puri structure and adjacent areas.

Drilling at Kuru No. 3 has been suspended owing to the extremely difficult conditions encountered and in order better to concentrate on the Puri area.

## Enterprise Directors Were Staggered

Directors of New Guinea Gold and Petroleum Development NL were "completely dumbfounded" when the New Guinea Administration informed them in June, 1958, that the usual annual extension of their permit covering their Oil Permit Area No. 21, on the Sepik, had been refused. Since that date, much correspondence had been exchanged between the directors and the Administration of P-NG and the Territories Minister. The Board has since applied for a new permit over the same area.

Since 1954 when the Permit was first granted, the company has carried out geological and geophysical surveys in the area under arduous conditions and four years of time and £175,000 of the company's money has been expended on the project.

At the annual general meeting held in Sydney on December 15 it was stated by the chairman that geological and geophysical surveys in the permit area have proved the existence of a 300 square mile sedimentary basin, containing rock types which could form source or reservoir beds.

Although the gravity survery pattern has not yet revealed conclusive indications of structures suitable for accumulation of oil or gas, it does show interesting features well worth further examination, they add.

On the goldmining side, the chairman's reports showed that a considerable amount of development work had been done during the 12 months under review. Development work from Enterprise No. 13 had yielded 576 ozs of gold bullion from 350 tons of development ore.

Alluvial workings above No. 1 Level had been commenced and 71 ozs of gold had been recovered therefrom. A further three heads of stamps had been added to the existing two, more recently, and three to four tons of ore can now be treated per day.

## Fiji's Brewery Looks A Good Thing

Mr. R. F. G. Fogarty, director and general manager of Carlton and United Brewery Ltd., and Mr. G. C. Coulter, a director, attended the opening of Carlton Brewery (Fiji) Ltd., in Suva in December. The Fiji brewery has been established as a joint venture by Carlton United and W. R. Carpenter & Co. Ltd.

With that combination behind it, plus Fiji's thirst, and the open-go no-permit, beer drinking of all races that came into force in Fiji last year, the company should be a good money spinner once it has settled down to full production.

## Plans for Emperor And Loloma

At the annual general meeting of Loloma (Fiji) Gold Mines NL on December 12, shareholders were told that the market value of investments held by the company equalled 40/10 per Loloma share.

The Loloma profit for the year ending June 30, was £A93,914 and came almost entirely from investments. A dividend of 2/- per share, of which 1/7 was tax free, was declared. This absorbed £A82,500.

Mining operations for the year disclosed a loss of £7,430—almost £A22,000 less than in the previous year. The affairs of Emperor and Loloma represent something of a financial paradox in that Emperor is still mining and doing very well but for reasons of policy does not frequently pay a dividend; while Loloma, which ceased underground mining in 1957, pays a handsome dividend from the £1½ million that the company has invested.

Loloma has mining interests in Australia—mostly at the development stage; and in company with Emperor plans extensive exploration on jointly held ground in Fiji.

## New Capital For Guinea Brewery

Guinea Brewery, Lae, New Guinea, which began production in the middle of 1958, was in December seeking £20,000 more capital for an expansion programme.

In order to provide some reward for the confidence of the original investors, shareholders have been asked to subscribe to resolution issuing a bonus of 5/- to make their 15/- shares £1 paid up value.

## Norfolk Is. Whaling Co. Prospects

Following the reaction of overseas markets to copra and other oils, the directors of Norfolk Islands and Byron Bay Whaling Co. see more favourable prospects for the company in the next year.

No dividend was paid last year as profits would have permitted only a small one and it was decided not to impair the company's liquidity.

The whale oil market has improved recently and increased production of whale oil and whale meat has been achieved by the company's two establishments, at the same time that operating costs have been lowered.

# The Stock Market

As investment experts were quick to point out, the threat of income tax in Papua-New Guinea, now being talked about and about, has so far had little effect on the shares of the companies which have all or a large part of their investments in the Territory.

Into this category come Burns Philp, W. R. Carpenter, Bulolo Gold Dredging Steamships Trading Company and a whole assortment of smaller plantation and other companies quoted on Australian stock exchanges. Investors are apparently adopting the "it hasn't happened yet" attitude.

So far as the plantation companies are concerned, of course, income taxation might be offset by a reduction in whole or in part of export-tax.

In Australia, the new year began as the old one had ended, with investments buoyant in spite of low prices for wool and other primary produce. The new idea persists that Australia is now big enough and industrially well-enough advanced as to no longer depend for her prosperity on good prices for primary products. The pessimists have been waiting for the expected effects of prices to seep down through the econ So far they have been disappointe that is the word.

Helping things out on the home at present is the bumper wheat har especially from NSW where the ha will be about 67,000,000 bushels. Gr are guaranteed 14/6 a bushel, from w a first payment of 11/- a bushel is made.

The only catch is that the W Board still has to find customers for wheat on an overseas market tha already over-supplied.

Share index for ordinary shares January 8 was a healthy 228, six p above that quoted in December "PIN month ago.

It is pointed out that hire-purc business is booming (the country's HP indebtedness is around £320 mil and that new car registrations (al regarded as a sure indicator of prospe are close to the 1955 all-time record

SYDNEY SALES PRICES

| | Dec. 4 | Jan. |
|---|---|---|
| Burns Philp . . . . | 60/6 | 61/6 |
| Burns Philp (SS) . . | 45/6 | 48/- |
| C.S.R. . . . . | £43 | £42 |
| Dylup Plantations . | 15/- | 16/- |
| Hackshalls . . . . . | 48/6 | 48/9 |
| Kauri Timbers . . . | 21/1½ | N.Q. |
| Kerema Rubber . . . | 10/9 | 10/6 |
| Koitaki . . . . . | 13/- | 13/3 |
| Lolorua . . . . . | 6/10 | 6/9 |
| Mariboi . . . . . | 8/- (s) | 7/- |
| Norfolk Is. Whaling | 2/6 | 2/9 |
| Queensland Insurance | 65/- | 68/- |
| Rubberlands . . . . | 5/6 | 5/1 |
| Sthn. Pac. Insurance | 16/- | 16/- |
| Steamships Trading . | 51/9 | 50/- |
| W. R. Carpenter Hold. | 16/6 | 17/- |
| Timor Oil . . . . . | 6/7 | 6/3 |

OIL AND MINING SHARES

FIJI

| | July 9, '58 | Dec. 4, '58 | Jan. 9 |
|---|---|---|---|
| Emperor . | b5/9 | b9/- | s9/- |
| Loloma . . | | b30/- | b30 |

PAPUA-NEW GUINEA

| | | | |
|---|---|---|---|
| Bulolo . . . | b35/- | b32/- | b33 |
| N.G.G. Ltd. | b1/9½ | b2/3 | b2/ |
| Oil Search | b2/6 | b9/9 | b8/ |
| Ent. of N.G. | b7d | s11d | b6d |
| Papuan Apin | b9d | b4/6 | b4/ |
| do. opt. . | b6½d | b2/2½ | b2/ |
| Placer Dev. | b86/6 | b91/- | b91 |
| Sandy Creek | b4d | b6d | b3d |

# ISLANDS PRODUC

(Unless otherwise stated, quotations in Australian currency. Aust. £ e approximately 16/- Stg., NZ, or Samoa; 18/- Fiji; 20/- Tonga, Solomo WPHC areas; 168 Pac. Frs.; $US 2.20-2

## COPRA

The British Ministry of Food 9- Contract, which governed Copra p in Papua and New Guinea, Fiji, We Samoa, Solomon Islands, and Gilbert Ellice Colony (and, to some extent Tonga and Cook Islands) expired on cember 31, 1957; since when each T tory has made its own arrangements collection and marketing of copra.

PAPUA-NEW GUINEA:—All produ is delivered to Copra Marketing B controlled by six members, including planters' representatives; and the H directs distribution and sales, and m payments to the producers. Produ goes mainly to (a) Unilever (under tract covering 1959), (b) Australia local consumption) and (c) crushing in Rabaul. Prices generally arrange accordance with ruling rate in Philipp market, with premiums for hot-air d




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**"Tentative" Price For New Guinea**

rom Jan. 1, 1959, P-NG Copra Board nounces new "Tentative Prices", for ra delivered main ports: Hot-Air Dried. 55 per ton; FMS, £A54 per ton; oke-Dried £A53/7/6. These prices will ly to whole period, from January 1, 8, and thereafter. The necessary back yments were made in December, 1958.

IJI:—No Government control—producers where they wish. Bulk of copra goes crushing-mill in Suva, whose price wharf, Suva, is announced each week. January 5, prices were, HAD. 78/10/-; FM1, £F77/5/5; FM2. 75/17/6.

WESTERN SAMOA:—Official Copra ard receives all production, and sells he and makes payments to producers. ge proportion goes to Unilever, at lippines FM grade rates, plus pre- ums up to £Stg.3 per ton for hot- dried Prices announced December. 3, to operate till further notice: Hot- dried £S.61/10/6 per ton; sun-dried 1, £S.59/0/6; sun-dried, No. 2, 55/10/6.

ONGA:—Sales are under Government trol. Part of production goes to Europe, der arrangement with Unilever con- lled by Philippines prices, and part to open market.

OLOMONS:—All production marketed ough official Copra Board, at prices ed on Philippines market. Price de- red January: 1st grade, £A68; 2nd de, £A66; 3rd grade, £A62 per ton, b., BSIP ports.

ILBERT AND ELLICE:—Production rketed in Europe through official Copra ard, at prices based on Philippines es, less "stabilisation fund" charges,

. SAMOA:—Producers receive 4 cents lb. $89.6 or £A40 approx. per long ton). odic bonus, if average proceeds exceed t. buying price and expenses.

EW HEBRIDES:—On December 15 fore devaluation) prices was 10,200 Pac. ncs (£A59/12/11) per ton, delivered /Santo.

OOK ISLANDS:—Local price is based £NZ50 per ton, f.o.b., Rarotonga. h premium of 50/- (NZ) for top grade dried. Shipping, handling, shrinkage storage charges reduce the outer nds price to about £NZ30 per ton. ic rate. (Negotiations for price second f of 1958 continuing—but expected to higher).

## OTHER PRODUCE

**OCOA:**—Islands prices are based on the e for Ghana cocoa which, on Jan. 9, £Stg.292/16/- per ton, c.i.f., London. arge W. African crop is expected this son.

. SAMOA:—Price quoted end of Dec. 315, f.o.b., Apia, but believed to have en considerably since, in line with ana.

-N.G.: January 9: £A340, £A350 ex- arf. Sydney, market falling.

**OFFEE:**—P.N.G.: Jan. 9, 3/8 to 4/2 per c.i.f. Sydney, was generally quoted. plies continue plentiful.

ast quotes for Kenya Arabica were in November when they were, A grade, q., £Stg.475; B grade, f.a.q., £Stg.410; grade, f.a.q., £Stg.375; undergradings low as £Stg.320; all per ton, and c.i.f. tralian ports. These rates were still rox. correct Jan., 1959.

**EANUTS:**—P.-N.G.: Jan. 9: Kernels 1/8 1/9 into store; virtually no sale at sent for nuts in shell.

**UBBER:**—P.-N.G. price is based on gapore rate, which on Jan. 9, was: 1 RSS, spot, 86⅝ Straits cents per (30.07d Aust.).

**VANILLA BEANS:** Victor Karp, Tulk & Co., Sydney, reported on Jan. 9: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 70/-, Green 68/-.

**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.**—January quotation by independent pearlers for: Sound, £A750; D, £A550; E, £A225; EE, £A150 (in store Sydney). **Manihiki,** £Stg.500 f.o.b. Rarotonga, nominal.

**TROCHUS:**—Supplies now plentiful but little demand; nominal £A325, ex-wharf, Sydney.

**GREEN SNAIL:**—Supplies light and could be increased to meet demand. £A350 per ton, ex-wharf quoted.

## London and US Quotations

**Copra:** London January 9, Philippines in bulk $265 c.i.f. per ton, Jan.-Feb. Straits/Borneo, FMS, del. weights, c.i.f., UK/North European ports, £Stg.93 (Jan.-Feb.). New York: Jan. 9, Philippines $247.5, per ton c.i.f., US Pacific Coast ports.

(£1 Australian is about equal to 2.25 US Dollars.)

**Coconut Oil:** London, Jan. 9, Ceylon in bulk, UK/North European ports. £St.133 per ton c.i.f. Straits/Borneo, £Stg.134 per ton.

**Rubber:** London, Jan. 9, RSS No. 1, spot, 25d Stg. per lb; April-June, 25½d Stg. per lb; Dec., '59, 24⅞d 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. **FRENCH BANK** (Comptoir National **D'Escompte de Paris**) in Sydney Jan. 1959, quotes: Selling, Noumea, 195 Pac. francs to £ Aust.; Papeete, 194 Pac. francs to £ Aust.; 246 Pac. francs to £ Stg.; 89.05 Pac. francs to US $. Selling 13.76 heavy francs (1,376 ordinary Metrop. francs) to £ Stg.


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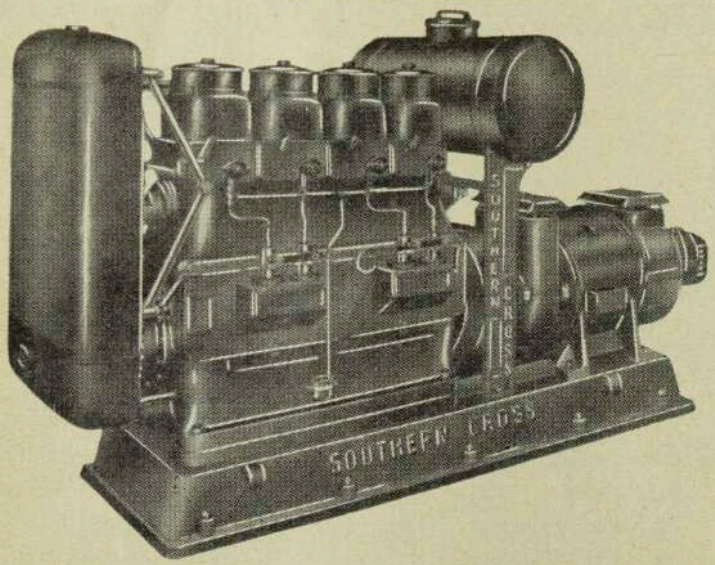
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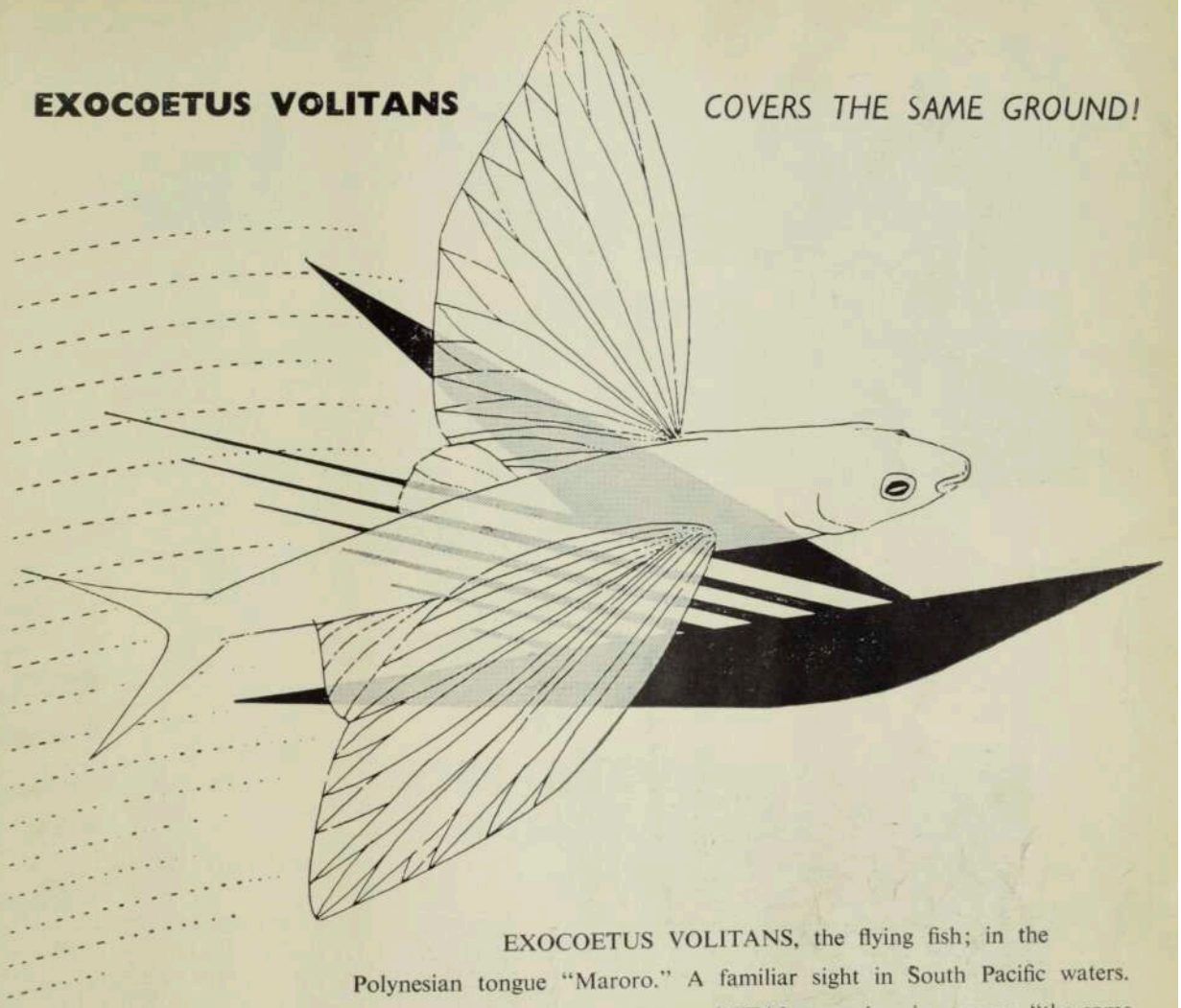
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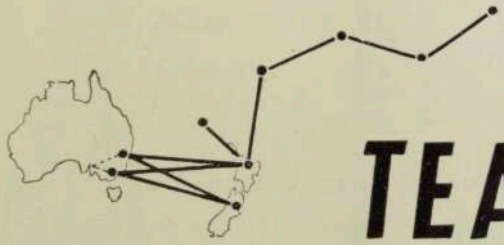

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