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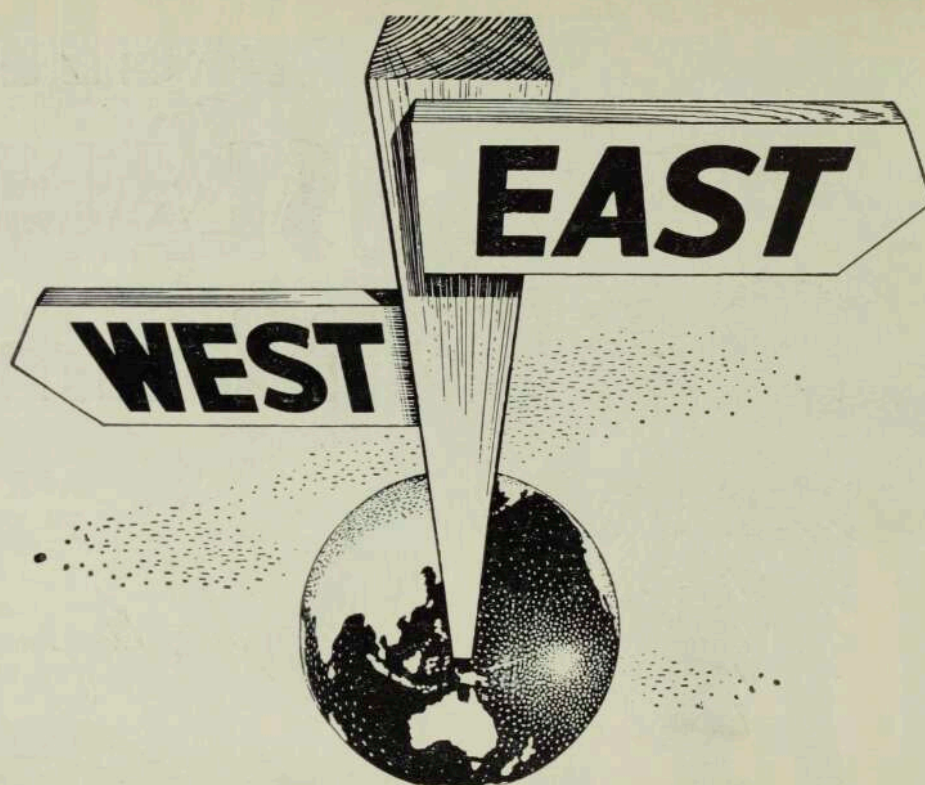
PACIFIC ISLANDS Monthly

APRIL, 1959
Vol. XXIX. No. 9

Sea King to land

HE'S SEEN THE LIGHT!
Perhaps not religiously speaking, because he's a native of the Sibil Valley of Netherlands New Guinea, and they have had comparatively little contact with the outside world—yet. But they have been catching up over the last few weeks, as a big Dutch exploring expedition is currently using the valley as a springboard into the unknown Star Mountains. This fellow was quick to find out what a torch battery was for—and he's got the kind of ears that show it off to advantage, too. And note that trouser button attached to his nose! See also page 129.

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8 flights weekly around the world

Circle the globe with the sun or travel round the other way—B.O.A.C.-QANTAS is the best way to go.

Offering a choice of eight weekly flights, the B.O.A.C.-QANTAS round-the-world route via Australia enables you to fly directly between San Francisco and New

York without changing airlines. Experienced travellers will appreciate what it means in terms of convenience, comfort, cuisine and service to fly all the way by intercontinental airliners operating to international standards.

See your B.O.A.C.-QANTAS travel agent.



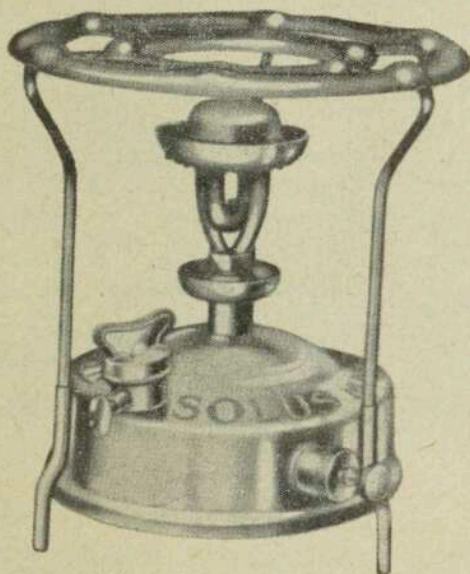
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PACIFIC ISLANDS MONTHLY—APRIL, 1959

Coleman *Solus* STOVES

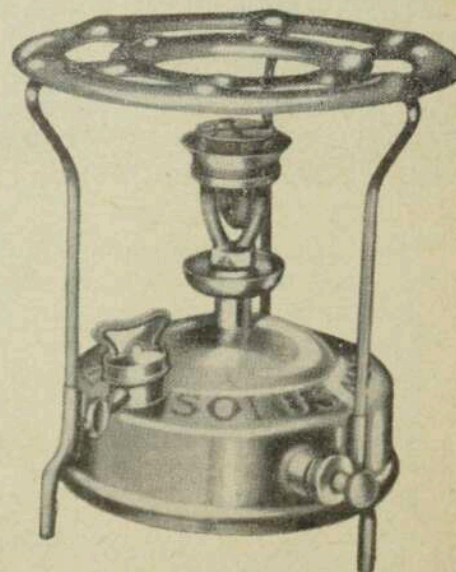
MADE IN ENGLAND

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height $8\frac{1}{2}$ inches, diameter $8\frac{1}{2}$ inches, approximate weight $2\frac{3}{4}$ lb. Both models have the same outstanding features.



**Model No. 532E
SILENT TYPE**

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug.
3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.



**Model No. 531E
ROARER TYPE**

Representatives for the Pacific Islands

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SYDNEY

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Cables "Robergill"

ROBERT GILLESPIE (N.G.) LTD.
Lae, Madang, Rabaul, Port Moresby

PEARCE & CO. LTD.,
Suva for Fiji Islands

MORE Australian-made International trucks for the Islands



Quite a job slinging a mighty International tipper truck into the hold of a ship, but all in a days work to men of the Port of Melbourne. This is the point of export for Australian-made International trucks and the number being exported is increasing fast. International trucks have been manufactured at Dandenong, Victoria, since 1952 and there are now 15 basic models with over 100 variations available—from the stylish light pick-up truck to these mighty tippers. The trucks in the illustration are painted "New Guinea Blue" and are a part of an order recently delivered to the Administration T.P.N.G. For full information of the various models suitable for your operation, get in touch with your nearest distributor.

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA Pty. Ltd.

District Sales Offices in Capital Cities of Australia.

Works—Dandenong, Geelong, and Port Melbourne, Victoria.



PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby and Samarai.

Dealers: New Guinea Goldfields Ltd., Wau and Lae.
Rabaul Trading Co. Ltd., Rabaul.

DUTCH NEW GUINEA: H. Englebert n.v., Hollandia.

NEW CALEDONIA: Agence Automobile, Noumea.

NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney.

SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.

TAHITI: Hintze & Company, Papeete.

FIJI: Niranjan's Service Station, Suva.

ARNOTT'S
NEW
DOUBLE-WRAPPED
MOISTURE-PROOF
PACKETS



WHEN NOT IN USE,
KEEP IN A CLOSED
TIN TO MAINTAIN
CRISP FRESHNESS.

Arnott's
famous
Biscuits

There is no Substitute for Quality

X/EX5/2

PACIFIC ISLANDS MONTHLY — APRIL, 1959

3

New Guinea Australia Line

Passenger and Cargo Liners:

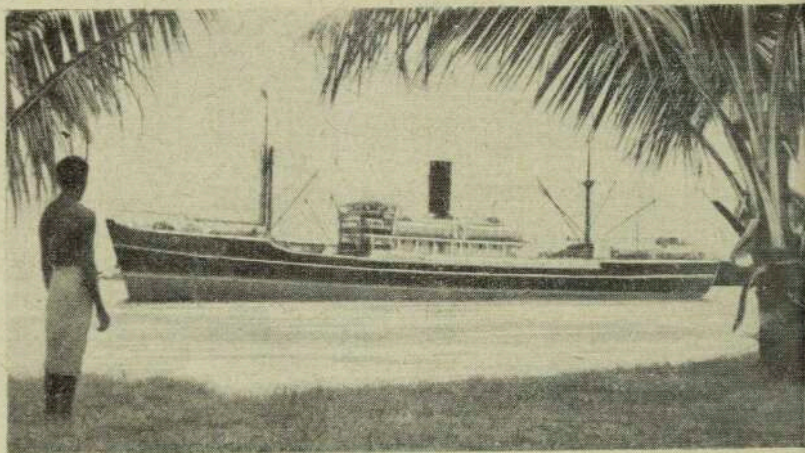
M.S. "SINKIANG"

M.S. "SHANSI"

M.S. "SOOCHOW"

S.S. "PAKHOI"

Regular services between Australia, Papua-New Guinea and Solomon Islands.



JAPAN, SHANGHAI, HONGKONG TO NEW GUINEA AND FIJI

Regular Service with the Motorships: "CHENG TU" — "CHUNG KING" — "CHEFOO"

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

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

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)

AGENTS:

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

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

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

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

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

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

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

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

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

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

SWIRE & YUILL PTY. LTD.

6 BRIDGE STREET, SYDNEY.
CABLES: "SWIRESHIP". BU 1712.

PEOPLE

Mr. Brian Hurley, the well known manager of the Grand Pacific Hotel, was in hospital early in April, undergoing special treatment. Mr. A. Butler, who recently retired from the Fiji managership of the New Zealand SS Company of NZ, has been acting as emergency manager of the hotel. As indicated elsewhere, the famous hostelry is faced with reaching changes, owing to transfer of ownership.



Mr. A. Butler, manager in Fiji for the Steam Ship Co. of New Zealand Ltd. for many years, retired at the end of March. He succeeded by Mr. A. E. McPherson, formerly manager of the New Plymouth office of the company. Mr. and Mrs. Butler will live in New Zealand.

Miss Alice Turner, who became manager of Rarotonga hospital three years ago, left for New Zealand and settlement on the March *Maui*. Miss Turner has served in nursing service for 43 years, most of them spent in remote outposts in Burma. She was sent out from Burma two days before the Japanese marched in and further service in India. After World War II, she returned to a hospital in Burma and later continued her career in the colonies.

Konito John Pakoti, Assistant District Officer in Rarotonga, left by air late February to complete a three-year scholarship in dentistry at the University of Brisbane. Negotiations for his return to that university had been completed since September, 1957. Mr. Pakoti was a distinguished scholar

NEW Lady Sheaffer

NOT JUST A PEN - BUT A PEN WITH
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Precious Jewelry

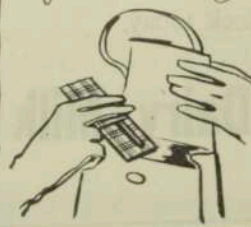
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own personal taste
in FASHION



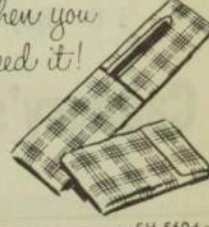
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an ink bottle!



a fashion accessory!



always at hand
when you
need it!



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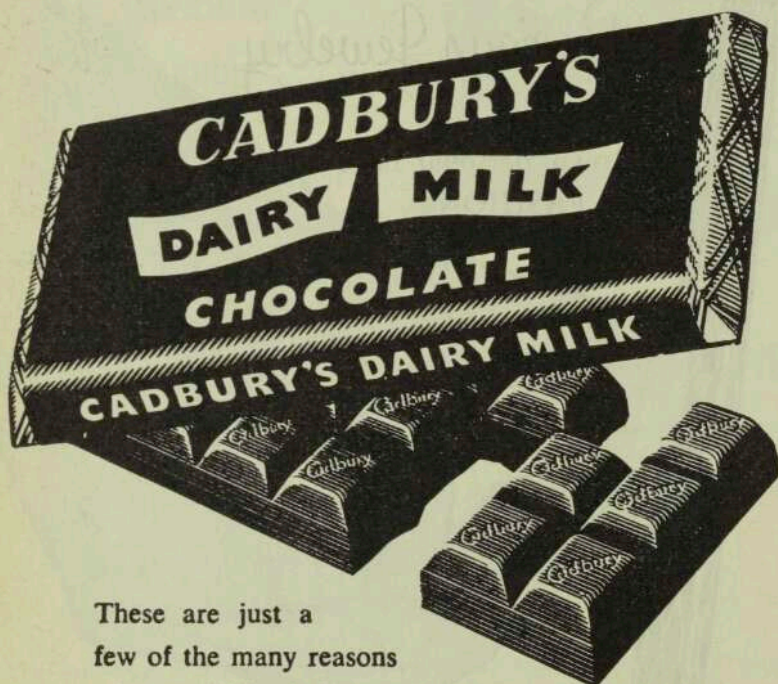
21 chunky squares



rich satisfying flavour



so smooth . . . so creamy



These are just a few of the many reasons why you'll like Cadbury's Dairy Milk Chocolate. Take a deep bite of Cadbury's Dairy Milk Chocolate. Mmm . . . it's so smooth . . . so creamy . . . so satisfying. There's wonderful eating enjoyment in each of the 21 thick, chunky squares. Nourishing, too; there's a glass and a half of pure, fresh, full-cream milk in every $\frac{1}{4}$ lb. Buy a block today.

Cadbury's Dairy Milk Chocolate

MD28/HP/8

at the Suva dental school during 1952-56.

Mrs. Loke Yew and Mr. Lien Yih Chow, of Singapore, representing the Cathay Organisation, purchase of the Grand Pacific Hotel, Suva will arrive in Fiji soon. A subsidiary company will operate the GPH. Mrs. Loke Yew is the mother of Mr. Loke Wan Tho, head of the Cathay Organisation. Mr. Lien Yih Chow owns large interests in Malaya and Singapore. See p. 20.



Former residents of Fiji, now living in Sydney—Mr. and Mrs. R. Percy. They were photographed attending a recent Polynesian Association social gathering.

—Tele-Photo

One of Suva's best-known business identities, Mr. Malcolm M. Broome, manager of the Pacific Biscuit Co. and Union Soaps Pty. Ltd., left for the Tofua on March 11 on a business trip to Australia and New Zealand. He will return to Fiji on June 15.

Mr. J. A. van Beuge, Attaché, New Guinea Affairs with the Netherlands Embassy, Canberra, will shortly return to Holland. His Attaché will be Mr. H. C. Smith, "old hand" with the former Netherlands who for the last year or two has been a company director in Apeldoorn, Holland. He takes up post on June 1.

Mr. A. C. Hawker has been appointed Wireless Officer, Gilbert and Ellice Islands Government. He left Melbourne with his wife in mid-February to take up his appointment.

Mr. James Leggat has been appointed Director of Education, Western Samoa. He has been headmaster at Christchurch Boys' High School, NZ, since 1951.

Sir George Seel, KCMG, Secretary Crown Agent for the Colonies, retired in London on March 31 and has been succeeded by Sir Stephen Luke, KCMG, formerly Controller of the Development and Welfare Organisation, British West Indies and British Co-Chairman of the Caribbean Commission.

Captain S. E. Gaskin, 30 years in the Union Steam Ship Co., and more recently Master of the London Missionary Society's *John Williams VI* (he resigned from that post last September) has been appointed Manager-Secretary to Suva's new Flying Angel Missions to men club.

Captain Gaskin, 72, returning on a holiday trip to England, is to arrive in Suva as a passenger on the *Matua* on April 12.



Edalcanal's famous war hero and distinguished citizen, Vouza, with his wife, photographed in Honiara in March shortly after being presented to the Duke of Edinburgh. Vouza wore a chestful of awards and ribbons.

—Brett Hilder.

Mr. B. Parham, Director of Agriculture in Western Samoa, returned to Samoa in March, after furlough in New Zealand.

Mr. Etienne Wallut, Transports Intercontinentaux representative in Fiji, left Nadi at the end of March, with his attractive wife, to take up the post of TAI at Honolulu. His successor is Jacques Sutton, who arrived in Suva a few days earlier from TAI's Papeete office.



Sydney in March from Tahiti was Marcel, with a friend, Angus McKinnon, of Auckland, New Zealand.

—Tele-Photos.

Four New Guinea men were awarded for their service and support to the P-NG branch of the AILA when it held its annual

Aunt Mary's is a "must" for tropical baking



Aunt Mary's Baking Powder is always fresh and maintains its full strength. It never deteriorates in its airtight container, that's why your cakes and pastries will have extra lightness, and stay fresh longer when you use Aunt Mary's Baking Powder. You also cook with the important, and in the tropics, the vital advantage of adding the rising agent when you do your mixing — that is the right time — the best time for sure results.

You're in for a wonderful treat when you try Aunt Mary's Tomato Sauce, Tomato Juice, Jellies, Custard, Baked Beans, Spaghetti, Lemon Butter and Canned Soup.



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Concentrated
Germicide



Australia's
Best Selling
**GERM
KILLER**

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PICCANINNY "Pic-a-lyptus"

Fresh as a new day — Piccaninny's new disinfectant brings 'Hospital-clean' protection to your home. Every time you clean use **Piccaninny Pic-a-lyptus**. Australia's most popular germ-killer, is now available to you in the large economy priced bottle. Powerful, safe and fragrant.

AT ALL ISLAND STORES

Made by Piccaninny Manufacturing Company, Manly, N.S.W., Australia.

PIC-A-LYPTUS . . . a disinfectant and deodorant

conference in Lae in early April. They are: Mr. John Cox, Madang; Mr. E. V. Smythe, Rabaul (both given Life Membership); and Mr. D. Treaby, Lae, and Mr. J. Harri- Wau (both received Certificates

Mrs. Mary Thomas, who spent more than 30 years teaching in Tonga in the schools of the Wesleyan Church, is at present in New Zealand on two months' holiday, after retirement. She went to Nukualofa in 1926 and during a long term was principal of Queen Salote College and, later, of Silikatapu Girls' College, Vavau. She will return to Australia after leaving and live in Melbourne. The new principal of Silikatapu College is Miss Glennis Leech, of Brisbane.



Mr. H. A. Henlen, who has been manager of the Bank of New South Wales in the past three years, is being transferred to Sydney as manager of the Wales House branch. Mr. L. L. W. Dobbie, formerly assistant manager of the Melbourne office, will replace Mr. Henlen in Fiji.

Mr. J. Hartigan, aerodrome supervisor at Faleolo aerodrome, Western Samoa, returned to New Zealand in April having completed his period of two months' service. Mr. N. A. Finch, now the NZ Civil Aviation Department's officer-in-charge at Faleolo

While the Chief Justice of Hong Kong, Mr. A. C. Lowe, was ill in hospital in March, Mr. C. J. Hammett, Puisne Judge, took his place on the bench, and the Senior Magistrate, Mr. Ronald Knox-Mawer, acted as Puisne Judge.

Mr. and Mrs. Stanley Bolton, of Sydney, with their three children, are on an extended visit to Tonga, where Mrs. Bolton's father, Mr. Alec Deming, is BP's manager at Nukualofa. Mr. Bolton, who is one of Sydney's leading chiropodists, is a member of the Bahai faith and while in Tonga

erseeing the Bahai mission in the
sence of Mr. Dudley Blakely
Marketing Officer) and his wife,
so introduced the Bahai religion
Nukualofa and Eua.

Mr. Trevor Jones, of the Treasury
Department, Port Moresby, Papua,
th his wife and their two
ughters, were spending furlough
March and April at Lithgow,
SW. The family made a quick trip
Western Australia in mid-March.



Sydney on a visit from Fiji in March
r. and Mrs. Tom Gibbs and Mr. Fritz

—Tele-Photos.

Mr. Francis Talasasa, the first
omon Islander to become a dis-
t officer, is now on his way to
land to study for a year at Cam-
bridge University. He will take the
seas civil service course at the
t blue varsity, while his wife,
le, will study domestic science
London. Mr. Talasasa won his
ster of Arts degree at Canter-
y University, NZ, last year.



March meeting of the Polynesian As-
sion in Sydney saw an exhibition of
esian dancing by these two young men
bert Palmer, of Tahiti, and John Antonio,
tuma.

—Tele-Photos.

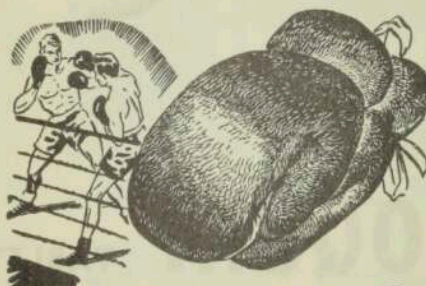
he engagement of Miss Lois
l, daughter of the Morobe Dis-
Commissioner (Mr. H. L. R.
D), to Mr. F. C. Johnson, of the
ther Training Centre, Dreger-
n, was announced on March 30,
a reception to the UN Mission
being held at the Niall home
ae. Mr. Johnson recently won
holarship tenable in USA and
ouple plan to marry at the end
his year, then proceed to the
es.

The World's Finest!

MITRE

BOXING EQUIPMENT

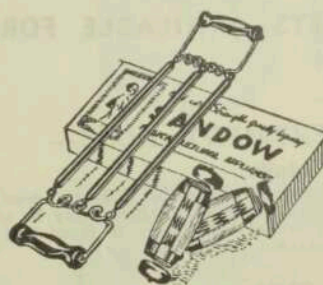
See this world famous 'Mitre' boxing equipment now
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1st grade contest
gloves . . . all grades of intermediate and junior
gloves . . . training gloves . . . punchball mitts . . .
floor to ceiling
punchballs . . .
suspended punch-
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headguards . . .
gum shields. Made
by Benjamin
Crook & Sons,
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SANDOW

Physical Culture Appliances



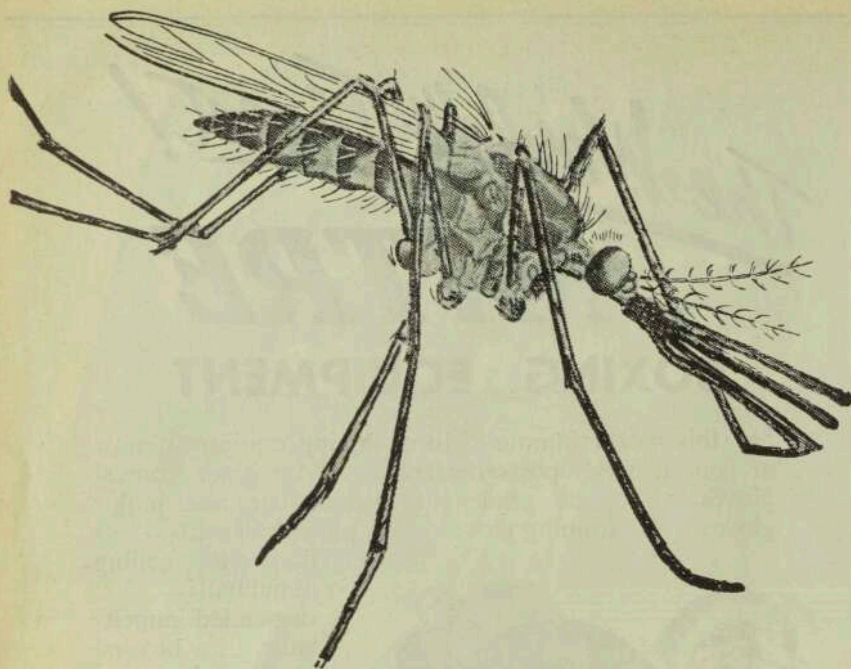
The regular use of these
world-renowned appliances
will improve your health,
strengthen physique and in-
crease endurance and muscu-
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ognition. Range of appliances in-
cludes . . . Steel or Rubber Strand
Chest Expanders . . . Light-weight
or Adjustable Ringing Dumb-bells,
and complete Combination De-
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AVAILABLE AT SPORTS DEALERS EVERYWHERE

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P.O. Box 2454, Auckland, New Zealand



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CAMOQUIN TABLETS

Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

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

For Children:

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

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

TREATMENT DOSE—

For Adults:

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

For Children:

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

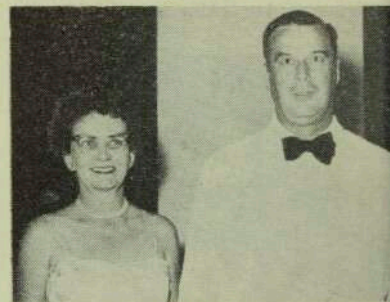
3-5 years, two INFANT FORMULA TABLETS as a single dose.

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

**Obtainable from all chemists and suppliers of
PARKE-DAVIS products**

PARKE, DAVIS & CO., LTD., SYDNEY

To bring directly to the notice of leading citizens in the Colony that Fiji's 1959 Development Loan opened on March 16, Mr. E. Bevington, Financial Secretary, undertook the unusual task of addressing 500 letters personally and signing every one himself, enclosing an application form and prospectus. The success of the £1,000,000 Loan, which closed April 13, compensated him for the writer's cramp.



The Mayor of Suva, Cr. A. D. Leys, Mrs. Leys left for New Zealand for the months holiday in March. During his absence Cr. C. A. Stinson will act as Mayor. Cr. Mrs. Leys are here photographed at a farewell function.

Mr. Geoff Nash, of Morris Hestrom Ltd.'s branch at Apia, Western Samoa, recently became manager of MH's at Vavau, Tonga, replacing Mr. John Galloway, who is tired. However, Mr. Galloway is still active—in March he was prevailed upon to help out as relieving assistant manager at Burns Philp (S.S.) Co., Vavau, across the road from his old store.



Mr. T. G. Lashmar, of Thornycroft (A.S.) Pty. Ltd. who will be leaving Sydney mid-May on a business trip through Papua New Guinea and the Solomons.

Mr. Len Dobbin, who resigned from Fiji Airways Ltd. in March (he was manager and chief engineer of FA before it was bought

Qantas Empire Airways Ltd.), re-
turned to Australia in early April
to take up a post in the Civil
Aviation Department, Melbourne.
He was accompanied by Mrs. Jess
Dobbin, Bill (12) and Coleen (9).
and Mrs. Dobbin will be re-
minded by old hands in NG—
they were at Wau, with Guinea
ways, in 1937-39.

Mr. Charles Hoad, manager of
Bank of NSW, Thirroul, NSW,
has been transferred to the Ba, Fiji,
replacing Mr. K. E.
Kenzie. He was accompanied by
Hoad and their family, Barbara
on transfer to Fiji for the
(k), Christopher and Annette.



Mr. Ritchie, who took over from Captain
Hoad as manager of Fiji Airways, Ltd., on
1. Formerly with the aviation depart-
ment of Amalgamated Wireless (A/asia.), Mr.
joined Qantas a few months ago.
Qantas bought Fiji Airways last year.

Louis Jaquinot, French
Foreign Affairs Minister, was in
New Caledonia briefly, early in
the year, on his way to the SEATO
conference in Wellington, NZ. He
last in Noumea in 1953 when
he represented the French Gov-
ernment at NC's Centenary cele-
brations.

W. C. Vissher, of the Tongan
Government's agricultural farm,
arrived in NZ by the March
on leave.

D. E. Macinnis, P-NG
Major of Lands, was admitted to
the bar of the Supreme Court, Pt.
Pty., at the end of March. His
first in law began in 1946, when
he was discharged from the AIF,
at the rank of major, but he left

For swift, sure three-way relief from
HEADACHE & ALL PAIN
VINCENT'S A.P.C.
POWDERS & TABLETS

**3 medicines
in one!**

ASPIRIN • PHENACETIN • CAFFEINE



AVAILABLE EVERYWHERE AT ALL CHEMISTS AND STORES
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TRAVELLERS IN FIJI

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LAUTOKA
30 Bedrooms and
Suites

Ba Hotel,
BA
15 Bedrooms and
Suites

Nadi Hotel,
NADI
16 Bedrooms and
Suites

Raki Raki Hotel,
RAKI RAKI
15 Bedrooms and
Suites

Sigatoka Hotel,
SIGATOKA
12 Bedrooms and
Suites

Tavua Hotel,
TAVUA
9 Bedrooms

BEACHCOMBER HOTEL

Deuba, South Coast

Attractively Situated—Only One Hour's
Drive from Suva

Opened on December 1

NEW CLUB HOTEL, SUVA

Modern and Luxurious

Centrally Situated—Overlooking Suva Harbour

18 Air-Conditioned Rooms and Suites

KOROLEVU HOTEL

On Southwest Coast of Viti Levu

**Most Famous Pleasure Resort in
The South Seas**

26 Separate Bures (Modernly-
Equipped Suites) Under the Palm
Trees Facing the Lagoon

Luxurious Central Dining Rooms,
Lounges, Ballroom, Etc.

*All Equipped in Modern Fashion . . . All Licensed to Sell the Best Brands
of Liquor . . . Any Kind of Transport (Private Hire Cars, Special Tourist
Coaches, Taxis) Can Be Arranged.*

**For a Leisurely Tropical Holiday, or an Islands Tour, under the
Most Pleasant Conditions, Consult—**

NORTHERN HOTELS LIMITED

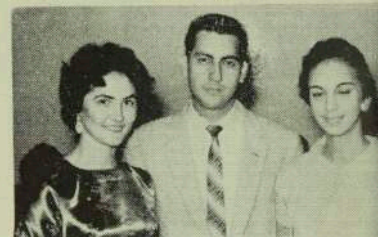
SUVA OR LAUTOKA, FIJI—OR

WHITES TRAVEL SERVICE
Sydney—Fiji—New Zealand

HUNTS TRAVEL SERVICE
Suva, Fiji

full-time study to join the Northern Territory Lands Dept. the following year. At Darwin, he continued studying law and took his degree in 1951, after which he went to PNG as acting Director of Lands, assuming control the following year. He was admitted to the NSW Bar last year.

Mr. Noel Bayliss, of Burns Philp (SS) Co. Ltd., Vavau, Tonga, with Mrs. Betty Bayliss and their daughter, Fono, were holidaying in Fiji in late March. They planned to go on to Sydney later.



The children of a former well-known Suva resident, Mr. David Morgan—Leslie and Ian Morgan—were at a Polynesian Association meeting in Sydney in March, entertaining Shirley Hopkinson, of Monte Carlo (left).

—Tele-Photo

Mr. Ted Mulligan, consulting engineer in charge of Honiara Port Development, has left the Protectorate after 2½ years.

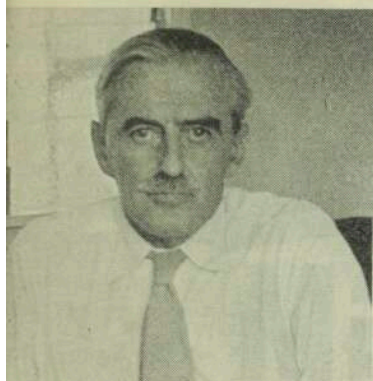
BSIP Trading Corporation has Mr. D. R. A. Eden, accompanied by Mrs. Eden, toured the Western Solomons, visiting Gizo and Shoa lands, last month—his first trip since taking over management last October.

The plane from Honiara on March 10 was a family plane. Passengers included Mr. and Mrs. H. Barnett and three children, Mr. and Mrs. D. Armstrong and two children, Mr. and Mrs. P. Barrett and two children, all for England, and Mr. and Mrs. L. Simpson and a child, going to Samarai, Papua.

Brigadier D. M. Cleland, Administrator of Papua-New Guinea, and Mrs. Cleland, flew from Port Moresby to Sydney for the Easter holidays. They returned to the Territory on April 8. It was Brigadier Cleland's second visit in a month—he hurriedly flew to Canberra in March when unofficial members of Legco threatened to sign over the introduction of income taxation.

Mr. Arthur Strachan, of Lae, New Guinea, is the organising genius behind the choir (adults and children) which will sing at Lae's Anzac Day service which is always held in the local War Cemetery.

Mrs. D. Dive, elder of the Bahai religious group in the Cook Islands, accompanied by two other Cook Islands members, arrived in Suva early in April to attend a Bahai conference.



John Gunther, P-NG Assistant Administrator, leave Port Moresby in April on six months leave. Three months will be vacation leave, for the remaining three he will do a course at an administration staff college in Victoria.

Mr. Alexander Drummond, chief of the British Army Medical Services, is expected to visit Noumea shortly.

Mr. D. Jenkins, president of the Seventh Day Adventist Mission in Apia, West Samoa, is spending six months leave in Australia.

Mr. T. F. French, well known as a pilot in Fiji after the war, has been given permission to operate an air taxi service linking the beach at Korolevu with Nadi and Suva, using a Piper Tri-pacer seater. He hopes to start in July.

A Sydney couple Patricia Burrell and John Williams, who married in Suva, planned to go to Rambla, in the Fiji group, where Mr. Williams will work as a surveyor for several years. Rambla is owned by the Fijians and Ellice islanders.

A Papua-New Guinea Co-operatives officer, Mr. D. Penhale, told a Co-operatives Federation of Queensland Press held in Brisbane in March that many Australian-made goods were so dear that many P-NGs couldn't afford to buy them. A cheap Hongkong shirt cost in Suva the equivalent of a housewife's wages for two days—the cheapest Australian shirt cost seven shillings.

The Commonwealth Auditor-General, Mr. H. C. Newman, with Mrs. Newman, made a tour of Papua-New Guinea in early April. Mr. Newman talks with senior Administration officials.

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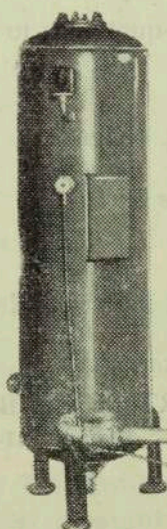


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TOWN ISLAND

Whither the Future of Samoa, Fiji and French Islands?

These Are Vital Months In The South Pacific

Vital developments were occurring right throughout the South Pacific in March and early April. They affected territories controlled by Britain, France, Australia and New Zealand — and how each problem is solved will affect the future stability of a large part of the South Pacific.

THESE were the main highlights of the month's important news:

- The United Nations' flag flew over West Samoa, as a special UN mission took evidence to help it formulate plans for W. Samoa to emerge from a UN Trusteeship, governed by New Zealand, to a self-governing territory. The initial work of the Mission was done against a background of strengthening doubts and argument as to whether priority groups would in fact be selected. And there were important discussions between the Mission and Samoans on what part the UN system would play in negotiations. (See pp. 21, 25, 61).

In New Caledonia, Mr. Mormand, virtually "Premier", re-elected as Vice President of the Territorial Assembly and Minister of Finance, and flew to France to have an interview with President de Gaulle. This was in protest against what he says are attempts by the French Government to take the government of the Colony into its own hands, despite promises at the referendum that New Caledonia should be given a greater share in controlling its own destiny. There is "political tension" in the air. (page 23).

"Growing Agitation"

In Fiji, with the arrival of the long-awaited Burns Commission several weeks off, there was growing agitation for greater attempts to be made to solve Fiji's economic and population problems. It was pointed out that the appointment of the commission (to investigate and report on Fiji's economic state) was already years late, and there would be greater delay before a report could be implemented. A young citizen warned last month of unemployment and distress which were meanwhile growing. (See "Commentary", page 25).

In Papua-New Guinea, Territorians were anxiously awaiting the outcome of a special meeting of the Legislative Council, which has been held down for Port Moresby on April 20. It was announced that the introduction of income tax into the Territory would be brought

down at this meeting, despite protests by the public that income tax should not be introduced without a wider inquiry, and that the future prosperity of the Territory would be endangered by income tax being badly introduced. (See pp. 20, 25, 77).

Other important and news-worthy developments during the month were:

- The British Solomons and the Gilbert and Ellice Islands Colony welcomed British Royalty for the first time—a tour by Prince Philip, Duke of Edinburgh, Consort of Queen Elizabeth. (See pp. 18-19, 137).

- Rabaul, New Britain, was making last minute preparations for a welcome to 65 representatives of 16

Pacific Police Chiefs Meet



Sixteen Police Commissioners from Australian States, New Zealand and South Pacific Territories attended a five day conference in Sydney in April, to discuss common problems. The Premier of NSW, Mr. Cahill, opened the conference. Here are four of the visiting police chiefs (from left): T. A. Handford, Chief of Police, British Solomon Islands Protectorate; C. Normoyle, Commissioner of Police, Papua-New Guinea; W. S. Brown, Commissioner of Police, New Zealand; and R. H. T. Beaumont, Commissioner of Police, Fiji.

PACIFIC REPORT

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

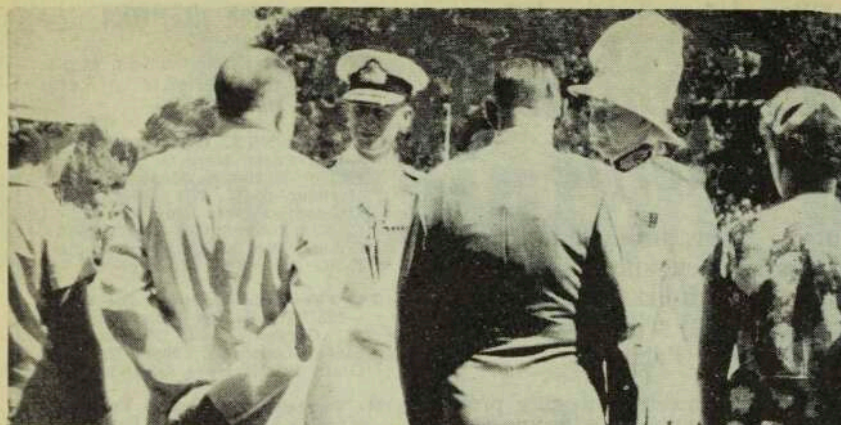
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Pacific territories and the Kingdom of Tonga, meeting for the fourth official South Pacific Conference. The delegates will represent more than three million Pacific inhabitants. Australia is host nation to the conference for the first time.



Prince Philip In The Islands

He Was In Top Form

From a Special Correspondent in Honiara

Everyone enjoyed the Royal Tour — not the least of the Prince Philip himself. In this part of the world he was able to get away from the bustle; a fact which he quite clearly appreciated, for he was in top form, easy, relaxed, and interested in everything.

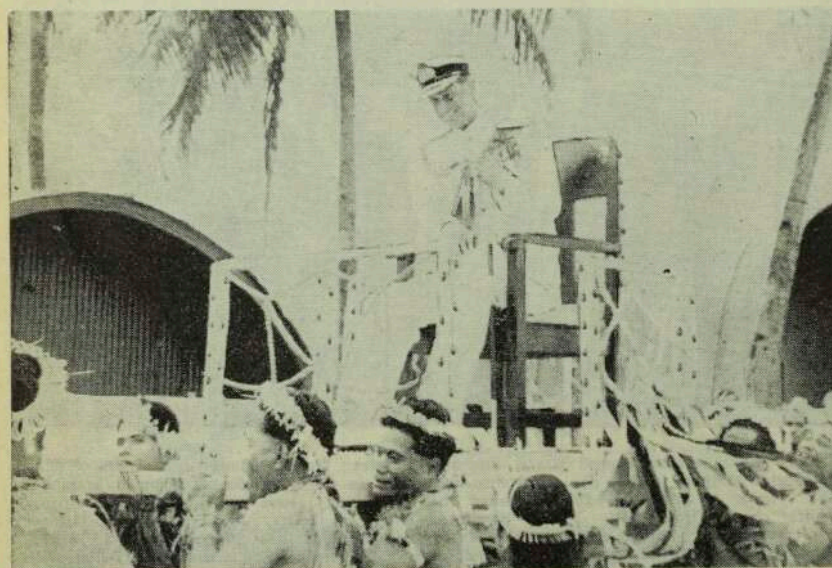
THE reward of people here was that they were able to see him and talk to him, without having to fight too hard for the sought-after privilege.

The first day he arrived in Honiara, in fact, was almost an anticlimax. Everybody was keyed up for the visit after months of preparations.

Then, on March 19, looking something like a storybook prince, he stepped ashore, and most people forgot to applaud. As the final ceremonies were over and he got into that enclosed car to drive (see opposite) the Melanesians seemed overawed.

Not So Many

There were not nearly as many of them as had been expected, anyway, and this, combined with the silence—not by any means disrespectful silence—imparted a hushed air to that first arrival. Prince Philip left the wharf area, the sound of a few spasmodic handclaps and cheers, mainly from Australians on a nearby roof top.



THE PICTURES.—Prince Philip's Islands Tour was noted for its informality, but there were some formal occasions, too. At top, accompanied by Sir John Gutch, he meets members of the BSIP Advisory Council and their wives shortly after arriving at Honiara. Then he inspected the Girl Guides and Brownies (center). At Bairiki, Tarawa, in the Gilbert and Ellice Group, Prince Philip was carried from the wharf to the sports field—a quarter of a mile—in a decorated ceremonial chair, accompanied by Gilbertese and Ellice dancers. As the lower photo indicates, he enjoyed this little bit of formality as much as the hard hat carriers. More pictures on page 137.



Happier In The Open

Prince Philip began his tour of the BSIP sitting in the back seat of an enclosed luxury sedan—but he finished it happily standing in the front seat of an open Land Rover.

The car was provided for him at Honiara the morning of his arrival at the capital (after first visiting Gizo). After the Royal Barge had brought him ashore at Point Cruz for a short official reception at the wharf, he was driven around the perimeter of the port area, past the crowd, to Government House.

It wasn't easy to see him in the back of that big car, and about the only people who really had a close view of the Duke that first hour of his arrival were about 150 who were given seats in a stand next to the official dais. But nobody need have worried about the future. The Duke himself apparently wrote fits to the all-enclosing luxury travel.

For the next function, the Royal visit to Ruaniu plantation, everyone was quick to notice that the Duke travelled contrary to arrangements—not in a car in the centre of the procession, but in an open Land Rover at the head of it!

He kept to Land Rover travel for the rest of his Islands tour, including his visit to the GEIC (at left he is at Tarawa, just departing from a welcome at the sports field; below he is at Honiara, just after arrival). And everyone, everywhere, was delighted to see so much of him.

That was the last anybody saw of the Duke in that all-enclosing sedan, thank heavens, and for the rest of his visit he was in a Land Rover. In that, he didn't worry too much about protocol—he had it stopped whenever he wanted to see anything, as for instance, when he made a closer inspection of the Japanese wreck, the *Yū Maru*, on the way to Ruaniu plantation.

Didn't See Levers

He visited Ruaniu, instead of Tarawa as had been planned originally, because of the flood damage to Henderson Field bridge. Here are some of the highlights of his visit:

At the Government House reception at Honiara, about 350 indigenous guests filled the rooms—which meant that only a handful of Honiara people missed out.

Dress of the day at the reception was lounge suits for men, but the last minute Prince Philip decided that coats could be left behind. This was welcome, but it made it difficult to distinguish the guests. A senior Honiara man confused a man named Brett Hilder, master of the *Tulagi*, with Admiral of the Fleet Lord Fraser, and demanded to know from Lord Fraser, "Where is my personal luggage shipped to Sydney?" Another man inquired from one of the Duke's Honiara guests, Sir Alexander Hume Thomson, just-retired Governor of Hong Kong, if he were representing the Press.

Prince Philip picked Australian guests at the reception by their



accents. To one overawed English girl, who had been speechless in his presence, he inquired, "Are you fair cinkum?"

He Said Grace

- At another reception aboard the *Britannia*, the guests included Bishop Alfred Hill, of the Melanesian Mission, and Bishop Stuyvenberg, of the Catholic Mission. When it was time to say grace, the Duke said with a twinkle, "As we have two Bishops with us, I'll say grace myself. For what we are about to receive, thank God. Amen. Now let us eat."

- Honiara people noted with interest that those who sail in the *Britannia* refer to the ship as Bri-TAH-nia.

- On his way to visit the King George VI school at Auki, Malaita,

Prince Philip stopped to watch two schoolboy teams at a soccer match. He said he intended to stay until a goal was scored. He waited seven minutes for it.

- At the school, which obviously impressed him, he asked a prefect what one group of buildings was for. The overawed prefect explained that the group wasn't for inspection. Said the Duke promptly, "We'll go and have a look, just the same!" There were no skeletons in the cupboard, though.

"This Is Me"

- During an official presentation ceremony at the main hall of the King George VI school, Prince Philip handed over a portrait of himself to the head prefect, and explained casually, "This is a picture of me."

Famous Millionaire in Background

GPH, Suva, for Cathay Hotels of Singapore

Subject to certain conditions being complied with, the tender of Cathay Hotels Ltd., of Singapore, for the purchase of the Grand Pacific Hotel, Suva, has been accepted by the Government of Fiji.

THE hotel was built by the Union Steamship Co. Ltd., of New Zealand, in World War I period, and was controlled and managed by that company for over 40 years.

When the lease of the land approached expiry, late in 1958, the Co. decided that it would surrender the lease to the Government and accept from the Government an amount equal to the present value of the whole property, as provided for in the original contract.

The Government prepared accordingly, and advertised the property for sale by tender.

Three tenders were received on the closing date (March 31)—Cathay Hotels Ltd. (through Sir Percy McNeice, who appears to be the governing director of the Co.); Hotels of the Crown Colony of Fiji Ltd. (through Mr. Barry Philp, well known proprietor of the Mocambo Hotel, Nadi, who is understood to have substantial American backing); and Eastern Hotels Ltd. (through Miss Vera Marshall, on behalf of the interests which own the Labasa Hotel, in Fiji).

£120,000?

The price offered by Cathay Hotels Ltd. is "whatever price the Government has to pay the present leaseholders"—and it is expected this this will be about £120,000 Fijian (£135,000 Aust.).

It is reported that Cathay Hotels Ltd. has provided 2½ million Malay dollars (about £325,000 Aust.) for this Fiji enterprise, and that the Co. will reconstruct and modernise the existing building, and construct a two-storey extension of the hotel (to provide another 30 rooms, with bathrooms and air-conditioning) and a modern swimming-pool.

The Co. has asked permission to introduce key personnel to Fiji—presumably Chinese—to help run the hotel and train additional personnel. Cathay Hotels Ltd. is well known

Stop Press!

Income Tax for P-NG

P. Moresby, April 13—Administrator Cleland announces that Australian Cabinet has decided to—

1. Introduce Income Tax Bills at Legco meeting April 20.
2. Carry Bills to second reading and adjourn them to June session.
3. Completely abolish all export taxes—bills to do this to be introduced at the June session.
4. "Significantly" change the system of import duties.

He gave no indication of dates of these changes, but it is presumed income tax will be on 1958-59 incomes, while export and import duty changes will take place from July 1, 1959. Mr. Cleland said that Federal Cabinet had made its decision after considering the protest petition received by the Legislative Council and the Council's debate on the proposed tax.

in Singapore. It owns and manages hotels. The Co. is part of the empire of the famous Mr. Lok Wan Tho, who is one of the top-ranking multi-millionaires of Singapore, and who has large interests, not only in hotels, but in shipping, rubber, etc. He is, for example, chairman of the Singapore Telephone Board.

If the contract is made, it will represent an interesting extension of Singapore enterprise and investment to the Colony of Fiji.

The Boom Rebound

Rabaul Copra Mill Still Temporarily Out Of Business

• Although the closing of Rabaul crushing mill during March and April was complicating store arrangements for the Papua-New Guinea Copra Marketing Board, was not affecting individual New Guinea planters. Owners of mill will survey their situation the end of April.

THE temporary closing of Rabaul mill is a rebound from the long period of boom prices for copra and coconut oil that has forced consumers to look favourably upon alternative oils. It is a good illustration of the fact that boom can continue too long, and that inflated prices can be as destructive to producers as continued low prices.

High nominal prices for copra and coconut oil continued into April with Ceylon coconut oil quoted London on April 3 at £Stg.138 per ton (less 1 per cent. spot prices, and forward shipments discounted or £4 per ton).

Throughout March and into April the paradoxical position continued to be that although supplies were short there was little competition and that although there was restricted business, prices remain high.

Suva Mill Still Operating

The copra crushing mill in Suva, Fiji, has continued operation throughout this difficult period, fortunately for planters there, who unlike P-NG have no Board to make their own arrangements about disposal of their crop.

(Continued on page 150)

France Brings New Strength To Defences

The New (de Gaullist) France is coming into the South Pacific with vigour. Interesting developments are promised.

FRANCE promises to take her rightful place in the SEATO (South East Asia Treaty Organisation). There are to be new French sea and air bases in New Caledonia (soon) and in Tahiti (presently).

France's official representative at the SEATO Conference in New Zealand in early April was Admiral Ortoni, a Minister of State; and, in Sydney on his way home, on April 12, he made some interesting announcements.

Noumea is to be developed as a modern naval base—and especially as a base for anti-submarine ships and for French submarines of a new type.

Other measures to be taken, France—as part of her SEATO obligations to defend the South Pacific countries against aggression from Asia—include the establishment in New Caledonia of a modern Air Force.

The Minister indicated that early

(Continued on page 150)

Samoa Rolls Out The Red Carpet

Self Government Takes Another Step Closer

The flag of the United Nations, floating in the soft ocean breezes beside the five-starred emblem of the new nation of Western Samoa, held pride of place at Government headquarters, on the historic peninsula of Mulinuu (western end of Apia Bay), when the Samoans gave a full-scale, traditional welcome on March 26, to the special Mission of the United Nations Trusteeship Council.

the previous day (March 25) the Mission had been welcomed by the Executive Council and members of the Assembly at Sataia airport, and had made a spectacular drive of 20 miles to Apia, through the chain of decorated villages, and through crowds of cheering Samoans. The four members of the Mission are:

Arthur S. Lall, leader, India's representative at UN;
Andrew Cohen, KCMG, Britain's representative on Trusteeship Council;
Omar Loufi, representative of United Arab Republic at UN;
Jacques Kosciusko-Morizet, representative of France on Trusteeship Council.

The Mission is accompanied by Mrs. J. McEwen (Secretary, Territories Department, New Zealand) and Mr. Paul Edmonds (permanent representative of New Zealand at UN Headquarters). Parties at Mulinuu, on March 26, were exchanged under the *fau*, trees and coconut palms on green lawns beside the Fono.

Wearing *ula* and *kiki*, the people of the district, after kava, presented the *sua* (a rosette-garland and baskets of food) followed by song, for which the *Taupo* Miss Tutai Malietoa, daughter of the Hon. Fautua. The Samoan male leader, Mr. Jacob Taumoepeau, wore the *tuina* (a bearskin headdress of human hair, with ornamentation) and carried a ceremonial knife.

The songs expressed the hope that the new Government (the Minister of Agriculture and the Hon. Fiame Maunatu) would be Samoa's Prime Minister.

Maunatu, a sister of Matiapa, and one of the premier dancers of Samoa, performed the *ta'alolo*, a final spectacular presentation of gifts.

Twelve talking chiefs, with their staffs and fly whisks (their traditional symbols of office) met in a public argument on the spot to decide who would have the honour of being the welcoming party. This fell to Vaitagutu, who the Mission to give very

(Continued on page 145)

ANOTHER MISSION LOOKS AT NG

The W. Nakanais Preferred the Germans

It was left to the Nakanai people of New Britain to provide the diversion during this year's United Nations Trusteeship Mission visit to New Guinea. They asked that the Trusteeship be taken away from Australia and given to America, and indicated that things were far better long ago, under the Germans.

THE West Nakanai natives said their piece when the delegation landed at Hoskins airstrip during a routine visit to the Nakanai area of New Britain. One of the Nakanais, reading slowly from a petition written on the pages torn from a school exercise book, said that the natives were treated like dogs; they lived in dirty houses with rats; had no money to better themselves, but were nonetheless expected to pay tax. Meantime Administration officers in the district enjoyed big salaries. The Germans had given them clothes and boxes to put them in, but since the Australians had pushed the Germans out, the natives had got nothing.

About 200 natives crowded round the tent in which the delegation was "receiving", until at one stage most of the breathing air of delegates and the Administration officers who accompanied them was in danger of being cut off.

The leader of the UN delegation, Mr. Chiping H. C. Kiang (Nationalist China) told them that nothing that the delegates had seen had

Procedural Clash In W. Samoa

APIA, April 3.

As at this date, it is apparent that there is a sharp clash on procedure between members of the United Nations Mission, making plans to change Western Samoa from Trusteeship to self-government, and the Samoan leaders who are in consultation with them.

The UN spokesmen (especially Mr. Lall and Sir Andrew Cohen) insist that the Charter must be adhered to, and the Charter says a Trust Territory must progress to self-government or independence in accordance "with the freely expressed will of the people". They argue that this called for a plebiscite of the people.

The Samoan leaders, on the other hand, insist that procedure shall be in accordance with Samoan custom and tradition; and that means that the people can express their will only through the heads of their family groups (that is, the "matai" system).

The point becomes important because of fears of the Europeans and part-Europeans concerning their personal and property rights under the new Constitution; and they are not subject to the "matai" system.

justified what had been said in the petition. Then after he had taken testimony from New Britain District Commissioner J. R. Foldi, and a local patrol officer, he said: "Let me make it clear that Australia is not ruling you, but helping you—and spending money on it."

Dirt and Rats are Nakanai Business

He reminded them of the new Nonga Hospital near Rabaul—"not the best in the Territory but the best in all Territories"; that the delegation had seen no racial discrimination—there had been representatives of all races, including natives, at receptions they had attended; that the dirt and rats in Nakanai houses were the Nakanai natives' business and not that of the Administration; that money did not fall from the clouds, but could be earned—if they didn't know how, the Administration was there to advise them.

The Nakanai natives have been problem children for a long time, although to a minor degree in comparison with their more sophisticated Tolai brethren in the Gazelle Peninsula.

Shortly after the Australians took over in New Guinea after World War I, the inland Nakanai natives caused a certain amount of strife, resulting in an expedition, including civilians as well as Administration officers, being sent in against them. But since the Second World War, the coastal natives of this area have in-

(Over)

dulged in a more sophisticated form of trouble-making.

About 10 years ago some "foreign" influence seems to have made its presence felt; it was believed, at the time, to have had a Rabaul European behind it and it affected people spread for about 100 miles along the coast.

Tolais Weighed in, Too

When the petitions were being made last month the Tolais were not found completely wanting. They presented several to the delegation

Hard to Remember on April Fool's Day

After a couple of false starts, representatives of the Press in Lae, New Guinea, made one last effort and succeeded in seeing Mr. Chiping H. C. Kiang before his departure for Wewak.

Catching him at Qantas before breakfast, and certainly a bit early, we asked him about the report that New Britain natives had told the delegates that "America should take the trusteeship, because Australians were making fools of the natives".

With a masterly look of concentration, he said, "I do not remember—I do not remember".

He added, "So many things are said that are unimportant, you understand. It is hard to remember everything." We agreed with him—we know our natives and their thinking capacity—bid him a happy journey and carried on with our daily grind.

It was not until a couple of days later when we got the full report of what the Nakanai natives had said to Mr. Kiang that we remembered that the day that we interviewed him was April 1.—P.R.

during its six days in New Britain. One Tolai petition wanted all the Chinese removed from the district.

The UN delegation will return to New York on April 25, after visiting all parts of the Trust Territory, to report on progress being made for the attainment of Trusteeship Charter objectives. Apart from Mr. Kiang, who was leader of the delegation, there was Mr. Alfred Olaeys Houuaert (Belgium), U Tin Maung (Burma) and Mr. Sergio Kociancich (Italy).

In previous years the one delegation visited all Pacific Trust Territories, but this year a special delegation visited Western Samoa (see previous page) which now is close to self-government.

HOME BASE

By
Sydney'sider

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

Only thing to emerge from the hot political issue that is convulsing Sydney, NSW and Australia—to wit, the proposed pay increases for Federal Parliamentarians *a la* the Richardson report—is that although all Members are greedily eyeing the plums, so far most of them have been too politically scared to do more with their thumbs than prospect around the edge of the pie. Meantime editorial desks are piled feet high with letters from seething citizens.

Proposed increases: Basic salary for all members up £400 to £2,750; electoral allowance up £250; travel allowance (i.e., when in Canberra during sitting of House) £4 per day.

Junior Ministers, in addition to the basic salary above, will get £2,250 plus electoral allowance of £1,250 plus travel allowance of £10 per day. Senior Ministers: Basic plus £3,250 plus electoral allowance of £1,500 plus travel allowance of £12 per day. Prime Minister: Basic plus £7,250 plus £3,500 special allowance plus £15 per day allowance. Opposition Leader: Basic plus £3,250 plus special allowance in addition to electoral allowance of £1,500 plus £12 per day travel allowance. The Treasurer, Deputy PM and Deputy Opposition Leader also get specialist treatment. There are increases all round in pensions and special privileges like use of official cars for some, even three years after being defeated or retiring from Parliament.

Hotels in this State are in a Parlous Plight, according to the secretary of ULVA—all because of licensed clubs (which can "gain immense revenue from poker machines, pay no tax on profits, can trade 24 hours a day and provide no accommodation.") It's probably true, too, although the hotels had a hand in bringing it on themselves. Before the granting of club licences was liberalised some years ago, hotel service to the public was virtually nil. Except on the liquor side it is still nil, in many cases. But the present Government permitted the clubs and now it's worried about the pubs.

Also in parlous plight are the picture theatres—for which, according to owners, you can blame (believe it or not), the pubs and, of course, television. After liquor hours were extended to 10 p.m. some years ago, and some of the

bigger suburban drinkeries began to put on live artist shows, attendances at picture theatre fell off. When TV bowed in three years ago, that really administered the *coup de grace*. Suburban theatres are closing right left and centre; and those still functioning are usually less than half full. To stimulate new interest, theatre interest have recently been running big newspaper advertisements: Take your wife to the pictures tonight!

We don't know how many have—but an even better gimmick might be to provide better movies.

ANCIENT HISTORY: In case you are still interested, Promising Pat Morton didn't make it in the NSW State elections of March 21. The Labour Govt was returned with the same old majority of four, and Premier Cahill is now set to pass, in June this year, the record premiership of seven years two months and some odd days, established years ago, by Sir Bertram Stevens.

TOGETHERNESS: This latest University craze, reaching new levels of achievement in March when 25 Sydney University students packed themselves "like layers of bottles" into standard-size PMG telephone booth. This feat was alleged to have bettered an effort in Durban, South Africa, where 2 got into a bigger phone booth.

DISTINGUISHED VISITORS: Six mannequins from Japan, to show high fashion with an oriental touch; Dr. Bill Graham, evangelist.

DEPARTING: Prime Minister Menzies, Dame Pattie and party, for the States and Europe six koalas, also for the US (San Francisco and San Diego zoos). The PM and party are travelling by sea (by *Orcades*). The koala by plane, furnished with gum trees so they can travel in the comfort to which they are accustomed. There is more fuss about the departure of the koalas than about that of PM with Sir Edward Hallstrom chairman of Taronga Zoo Trust winning hands down over conservatives who wanted to keep the koalas at home.

Tension in N. Caledonia

Less Power For French Islands' Assemblies

By Special Correspondents

The de Gaulle Government of the Fifth Republic of France has taken steps to remove the worst features of the *Loi Cadre* (introduced by the discredited Government of the Fourth Republic in 1957) so that stable and efficient administration can be established in New Caledonia and French Polynesia.

It was reported late in March that there was "dangerous" political excitement in Noumea. The *Loi Cadre* gave the French Territories almost complete government; and this was for a common roll, where the interests of Europeans and natives, literate and illiterate, were equal. The effect in each Territory was disastrous. The native vote went overwhelmingly in favour of parties which were not Communist, were utterly Leftist, and against the party-owning and privileged classes.

French Polynesia, at the end of 1957, the common roll brought power in the Assembly to the T. Party (Democratique des Colonies Tahitiennes) led by Baptist Celan-Jerusalem and a native Oopa; and it formed a Government, with extended powers.

New Taxes

New Caledonia, the Union Caledonien, led by Maurice Lenormand, defeated the moderate Republican Socialists, led by Georges Chatenay, and took charge of the Assembly and the Administration.

In each Territory, developments were similar. The new Governments set up an array of "Ministers", complete with secretaries and cars and liberal allowances; then, finding the Territory's local revenues quite inadequate for their manifold and generous expenses, they introduced new taxes, which bore heavily upon the party-owning classes.

In Polynesia, the inevitable revolt broke out in April, 1958; in New Caledonia, on June 18, 1958.

In each case, the local French Governor suspended or dismissed the local government, wholly, or in part, and himself assumed governmental powers.

Mr. Lenormand Resigns

These events are fully described in the issues of PIM of May, April, and August, 1958. In August, Mr. Lenormand expressed the view that continued government of these socially undeveloped Territories under the *Loi Cadre* was impossible, while any

attempt to withdraw the common roll and curtail the powers that had been taken under it, would cause political trouble.

Now, on March 22, Mr. Maurice Lenormand, who has been prominent in New Caledonia's public life for several years, a member of the Paris Chamber of Deputies, and virtually Premier for the last two years, formally resigned his offices as vice-president of the Assembly and Minister of Finance.

He said that the Government of France had taken from the Territorial Assembly control over appointment of Ministers, control over the public servants, over the police, over telecommunications and over Radio Noumea.

In a public statement, Mr. Lenormand was very bitter about the changes, and indicated his belief that Paris had gone back on the promises made to New Caledonia last year, when NC voted overwhelmingly in favour of the de Gaulle Constitution.

He said the Assembly was being "dispossessed of the principal rights and elementary prerogatives essential to proper government" (presumably, he means self-government).

Deputation To Paris

Two native members of the New Caledonian Assembly flew from Noumea to Paris on March 28, to join Mr. Lenormand in a deputation to the French Government.

They will seek to see President de Gaulle, and protest about the "whittling down of powers" in New Caledonia since the referendum, and to "remind him of his promise that those colonies which voted Yes would retain their status."

Expenses of the delegation are being met by supporters of Lenormand's Union Caledonien party.

ment) and now was a government only in name, without substance.

Mr. Lenormand said also that his Melanesian supporters were being deprived of their right to vote in the poll to elect a member of the French Senate "by an inadmissible trick"; and this change now endangered the equality-of-voting rights of white and black electors.

(There has been no announcement that the common roll is being removed; but apparently the de Gaulle government is taking steps to very considerably curtail the powers given to these Territorial Assemblies in 1957 under *Loi Cadre*. Mr. Lenormand himself complained that "*Loi Cadre* is being replaced by government by decree".)

Funds Being Withheld

Earlier, in the Assembly, Mr. Lenormand protested angrily against the fact that Paris now was withholding funds which the local government had understood were allotted for public works and for housing. This, apparently, was causing much embarrassment, and he said it would lead to the resignation of the government.

These developments, he declared, were being watched with delight by the "opposition—represented by Noumea's Big Business".

A Noumea correspondent says there is so much political tension "in the air" in Noumea that little more will be needed to spark off "another June 18".

It is reported that a monster anti-Viet demonstration is being organised, for an early date. There are many Vietnam (or Tonkinese) people domiciled in New Caledonia, and their sympathies generally are Communist.

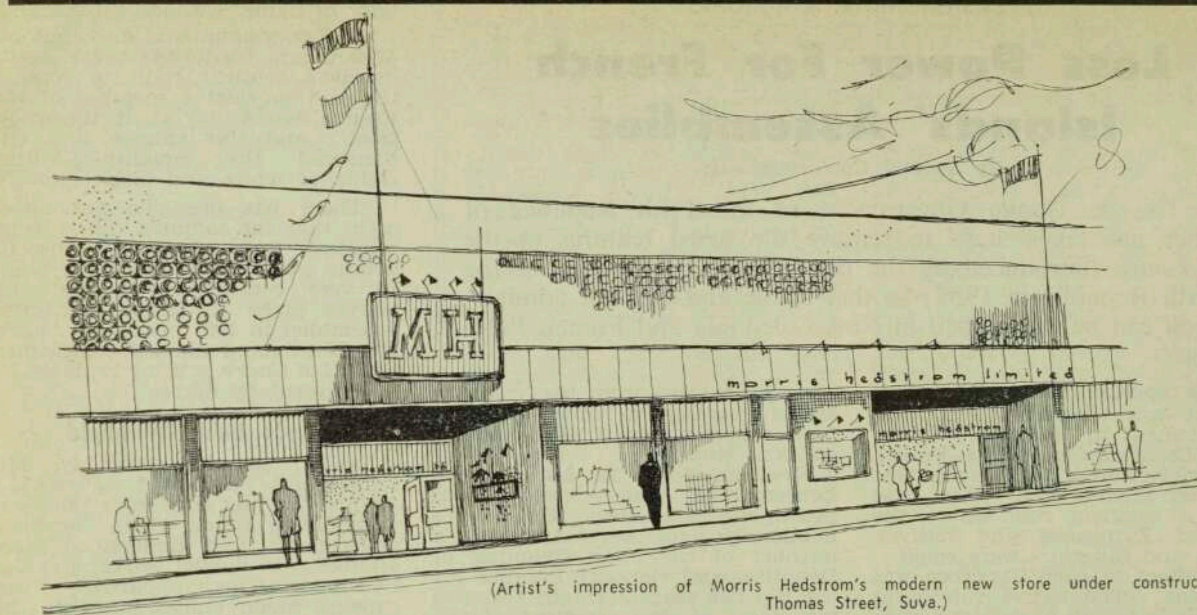
Election of Senator

On March 8, the people of Noumea went to the polls to elect a new Town Council.

There were three parties in the field—Republican Socialists, Union Caledonien, and a trade union group, regarded as Communist. Out of 10,000 electors, only 4,000 voted; and as this was not sufficient under the law, to elect a Council, another poll was taken on March 16.

This time, 5,000 voted, and elected a Council consisting of Republican Socialists and business men. The Lenormand party was defeated.

This election has significance, because, under the new laws, this Council is one of the bodies allowed to vote in the election of a Senator. Previously, the Senator election was dominated by the Assembly. As a result of the Town Council election, it is considered certain that the Senator to be elected by New Caledonia in April will be a Republican Socialist, instead of (as recently) a Lenormand nominee.



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FIJI — SAMOA — TONGA

COMMENTARY

Getting There Faster a Sandwich Lunch

ST as Lae, New Guinea, has found that having more modern aircraft did not necessarily mean better air service (*PIM*, March, 3), so the rest of the Pacific acknowledge some day that golden age of Pacific air-transportation was in the mid-50's. Jet-age planes will be faster—but only if you are prepared to travel less, in tourist and third-class. When Australia, New Zealand and United Kingdom went into the Pacific air transport with the Commonwealth Pacific Airline, the fare, Sydney-San Francisco, was £200 single, £365 return. At that time (1948) *PIM* said that at that scale only perambulating politicians and millionaires could afford to travel by air.

Very amusing, of course, in the light of present fares (Sydney-San Francisco, first-class, £350 single; return), and the fact that the companies now seem to be turning over to mass transportation. A few years back, all air travel was *de luxe*, where you got more space than the square foot than in other form of transport. Then, in tourist class, with its three abreast, sandwich lunches, less room, and 20 per cent. cut in first-class fares.

Now there's to be "economy" class, which means a cut of 20 per cent. in tourist fares, and, logically, 20 per cent. less space per passenger, and amenities.

And this seems to be what the airlines are ordering. Some airlines say that the demand is for 50-50, first-class and tourist; others put the figures nearer 75 per cent. tourist and 25 per cent. first-class. It is obvious that when "economy" class begins to operate, there will be no lack of takers—though if the air-line companies think that it is because people prefer to travel like sardines in a can, they are fooling themselves.

The fact is: Except for the minority who can now pay the nominal first-class fares, jet-air transportation will merely be a means of getting the largest number of persons from A to B in the shortest possible time, its only real feature the fact that as planes will travel faster the time of discomfort will be reduced.

The pipe-dream of 10 years ago—planes of the future would provide more room, more comfort at a cost—has never eventuated, as air companies have simply used extra space to cram in more passengers for which they provide fewer amenities. That is airline economics,

and you can't buck that.

The recent 7½ per cent. rise on all international air-fares may be economics, too. Or the behest of IATA, the airline operators' trade union, whose decisions are more conveniently adhered to than ever were the laws of the Biblical Medes and Persians.

NG's Mixed-Up Kids Speak Their Pieces

ALTHOUGH most of the native petitions presented to the United Nations Trusteeship visiting mission in New Guinea during April can be summed up as half-baked nonsense, they do give point to a proposition advanced by a Port Moresby resident in February *PIM*.

The Port Moresby resident was Mr. S. Fox, an accountant prominent in community affairs, and the point that he made (although not in so many words) was that it would be smart to give the Papua-New Guinea natives self-government now, when the majority of them would still voluntarily link themselves to Australia, than to wait 20 years, when they will undoubtedly follow the well-worn trail of native communities in Africa and elsewhere, and try to get rid of the lot of us.

Indications are that so far as the New Britain natives are concerned, the period set by Mr. Fox (20 years) is over-optimistic, and that a lot of them would like to see the end of us now.

It would be foolish to attribute this state of affairs simply to any natural cussedness of the New Britain people. As the West Nakanai petition put it (probably getting nearer to the bone than the author of the document understood): "We hear things as they should be, and we notice things."

Some of the things that the New Britain natives have seen and heard in the last 10 years, from Administration and from private individuals who have been happy to shelve most of the responsibilities once accepted by those living in a native country, were neither edifying nor prudent.

It was probably significant that the New Britain petitions mentioned, at various times, the desirability of having the United States administer the Territory (because the US has "money and big cars"); and how much better things were in the "German days." The inference is that Australia is falling somewhere between those "Soft" and "Hard" policies, and rapidly getting nowhere; while the natives are changing into a bunch of mixed-up kids.

Post-war history in Africa, Asia

and elsewhere shows that when the tide starts to run against the governing power, it is without logic or reason, but that the result is inevitable.

Mr. Fox probably is correct in saying that the rest of Papua and New Guinea is still with us. It is more difficult to be sure that the Tide is not already turned in New Britain.

☆ ☆ ☆

NZ is Under Deep Suspicion in Samoa

HOW the pendulum swings!

Over 30 years ago, the swash-buckling politico-militarists of New Zealand were using brutal methods to discourage the nationalist ambitions of the Western Samoans. Sections of the Samoan Mau were bashed, and imprisoned, and two Europeans who had the courage to speak up for them were summarily deported. (The two were Mr. A. G. Smyth, now a resident of Sydney, and Mr. O. F. Nelson, who is dead—and both of these men were sent back to Samoa by a later, and different kind of NZ Government, with honours.)

Today, the same New Zealand is pitchforking the Samoans into self-government so fast, and the stupider kinds of Samoans are being allowed to make anti-European statements so inflammatory, that various organisations of Europeans and part-Europeans are crying out for protection.

The United Nations Trusteeship Mission began hearing petitions in Samoa early in April; and, among the first bodies to make urgent representations, were the Returned Services Association, the Planters' Association and the Chamber of Commerce. They emphasised their fears that, in view of recent utterances by a certain class of Samoan leaders, the political and property rights of the racial minorities—especially the racial group of 6,000 Europeans and part-Europeans—would be swept away.

The Samoan Government has what it calls a Working Committee, formulating proposals for a new Constitution of Western Samoa, and it is believed that a number of recommendations have been prepared.

The representatives of the minority groups, have pointed out to the Mission that this Working Committee is holding its sittings in secret. The people have little knowledge of what the Working Committee is planning and recommending. Naturally, they are suspicious.

Representations similar to those made to the Mission were submitted to New Zealand Territories Minister Mathison last October by a deputation appointed by all minority groups, jointly; but it appears that neither this Minister, nor the NZ Labour Government, has done anything to assure the minorities that

their rights would be respected.

The record of New Zealand in the first decade of its Mandate over Western Samoa was a deplorable one—the direct result of political ignorance and bureaucratic stubbornness. It would be a remarkable thing if the NZ record there were to end in a similar way—and it will end in that way unless steps are taken to write into the new Constitution some guarantee that the rights of minorities will be respected.



Fiji's Economic Trouble is Whitehall's Responsibility

Fiji's economic chickens are coming home to roost. They are hungry, and losing their feathers.

Some heroic measures by the British Colonial Office are called for, if this important South Pacific Colony is going to avoid serious trouble. A responsible citizen of Fiji, Dr. A. S. Frater, in a letter in *Fiji Times*, says frankly and forthrightly that unemployment and distress are growing, and he asks what Fiji's leaders are doing, in relation to the ugly prospect created by over-population, and under-employment of the Colony's natural resources.

As has been pointed out, again and again, in this journal, in recent years, the blame for this economic crisis must be placed squarely upon the shoulders of the British Colonial Office.

It is seven years since the Fiji Legislative Council formally directed Britain's attention to a set of circumstances known then to all observers—namely, that both Indian and Fijian communities were increasing so rapidly that much wider and more vigorous utilisation of Fiji's lands was called for, if economic trouble and social distress were to be avoided.

For years, the Colonial Office merely fiddled with the subject. Finally, a Commission was set up under Sir Alan Burns to examine the situation and report. That Commission has not yet arrived—it is due in July.

Meanwhile, the conditions which alarmed the Legislative Council have at least doubled in gravity and danger.

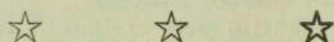
The Burns Commission cannot report and the Colonial Office cannot act before mid-1960 at the earliest. But, right now, in early 1959, there is growing unemployment and hunger; and those conditions will worsen if the economic laws which have created them are not altered.

In the simplest words, Fiji's production is not sufficient to feed and clothe and house Fiji's greatly increased population; and it will take years to change the conditions which now govern Fiji's production.

This task of alteration and reform should have been put in hand

when the need for it first was seen, right after the war. That nothing was done is the fault of the British Colonial Office.

All institutions with interests in Fiji—especially the big corporations and the governments of Australia and New Zealand—should combine now to demand that Britain, without loss of time, should make new Government funds available. This is necessary, so that unemployment may be checked, and big reproductive public works put in hand, during a kind of interregnum—while a new Constitution is being framed, and special measures being introduced to re-establish production in Fiji at a level where it can take care of its own needs.



How A Dictator Treated P-NG's Non-Officials

THIS journal goes to press before the New Guinea Administration meets the Legislative Council on April 20, to announce its proposals regarding income taxation.

At the end of March the Australian Territories Minister Hasluck, still the dictator, appeared to be determined still to force his new Taxation Bills upon the Territory, in the manner planned by his Port Moresby officials.

But the Territory's non-official classes (and a good proportion of the official class, though they kept their hands hidden) were fighting back in mid-April, still hoping that other Australian Ministers, in the name of justice and decent government, would put a curb upon the intransigent Hasluck.

Immediately the March Legco session ended, and the non-official members returned to their districts and reported that Canberra was trying to rush income taxation upon them (despite the plea of the January 31 deputation in Canberra that the plan be postponed for more expert consideration) the Taxpayers' Association came vigorously into action.

A sum of money was subscribed overnight, and a large advertisement, begging Australian voters to come to the aid of the Territorians in their battle against the high-minded Minister and ruthless Treasurer Reeve, was inserted in every leading newspaper in Australia.

By mid-April, a number of MP's were gathering data about the New Guinea situation, apparently with the idea of somehow bringing pressure to bear, to restrain the dictatorial Minister.

It was a year since this journal warned Papua and New Guinea that the Molochs of Canberra, at a Cabinet meeting, had accepted the principle of income taxation in the Territory. We said then that Canberra was merely waiting for the right time.

Canberra paused, in 1958, to examine the new situation created by the oil companies' decision (since reversed) to abandon drilling in Papua. It prepared the ground, by introducing the silly and unjust head tax of £2 per head per man per annum. It pounced, by secret preparation, the necessary legislative for introduction, without notice in March.

Territorians laid themselves open to bureaucratic oppression by not acting quickly enough, and by not taking the cunning of the Hasluck team sufficiently into account.

The Review of Finance was a clever political manoeuvre. It was prepared by a Hasluck nominee, who knew well the plans which the Minister hoped to implement; and was widely distributed in not only official Papua and New Guinea but high officials, with a kindly, disarming smile.

The non-officials were slow digesting the Review. Then, when they saw its implications, and discovered the wolfish teeth of Treasurer Reeve behind the Review's seemingly innocuous phrase, they rushed an influential deputation of protest to Canberra, to be that further steps be delayed until independent experts should examine the economic effect of this far-reaching change in taxation. But they were too late.

When the startled Legco awakened to officialdom's devices, on March 12, non-official members threatened to resign in a body, if the still-hidden Tax Bills were proceeded with. The Minister was ready for them.

"There is no cause for all this," he said, in effect, on March 12. "Your Minister knows best—he has had the best expert advice. You are not getting new taxes thrust upon you—only a rearrangement of taxes, and you will have every opportunity of expressing your views before the Bills become law."

Some MP's, notably Mr. R. Wheeler, smelling something unpleasant in Ministerial tactics, challenged the Minister in the House.

His retort was suave and sweet. "These people have had the Review of Taxation before them since last September, when it was presented to their Legislative Council," said. Which was perfectly true. Four months passed before the non-officials realised how nicely they were being led up the path of the Hasluck-Reeve garden, and rushed their deputation South.

Even in Canberra, on January 12, they responded to a nice, big dose of Hasluck soothing-syrup, and went home feeling sure that, before the inevitable income tax came, the plan would be examined by independent experts, and a guarantee given that the change would be introduced in the way calculated to do the least economic harm in the Territory.

Well, they are wiser men now

The Editors' Mailbag

Another Old Illusion One West?

"Now here is where I stick my neck out," writes Wallace S. Thorpe, from Northland, New Zealand—and goes on to pour cold water on one of the fables upon which one of PIM's editors (born on the NZ east coast) was brought up: That *Calliope* made her dash from Apia, West Samoa, during the famous hurricane of March, 1889, burning Westport coal.

Mr. Thorpe refers to our story of the hurricane, in February PIM, and particularly to the paragraph: *Calliope* had allegedly bunkered in Westport and the credit for her escape has often been given to that port coal."

He goes on:

Many old timers in the Bay of Islands, NZ, heatedly point out that when *Calliope* steamed out of Apia harbour in March, 1889, she was burning coal from Kawa Kawa, Bay Islands, and not Westport coal.

After bunkering at Wellington on January 17, 1889 (more than likely on Westport coal), she left there on the 21st. She arrived at Apia on March 18, and it is reasonable to assume that she would have very rarely used up the 322.8 tons she took on at Wellington.

On March 18 and 19 she bunkered on a ship alongside, taking a total of 190 tons of coal. Now, in those days, the Bay of Islands coal-mine at Kawa Kawa was in its hey-day and it was a regular thing for the S Co.'s Intercolonial and Pacific Islands steamers to bunker with Kawa Kawa coal at Opuia, Bay of Islands, and also USS Co.'s colliers did to take full loads to bunker Royal Naval ships at Suva, Apia, Tonga, etc.

The old Wainui, Arawatta, Whera, Ovalau, Tavinui, etc., all did this and it is almost certain that one of them bunkered *Calliope*. I say again, then, that it could have been Kawa Kawa coal—at least a mixture of Kawa Kawa and Westport coal.

Is there any student of maritime history that wants to take me up on that one?"

We should add here that when I was putting that *Calliope* story together for the February issue, we asked our Auckland man, Jim Shortall, for some extra information. Jim volunteered the news that "it was quite a lot of doubt" that Westport coal had been used, and that he himself thought it hadn't been used. But he couldn't provide either side of the story.

As a result of that, PIM changed the story, which was already in type,

to read "allegedly bunkered". So Mr. Thorpe needn't be worried that he is sticking his neck too far out. It is, anyway, no farther out than Jim Shortall's!

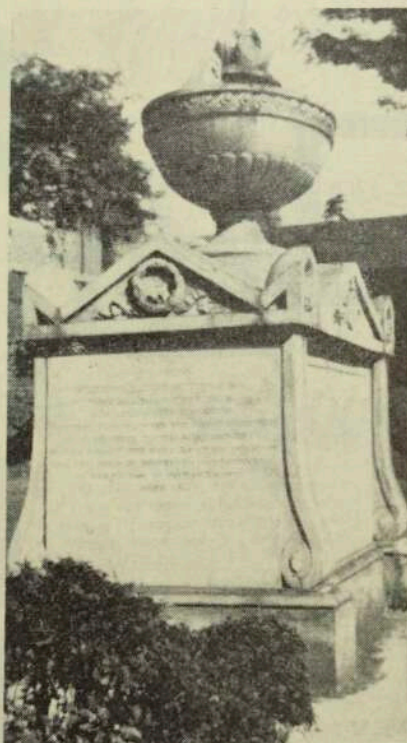
Sacred to the Memory of William Bligh Esq.

Strange as it may seem to the uncompromising Liverpoolian who begins his letter with "Strange as it may seem, I often read a copy of your paper," PIM is read in stranger places than Liverpool, UK.

Moscow, for instance. (Come the Revolution, PIM editors have already marked down a hide-out among the tall timber).

Our Liverpool reader, Cyril R. Rowson, says:

I thought you might be interested in the enclosed photograph of the grave of Captain William Bligh, which is in Lambeth Churchyard, London. The inscription reads "Sacred to the Memory of William Bligh, Esquire, FRS, Vice Admiral of the Blue, the Celebrated Navigator, who first transplanted the bread fruit tree from Otaheite to the West Indies, bravely fought the battles of his country and died beloved, respected, and lamented on



Bligh of the "Bounty" is buried here.

the 7th day of December, 1817, aged 64."

The photograph is reproduced herewith.

More Discs in Islands Style

Although it is getting close to free advertising, we mention eight more recordings of Islands music to add to readers' collections. These are from Samoa—so with the New Guinea "noises and music" (December PIM); the South Pacific Commission recordings from Solomons and Cook Islands (February PIM), and the recordings that have been available from Fiji and Tahiti for a long time, there should be a full night's entertainment in it somewhere.

Pacific Mail Orders of Apia lists eight recordings that are available. We can't go into much detail here, but they are 78's, recorded in Apia and processed in the UK. Each one is instrumental (ukeleles, guitars, bass—made of a petrol tin, stick and string—and a beating-mat), with vocals by a Samoan group.

Four of them are in traditional Samoan style, the others more sophisticated "modern" style. Price is 10/6 Stg., each, post paid.

Dizzy Days Along the 180 deg. Longitude

All the ex-air force, navigator types and anyone else with an idea on the subject, were called out when editors were trying to fix the title of the cover photo for February PIM. This showed Fiji's Governor and party standing on one side of the 180th degree of longitude at Taveuni, while a couple of local planters stood on the other. The occasion was the unveiling of a beacon to mark the spot.

"Where Today meets Tomorrow" was the title supplied by Fiji PRO photographer Rob Wright, and this is the caption eventually used, but for days people were going around this office waving one arm and muttering: "If you are on this side of the Line it could be Saturday." Then, waving the other, saying: "But if you go east over the Line it would be Friday. So it must be When Today meets Yesterday!"

But, we felt, this is only so if you can be sure which way the Governor was looking; he might have been looking up Somosomo Strait towards Rabi; or down towards Savusavu Bay in Vanua Levu. And again, the photographer might have been standing on his head, or out at sea in a row-boat. It was impossible to tell from the photograph.

At this stage, when everyone was pie-eyed from imaginary flights back and forth across the Line, it was decided to run the title exactly as supplied by the photographer,

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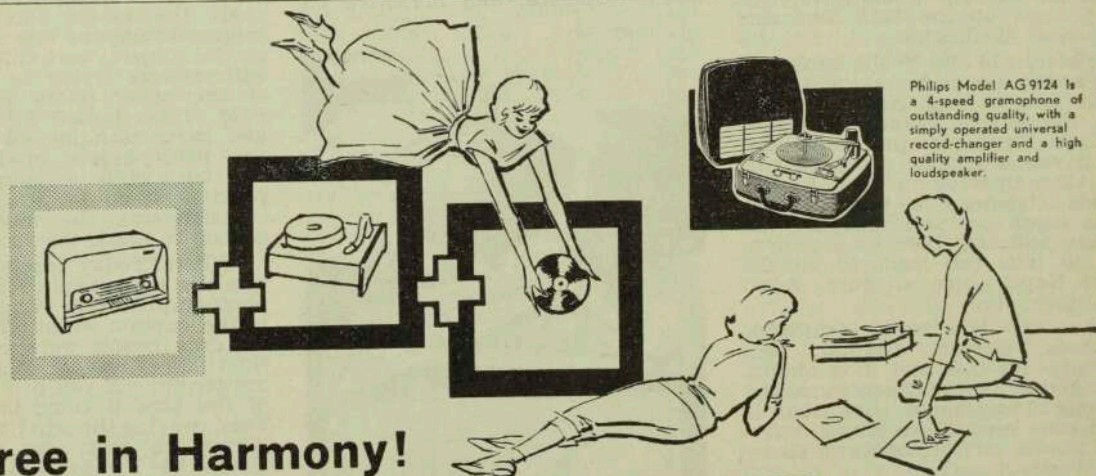
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Names of Philips' Representatives can be found on page 147.

the knowledge that if he and we are wrong we would be told about

We have been—by half-a-dozen people who say the title should be "Here Today Meets Yesterday"—and that the Governor is standing yesterday with the planters in day.

and that is now where the matter is, until we are convinced otherwise.

The *Adelaide Chronicle*, which polished a feature article based on Fiji PRO photographs, also fell to the same pit as *PIM*—although, imagine, with less heart burnings and had the Governor standing tomorrow and the planters in day.)

The inevitable Fiji resident has often, of course, to point out that we are all wrong, and that the 180° of longitude is not the International Dateline—at any rate as far as Fiji is concerned, and that was bent 7½ deg. around Fiji in 1900 in order that everyone in the colony could enjoy the same day of the week at the same time. (The date is similarly bent for the benefit of the Aleutians and Eastern Siberia, says the correspondent).

The cover title might have indicated that *PIM* editors were not aware of this but you can't write anything into a cover, and inside the magazine, p. 82, it was made clear that even if our navigation was bad, our general knowledge of the world and its crooked Dateline is sound, and that Today Meeting Yesterday (or tomorrow) in Taveuni is one of those pleasant little tricks that help to make the world go round—strictly according to Eastern or Western Time, of course.

Australia Gives Away

£100 Millions in 13 Years

An old resident of New Guinea asks us to find out how much Australia is spending on the Colombo Plan—and "is Australia getting any benefit out of it, anyway?" On March 10, in the Australian Parliament, in reply to a question the Prime Minister said that Australia has spent the following sums under the Colombo Plan:

	£
1940-51	19,190
1951-52	4,225,193
1952-53	3,301,038
1953-54	2,662,079
1954-55	2,393,978
1955-56	4,675,805
1956-57	5,038,432
1957-58	4,997,259
Total	27,312,974

Mr. Menzies also said that much of the money went in the purchase

of agricultural and industrial equipment—such equipment being given by the Australian Government to "member governments" in South and Southeast Asia, in compliance with formal requests.

"Is it retained and used by them, or sold or given to private producers?" asked Mr. Ward.

Mr. Menzies said Australia expected it to be used by the governments or by institutions under their control, and not sold or otherwise disposed of.

It is not apparent that this Santa Claus system is policed in any way. As to whether it really achieves any good, from Australia's point of view—that is a matter of opinion.

In the period from the end of

World War II to June 30, 1958, Australia gave over £27 millions to Asian Colombo Planners, and over £67 millions to Papua and New Guinea—close to £100 millions, as a free gift, without conditions. It looks as if the proverbial rich uncle actually lives in Australia, and not in Fiji.

One boy was fatally injured, 16 badly injured and 10 others suffered minor injuries when a truck carrying 55 native schoolboys overturned on the main road 30 miles outside of Noumea, New Caledonia in early April. The truck, owned by the Catholic Mission and driven by a European brother, was carrying Catholic schoolboys from Païta. The dead boy was the son of the Grand Chief of Canala.

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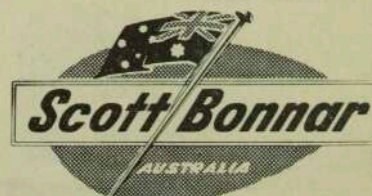
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A Brief Lesson in Banana Importing

Simple And Easy, He Says! But Has He Tried It?

By a Staff Writer

When Mr. H. G. Menzies, Australian Trade Commissioner in Wellington, NZ, suggested last January that getting Fiji bananas into Australia was simple and easy, he interested a lot of people, including the PIM.

HOWEVER, after recent experience here in Sydney we now wonder if Mr. Menzies has ever tried to perform this miracle himself—which in practice can only be likened to the Biblical parable about the camel and the eye of the needle. A PIM staff member who tried to import some mythical bananas from Fiji, Indonesia or Tonga in early April did not get further than the base, and then, even though it was just-pretend, decided to give up and stick to the uncertain product from the NSW North Coast. (It is true that very good bananas are sometimes grown on the North Coast but it is just that Sydneysiders rarely get them, except in periods of glut, at present).

Australian policy is to curtail imports as much as possible, and heretofore the line of defence in the matter has admirably chosen in the Customs officials—or the one we picked, anyway—whose function it is to disseminate information on duties and restricted matters. No one but the most determined importer would get further than this initial encounter. Discussions "cannot be entered into over the phone." The caller is instructed to go down to the Customs house and get into the queue with the other "waiting applicants."

What the Q'ld Banana Bd. Says

The Queensland Banana Board, of which the PIM was informed by this Customs officer, has the final word on the import of bananas, and it is clear that its bananas just don't get imported officially.

If you want to import bananas from Indonesia, or Fiji, or Timor, then you ask permission of the Queensland Banana Board, and they say you cannot, that is the end of it—except in the case of Fiji, which, under a special dispensation, is allowed to send in 40,000 cwt per annum (that is 4,000,000 lbs) and for which there is a special duty of 2/1 per cental, or one penny per lb.

But there, again according to this Customs official, the thing must be done just 40,000 cwtals from Fiji, no more—or not without per-

mission of the Queensland Banana Board.

That is what the Customs Department says. But the Department of Trade, which makes the final decision in these matters, reaffirms what Mr. Menzies said: You can import 40,000 cwtals of bananas from Fiji at a duty of 2/1 per cental; and all other bananas from Fiji or elsewhere at 8/4 per cental—providing you have a B Category licence, which is issued for a whole range of consumer or non-essential imports.

The crux of the matter is the licence.

The number of fruit importers in Australia is virtually nil, and those who already have B category licences would, we should imagine, be hardly likely to use them to import bananas. They are already using them to import other things.

That Finishes That!

So, presumably, you would have to find somebody new and willing to get a licence to import bananas.



Here is a sample of Tongan bananas. These all grew in a single bunch.

You could find somebody willing—but they stand no chance at all of getting a licence because they did not have one four or five years ago when import licensing was introduced.

That finished that!

But anybody wanting to follow the theory through will be interested in the following pieces of information:

- These farthing-per-pound bananas must be landed at Sydney or Melbourne (a minor restriction in which it is easy to recognise the

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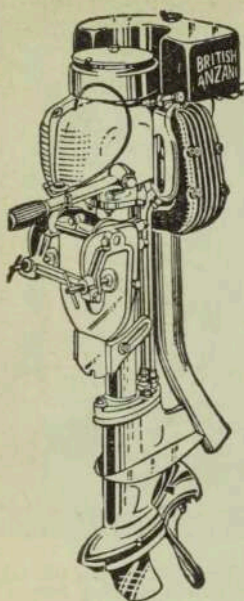
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P-NG Bananas Can Enter

One interesting thing that emerged from the "Fruitgrowers" manifesto was that New Guinea bananas too, can enter at a flat rate of one farthing a pound, although, if NG bananas have ever been imported by Australia it must have been a long, long time ago.

There are hundreds of different types of bananas grown in NG by native people, but few are of the table type and probably none has the flavour of the top quality Fiji product. Most G natives grow the cooking type of banana, as this is how they eat them. Some are grown for export.

Another item of interest was that in 1958, 234 lb of bananas had been imported from Indonesia (and presumably paid 1d per lb duty). Western Australia used to import a lot of bananas from Java until banana plantations were established around Carnarvon. That Westralians have to say about Carnarvon bananas is what NZ-ers say about Island bananas, and Sydneysiders about the NSW variety. It seems bananas are things that no one can agree about.

the Italian hand of that old bogey, Queensland Banana Board.)

How Q'd Beat Fiji

The Queensland Fruit and Vegetable News recently bought itself into the banana import argument, presumably because of something in motion by Tonga's Premier, Prince Tungi, who made an outburst a few months ago when it seemed that NZ would restrict the entry of Tongan bananas. He said if he couldn't sell them in NZ he would sell them in Australia.

The Queensland Fruit and Vegetable News thinks he has a pretty good chance of doing what he threatened, and we cannot but agree with him. To quote from the News:

In the early '30's the Lyons Government decided to relax restrictions, which had been imposed for many years, on the re-entry of Fiji bananas to Australia.

Queensland growers were up in arms, and the COD arranged for special duties to carry hundreds of banana growers from both north and south coasts to a gigantic meeting held at the City

Telegrams were sent to Queensland members of Parliament, and to sundry other people, who, it was thought, might have influence in preventing outside competition.

As a result of the representations, a duty of 1d was imposed and entry was limited to 50,000 cases a year.

A few minor shipments of bananas arrived from Fiji, but transport and market conditions plus duty, apparently proved profitable and they soon ceased.

While a duty of 1d was a fairly heavy cost against prices in the early '30's, it is a light price today.

Still, we think other factors may operate in conjunction with the duty, prove a hurdle for Tongan bananas.

The PIM had a paternal interest in Fiji bananas for a long time,

and takes a little modest credit for the fact that the duty concession was given 25 years or more ago. It was after publicity in PIM that the Fiji Government took the matter up with Australia and indicated that if there were not some concession for Fiji bananas, the Fiji Government would consider a duty on Australian flour.

Even the Bananas Have Changed

Fiji got its concession, but it was only a paper victory, as the Queensland News indicates. Mighty few Fiji bananas have ever managed to negotiate all the hoops.

And things have changed since the days when Fiji bananas did enter freely. Apart from local growers'

boycotts and other restrictive practices, there is now little direct shipping for this class of merchandise and transportation in ships equipped for the specialised banana trade would be a real problem. At the moment, of course, due to alternative floods and droughts and to an odd hurricane or two, Fiji is hard put to it to supply even her quota to New Zealand.

There is another factor, too. If we are to believe the reports from New Zealand readers, Islands export bananas are now not all they once were cracked up to be. There are just as many howls from New Zealand consumers of Islands bananas as there are Sydneysider howls about the poor quality fruit from

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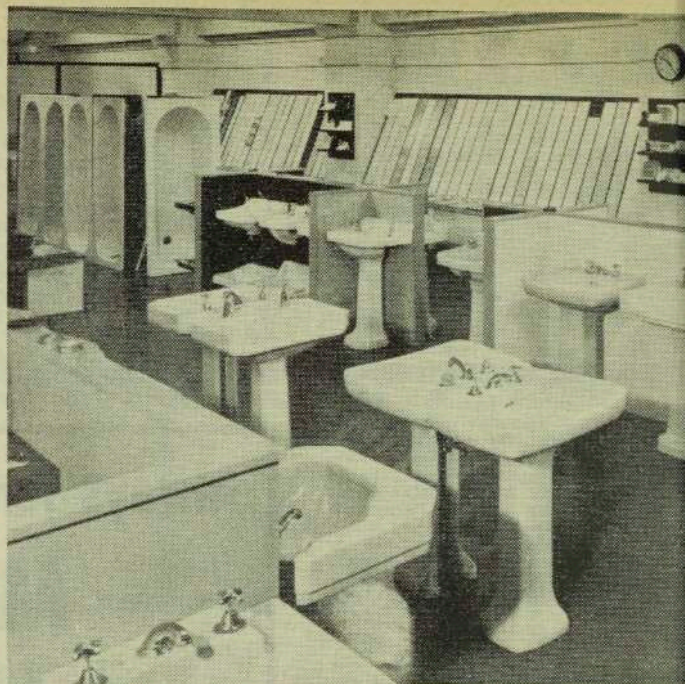
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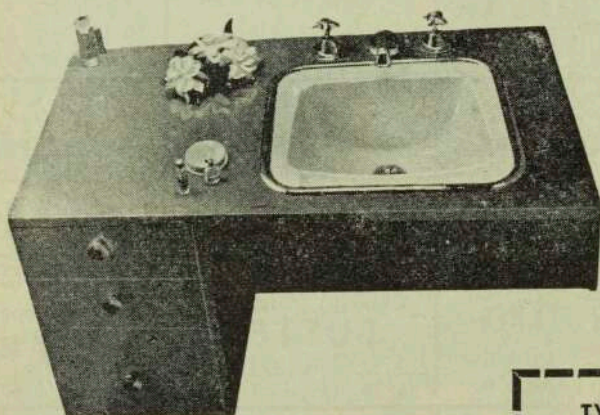


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Crippled Children's Society Formed

Fiji Falls to Line

Fiji has belatedly formed a Crippled Children's Society. The Cook Islands and Samoa have such societies for years and have done great work in sending numerous children to New Zealand for specialised surgery and treatment which could not be done out on the spot.

The Fiji Society, which has been fostered into existence by Dr. H. Sahu Khan, is now compiling a register of crippled children with the assistance of schools and other organisations, in preparation for arranging treatment prior to the available funds. The parent society has been formed in Lautoka but sub-committees will now be established throughout the Colony with the aim of finding ways and means of raising funds for the treatment of children living in these localities.

The Cooks and Samoa, funds largely raised by special entertainments, collections, donations by individuals and organisations and by public subscription for this worthy cause before it is too late.

Surgical Work

Considerable assistance has been given from the Crippled Children's Society in New Zealand. Boat owners have either waived or offered special reductions on fares from home villages to treatment centres, and from there to New Zealand for treatment when necessary.

In the case of Fiji, a higher percentage of the surgical work will be possible within the Colony. When facilities are available it is intended to establish special clinics at Suva and Lautoka.

SW North Coast.

Memories are apparently a few weeks ago, one of the editors, doing a lunchtime in Sydney, came across one of the itinerant barrow-men who were a feature of this city. He had a box full of yellow fruit labelled "Shipment of Fiji Bananas". He hasn't been able to trace any of them from the Colony; so you probably just write that one as an astute piece of salesman-

(See also page 134)

Another Archbold Expedition

Another Archbold expedition was in Papua-New Guinea in April. This one, sixth of a series (three earlier ones were in the 1930's, one was in 1953 and the last in 1956) will last seven months.

TWO scientists, Mr. Leonard Brass, associate curator of the American Museum of Natural History, and Mr. Robert van Deusen, mammalogist, will study the geographical and biological relationship of animal

and plant life.

They propose to establish a series of camps on the slopes of Mt. Wilhelm (15,400 ft and occasionally snow-capped), on the Madang side of the Eastern Highlands.

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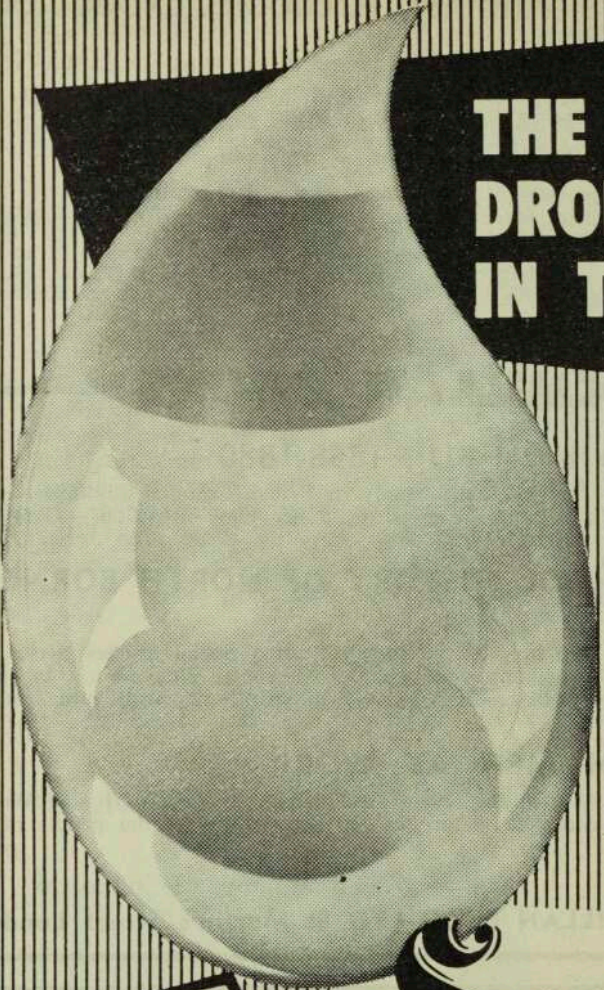
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APRIL, 1959 — PACIFIC ISLANDS MONTHLY

TERRITORIES TALK-TALK

By Tolala

I notice that Port Moresby's Jimmy James has had something to say about the substitution of the word "native" for the indigenes of both Territories. None of them took offence, says he, until some outside influence worked them up to a state of action.

And therein lies the crux of the whole position. What will the name eventually be (in English) in the Federated States of New Guinea have moved into the box? It will depend to a great extent upon the local prototype of Umah or Banda, and whether it hails from Rabaul, Manus or Puka.

But surely the whole idea of the "native" casting any opprobrium on the indigenous people is absurd and ridiculous and suggests "outside influences" doing everything possible to create a spirit of dissatisfaction amongst an erstwhile happy people.

In the past there have been names applied to the native people by less-thoughtful Europeans, such as "coon", "kanaka", "boong" and "ger", which obviously were not complimentary—though not necessarily derogatory. So often in these analogies it is the inflection of voice which conveys the feeling to the heart.

With so many long-haired experts who analyse the up and down generation of native people, and give directives as to what should and should not be done with these silent folk, there is a danger of Administration becoming too cautious and pusillanimous in its attempts to guide the primitive people through the shoals of acculturation.

Time and common usage will address many of these problems which seem to be out of proportion today.

Proper names and otherwise

In speaking of the gentle art of nomenclature, let us not forget that we generally base our judgments on the Anglicised version of names which, invariably, is entirely different in the local language.

What of Cho-sen, which we call Korea? Taiwan, which we refer to as Formosa? There is Nippon for Japan; Thailand for Siam; we refer to Iran, sometimes it is Persia, sometimes Iran. What of Germany for Deutschland, Espana for Spain, Suomi for Finland, Sverige for Sweden and so on? We don't want to remain too ignorant where proper names are concerned.

To Betel or Not to Betel

That is the question which has received some publicity since the appearance of an article in a temperance magazine, written by Seven Day Pastor K. J. Gray, of the Eastern Highlands, in which he roundly denounces betel-nut chewing as a "revolting, filthy" habit which "turns the teeth into the famed 'black stumps' and . . . opens the road to decay."

P-NG Health Director Dr. Scragg poises a lance opposing the Gray allegation; but admits it is not a habit to be encouraged on account of its "lift" propensities; while Dental Officer D. Barmes claims investigations show the habit has little effect upon the teeth.

Smoking, alcohol and betel-nut chewing are, as most people know, anathema to conscientious Seventh Day Adventists. And, naturally, they are entitled to their opinion. But they should not distort facts in an endeavour to eradicate an old-time

custom which is distasteful to them, yet so much a part of native etiquette and hospitality.

My experience of ordinary betel-nut chewing (areca nut, pepperstick or leaf, with lime) is that it has a beneficial effect upon the teeth, nor does it follow that habitual chewing necessarily blackens the teeth.

I have known addicts with the whitest of teeth, and I firmly believe the civilised white requires far more dental attention than the primitive New Guinean; despite the charges laid by Pastor Gray.

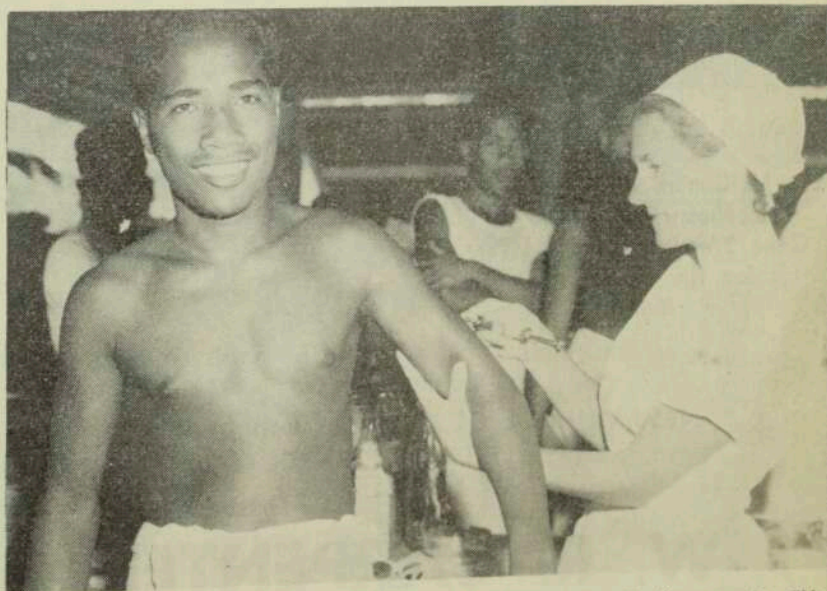
Let us not forget that under the Trusteeship we are pledged to "respect the cultures" of the native people. Is it wise to endeavour to abolish their old lore and customs at this particular stage of transition?

Providing such customs are not opposed to the laws and good order of the country the answer is obviously in the negative.

Native Languages

Mr. Justice Mann's remarks in conjunction with the Navunaram incident anent the advisability of Native Affairs Officers learning native languages, it followed to their logical conclusion, may ultimately be the saving of much trouble in the not-distant future.

Administrator Cleland didactically remarks that "it is no easy matter". And his statement, no doubt, is based on the fact that it has never been adequately examined and nobody wants to be bothered with learning a native dialect anyway—if they can get away with it.



P-NG, like many other Pacific territories, has been conducting an anti-polio campaign. This Papuan student at the Iarowari Intermediate School, Sogeri, in the ranges above Port Moresby, still manages to smile, despite his Salk vaccine needle.

Photo: N. V. Salt.

Looking for the best?

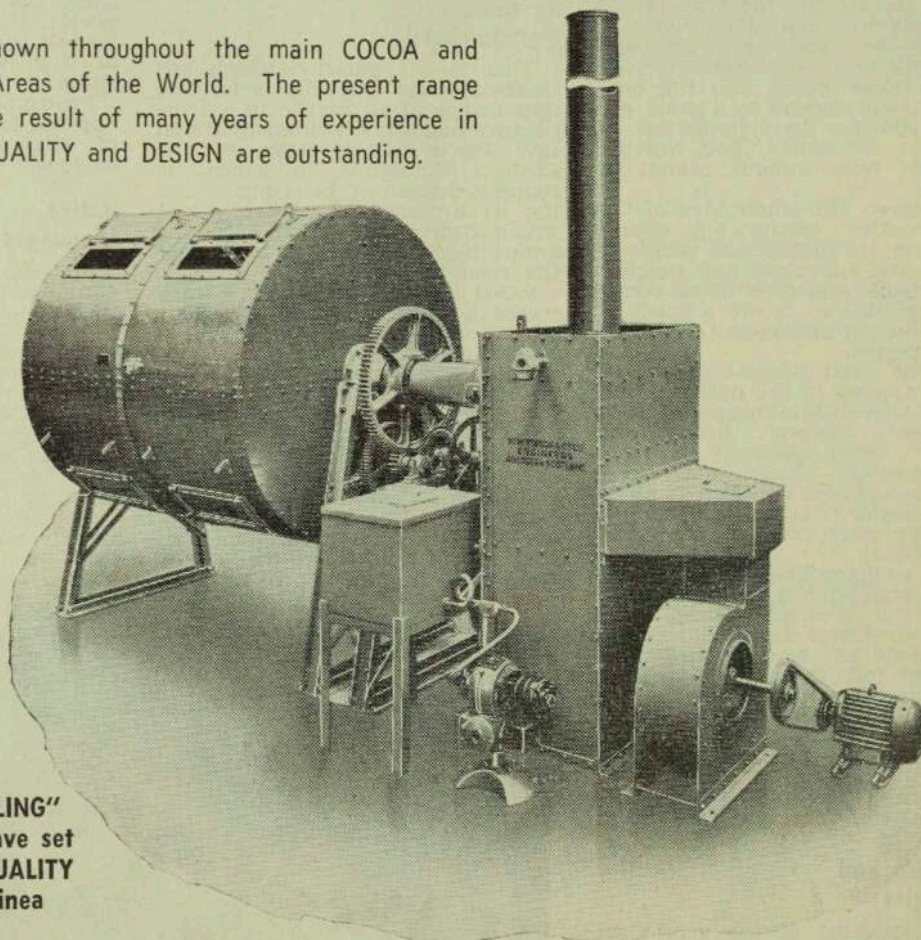
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With all due respect to the tall tales in the Administration, I admit that they cannot get away with it. And that a knowledge of native dialect is of far greater value than much of the drill which must now absorb during training.

One of the biggest hurdles appears to be the leave question, which is for frequent transfers of staff from district to district, and though it might be unpopular with the Public Servants, it might not be unreasonable to review this leave question altogether.

Quite a few of the PS themselves admit that leave after 21 months' service is too often and from a health point-of-view, with modern climatology and tropical hygiene, unnecessary and, insofar as the economic aspect is concerned, most impossible.

It is really an old custom which has been during those years when malaria was rampant and amenities were few. And it is not unrealistic to assume that, with increased medical attention, refrigeration in the home, modern transport and communication, life is not so much an ordeal in P-NG as it was supposed to have been in the dim, distant ages before the War.

Only too often the worry attached to making ends meet during absence and the thought of the Unsettled Home after the leave is ended, brings on a mental frustration far greater than any benefits derived.

We cannot on principle, of course, allow the PSA relinquishing one of its hard won amenities; if a vote were taken amongst its members (a secret ballot, mind you) it might indicate that the present system is not quite so popular as is generally thought.

A scheme cannot be evolved that allows officers to return to the same district, where they have obtained knowledge of the local language. "There is something radically wrong in the state of Denmark" we cannot be surprised if, in the future, there are repetitions of inhumanity, with perhaps more harassing results.

Missionary workers seem to be able to manage leave and a return to their districts—and I don't mean RC workers who rarely leave the Territory.

Part of the Fijians?

The Kokopo Town Advisory Council has recommended to the Administration the naturalisation of Mixed Races. [See p. 69].

And if ever a recommendation received approval it should be this—with the same provisions as laid down by the old German Administration regarding qualification for European status: Where a person had adopted the European way of living then he, or she, was entitled to be accepted as a

European. The additional qualification for a male aspirant was that he should serve the requisite term in the German Army or Navy.

The plea was made by Mr. H. Spanner and, if he is anything like his father, he is probably prepared to fight to the last ditch. His dad, Harry Spanner, was a well-known identity in the post-War I days of Australia's occupation of the Territory and later took up land on New Hanover, after having done a good job as a Road-Master for many years.

The argument, that if the Chinese are acceptable, then members of the Mixed Races are equally acceptable, should be difficult to reject.

I hope they have a win for many of them have done a very excellent job for the Territory, both during

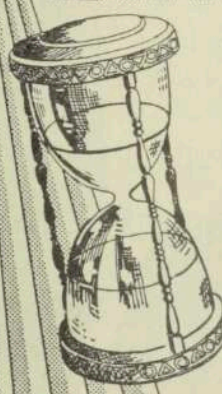
War II and in development of the country.

The Worm Turns

The shot-gun tactics adopted by Members of the NT Legco have certainly brought some promised changes in legislative procedure more in keeping with the people's concept of democracy. But how and when the implementation of the promises takes place remains to be seen.

Meanwhile our own elected members in the P-NG Legco have thrown down the gauntlet over the taxation issue.

And more power to them. But it does give one to wonder to what depths our Democratic Way



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APRIL, 1959 — PACIFIC ISLANDS MONTHLY



ed at the Roman Catholic Church, Port
by, in March—Mr. J. Schellen and Miss
onk. Here they are photographed at their
reception.

—Papuan Prints.

Life has sunk when such dire
ics as threatened resignations of
constitutionally-elected legis-
s must be resorted to in order
the voice of the people may
heard and the despotic methods
dictator overcome.
seems that the more the people
their representatives the less
resentation do the people receive.

Much ory

st how complex can we get over
colour segregation ideas?
uly tragic is the publicity given
the Namatjira case; his convic-
the legal expenses he has in-
ed and the Ministerial inter-
ce as to venue of incarceration,
which was eventually changed
wing threats to the famous
iginal artist.

n one not see the writing on
P-NG wall in the event of
permits being granted to
genes?

another phase of segregation
plexities has been cited in re-
s from Darwin stating that a
e man "who prefers to live with
igines has been warned he is
e to arrest if he does so."

often think that much of this
l assimilation business would
out better if allowed to adjust
without despotic regimenta-
from long-haired theorists.

the present overall picture of the
s with plural populations does
reflect a great deal of credit
s, anyway.

ice Must Appear be Done

om time to time one reads in
official P-NG Gazette of the
intment of a So-and-So and
t's-His-Name to the position of
ce of the Peace or Magistrate.
riably these gentlemen are
bers of the Native Affairs Dept.
have, to a certain extent, won
spurs to such a degree that
may preside at Courts of
ve Affairs and such like.

The question arises: Should em-
ployees of the Administration sit in
judgment in cases in which their
employers are of the plaintiff, en-
suring that justice will not only be
done, but also appear to be done?

In some of the more primitive
areas their powers of jurisdiction
may be acceptable (which is open
to doubt) but in the more civilised
areas surely it behoves the Powers
That Be to dissociate the judiciary
from the ordinary run of Public
Servant. Or is that too much to ex-
pect in this so-called Democratic
Way of Life?

I cannot yet recall the time when
an ordinary good and able citizen
has been appointed a Justice of the
Peace and has presided over his
peers from the bench.

Steve Steps Down

And now another of the old-time
T-NG officials, who was absorbed in
the post-war amalgamation, pre-
pares to clean out the drawers of
his office-table, and put away his
last bluff folder in his Konedobu
office.

After 36 years of top-level admin-
istrative duties, Steven Ainsworth
Loneragan (popularly known through-
out both territories as "Steve") re-
tires this month and, so the report
has it, will reside in Australia.

It will be surprising if he is con-
tent to train roses round the door
of his suburban home, or execute
some of his worthy losing hazards
off the red on the billiard table in
his favourite club. His accumulated
knowledge of territorial affairs is
too great to be allowed to languish
even in retirement.

Steve arrived in Rabaul back in
1923. He was posted to Central
Administration when Vic West was
Chief Clerk at the time and Harold
Page had just taken over the job
of Government Secretary. It was
not long before Steve took over the
duties of Chief Clerk and his
knowledge of records, attained,
after his evacuation from France,
at HQ AIF depots in the UK at
Tidworth in War I, stood him in
good stead. An indefatigable
worker, I have often seen him
burning the midnight oil in CA in
Rabaul. He was deserving of better
recognition far earlier than when
at last he was appointed Assistant
Government Secretary in 1940. When
War II developed he filled an im-
portant recruiting appointment in
the Territory, and during the
staunch rose to the rank of Lieut.-
Colonel.

Steve will be missed in the
Territory. He never pandered to
popularity, but when his advice was
sought it was always dependable
and sincere.

In Rabaul he was undoubtedly a
Power Behind the Throne and he
could with profit spend some of his
retirement writing of T-NG in "The

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Story Can Now Be Told" series. would be both interesting and instructive.

Happy retirement, Steve.

Unofficial Ambassadors

In the broad sense, P-N publicity in the Australian Press could not be said to have achieved a really high rating. Too often there is a stolid phrasing of news which could only come from departmental hand-outs, and the Aussie public is becoming a bit fed-up with the bureaucratic, uninspired blurbs, with their careful timing and studied emphasis on Administrative accomplishments.

But quite apart from the PR angle there is a section of P-N who are really doing a wonderful job as unofficial ambassadors and boosters of the Territory, all their quiet, genuine way and are achieving better results than most of the carefully studied official publicity.

They are the amateur photographers on leave. Armed with the modern gadgets connected with making coloured pictures (moving and still), these camera fiends arrive on leave in Aussie and provide their friends and their friends with some most excellent entertainment.

Many a home off the beaten track has been enlivened with scenes of Telefomin, Mount Hagen, Kavieng and Madang—all unofficial glimpses of the life that is being lived along the way in which civilisation is being pushed into the Back o' Beyond. And many a Rotary Club, Apex and Country Women's meeting has been the better for these demonstrations, selling the Territory to the Aussie taxpayers who have contributed to this advance.

In my own little neck of the woods these ambassadors over the past few years, have staged some most instructive screenings. The latest to be viewed was a series taken by Ken Jarvis, a supervisor of buildings with the Public Works branch. And who more qualified to depict the progress of the construction of Administrative bridges and buildings than the same Ken?

He showed the various stages of construction of these signs of progress in the Highlands centre, Madang, Rabaul and elsewhere, natives making roads and not omitting native dangers.

Ken Jarvis is but one of many such, and is deserving—with the others—of an appreciable "thank you" from the Dept. of Territories.

In fact, such gratuities might even be extended to removing import duties on such impedimenta as go to the making of these films that do so much in boosting P-N in an honorary way.

Fiji's Taxpayers On The Warpath, Too

Only Half Them Still Wild

Fiji taxpayers have decided to follow the example of Territorians in Papua-New Guinea, and set up a Taxpayers' Association.

The first get-together of Fiji's taxpayers was last November, following increases in income and import duty on certain goods and other taxes. Over 600 attended the meeting in the Suva Town Hall, since then tempers have cooled somewhat and only 250 turned up at the March meeting, and general affairs were conducted in a gentlemanly fashion.

Several speakers were appreciative of the fact that, since the first meeting, the Government had given assurance that "economies would be made". A "categorical and very reassuring assurance", one speaker said it, and others were inclined to agree; after all, it was quite illogical to expect the Government to work miracles in five minutes. It should be allowed time.

"Wild Derision"

Such sentiments, of course, would be regarded with wild derision in Papua-New Guinea; but, then, Territorians are more rugged characters than Fiji's, and perhaps have learned to expect sweet reasonableness from their government.

Nevertheless, some Fiji residents attended the March meeting there without their rose-tinted spectacles. Some were of opinion that the time had come when the Fiji Legislative Council should have more elected members. Present Fiji Legco has six elected members, nine nominated members including five Fijian members who are pro-government) and 16 official members. Mr. J. P. Bayly stated that there should be 18 elected members, made up of equal numbers of Fijians, Europeans and Asians.

Another matter for displeasure was the decision by Authority not to open deliberations of the Select Committee on Finance to the public. Protocol demands that a select committee be a secret assembly, said

one taxpayer, then Fiji should abandon the system forthwith and let the financial affairs of the Colony be debated in full detail in the Legislative Council.

There are, of course, unofficial members of the Finance Committee who have to approve Government expenditure. They may throw their weight about considerably but if so, no one hears about it, as what goes on is in secret session. This sealed-lips policy works both ways; as suggested in *Talanoa* in December, it is always possible for members of the Select Committee on Finance, unofficial and official, to respond to criticism by saying: "If only I could tell you what I said, or how I voted."

This is one reason why the taxpayers of the Colony would like to see the deliberations of the Com-

mittee emerge from behind its Iron Curtain.

Would anyone knowing the whereabouts of **MISS BONNIE NAESS**, daughter of the late **GEORGE ALEXANDER NAESS**, and last heard of as residing at Marrickville, N.S.W., kindly communicate with **BURNS PHILP TRUST COMPANY LIMITED**, 7 Bridge Street, Sydney, N.S.W., or notify her that she has been named as a Beneficiary in the Will of her late Father who died during the Japanese Occupation of the Territory of New Guinea.



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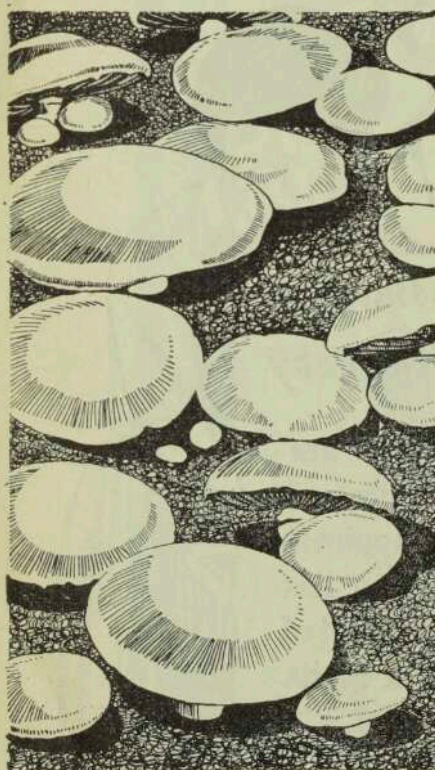
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fiji talanoa

VAKATAWA TALKS OF THIS AND THAT



An occasional rumble and earth jolts and trembles still remind Suva people of the earthquake of July, 1953, when a great submarine landslide off the main reef swept away 60 miles of trans-Pacific cable, sent a series of confused and destructive waves across the harbour, and shook land and buildings in the city for 15 violent seconds.

That 1953 earthquake happened at about mid-day and most people rode out the afternoon successfully, mainly on a wave of excitement of experiences and of the damage.

That night, however, brought a series of after-shocks that destroyed and created fears and anxieties built up into severe nervousness.

The next few days bred as nice a crop of rumours as I have ever known, and it was one of my jobs, Government PRO, to try to counteract these by broadcasts and releases giving the truth as far as possible.

But the power of suggestion is great and rumour is a mighty force. It soon required a determined effort of will to disbelieve. There was a feeling, as each new story came up, that it might be true.

The rumours that had to be most seriously discounted were those based on the belief that the earthquake was volcanic in origin. There were so many people who had seen smoke and smoke rising from newly cracked cracks in the ground.

There was a peculiar substance, called Lami, that was supposed to have been forced to the surface from subterranean levels. (Geologists who looked at it soon decided that it had not come from under the ground, but above it, and that it was a case for biological, and not geological, examination).

For days I had been writing, and saying, and declaring in every form I could think of, that there was no evidence whatever that the earthquake had any volcanic origin. When I learned how strong a hold "perhaps" attitude can have on the mind.

The lunch-time crowds on Saturdays stopped along the Suva forebay to watch peculiar puffs of smoke rising at intervals from the station of Navua—close to the place where the experts had established, the epicentre of the earthquake was.

The speculation was strong. Was the smoke coming from the sea, or from the land beyond the nearer hills?

Was there any significance in the spacing of the puffs? The staff of the ZJV broadcasting station produced a stop watch and charted the periodicity of the eruption.

There was no doubt in most minds that this was somehow connected with the earthquake.

It was obviously a case for eye-witness information and it looked like a Saturday afternoon car trip along the coast. Fortunately, however, before starting out I rang the Beachcomber Hotel at Deuba.

David Philp, then managing the hotel, answered the phone. Yes, he had seen the puffs of smoke. Yes, they were close to Navua. He had just come back from there.

But what was the fuss about? Surely there was nothing unusual about rice farmers burning off neaps of trash after harvesting?

They Are Busy

Ghosts in Levuka

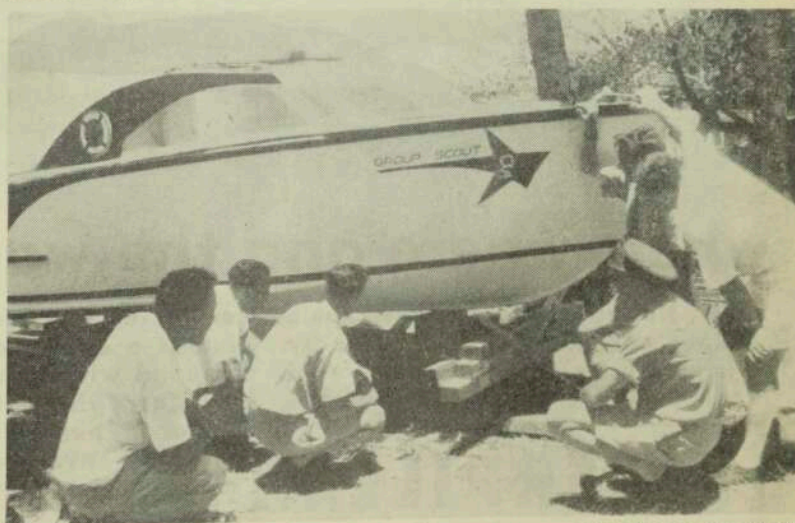
The people of Levuka are not lying down under the economic blow received from the change in the town's main role of trans-shipment port for Fiji's copra industry.

The little ships which traded between Levuka and plantations at eastern island ports now go straight to Suva, where all Fiji's copra is milled by Island Industries Ltd.

The overseas vessels which took away copra from Suva and Levuka now load coconut oil at Suva alone. All this has meant severe cuts in Levuka's normal trade and in the amount of waterfront work available and there have been plenty of people ready to talk of a "ghost town".

But the ghosts that haunt Levuka are hospitable and friendly spirits, who mingle with the ghosts of men who lived life to the full and who, by initiative and vision and imagination built some of the Pacific's most notable commercial houses.

As the first shock of loss of the copra trade has passed away, the friends of Levuka have begun to rally round and the spirit of enter-



A recent article in a Wellington (NZ) newspaper saying that young leper patients at Makogai, Fiji, were trying to raise money to build a small launch and buy an outboard engine, brought a quick and generous response from New Zealanders.

Enough money was donated to enable the patients to build themselves this neat little craft—the "Group Scout"—which they will use for fishing trips and general excursions around Makogai Island.

Three members of the Royal New Zealand Air Force stationed at Laucala Bay, Suva, who flew the engine across to Makogai in a Sunderland flying-boat, are examining it with two patients and the Makogai Medical Superintendent (Dr. D. W. Beckett).

The RNZAF men are Sgt. T. Methven (kneeling left), M. Eng. A. F. W. Mason (kneeling right) and W/O. S. G. Fagan (standing next to boat). Dr. Beckett is dressed in white, standing.

Photo: RNZAF.

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visitors in Sydney recently—Miss Peggie and Mr. Ian Eyre. They attended a function at the Polynesian Association. —Tele-Photos.

Harold Gatty's post-war South Sea Marine Products company spent a great deal of time and money on training Fijian fishermen in the art of tuna catching as practised with marked success along the American coasts.

The results were disappointingly meagre, although surveys have shown that tuna are in Fiji waters in quantity.

The Japanese brought in to catch fish in Eastern Samoan and New Caledonian waters demonstrated how it should be done by going deeply below the surface with lines baited with small fish brought specially from Japan.

Levuka citizens who have formed themselves into the nucleus of the Levuka Canning Company, with Mr. A. G. McCown at their head, hope to attract similarly successful fishing groups to Fiji.

One of the inducements proposed is to allow Japanese investors an option on each season's pack.

So It's Back to the Wog-Wagon

Viti Levu travellers, both local and from overseas, were sorry when Whites Express coaches stopped running at the end of March. The coaches had set new standards of bus travel in Fiji.

They were imported by the Pacific Transport Company, and Whites Travel Service attended to the passenger arrangements. The comfortable seats were a change from the spartan straight-backed devices normally found in Fiji buses. The coaches each carried a hostess and ran to meticulously exact timetables by adopting the express principle of a limited number of stopping places also a great change from normal procedure.

This, of course, limited the number of potential passengers to those wanting to make use of these stopping places, and this naturally had an effect on revenue. (Over)

e within the town has begun now itself.

oliday and sports expeditions at other centres in the Colony have been organised and regular programmes of entertainment, based at the Royal Hotel, with Eddie Eyre in charge, are helping to build up the tourist industry.

er services between Suva and Levuka, hitherto shelved because of lack of flat land for a landing strip, are likely to become regular. That Air Viti Ltd. have imported a Cessna amphibian, which can use the harbour waters for landing and take-off.

the whaling survey carried out in recent years by Carpenters has led to the establishment of a whaling station on Ovalau that will be used by Levuka, and another project has emerged from the town itself.

is to exploit the waters around Ovalau and elsewhere in Fiji, making Levuka a base for catching and processing fish, especially tuna.

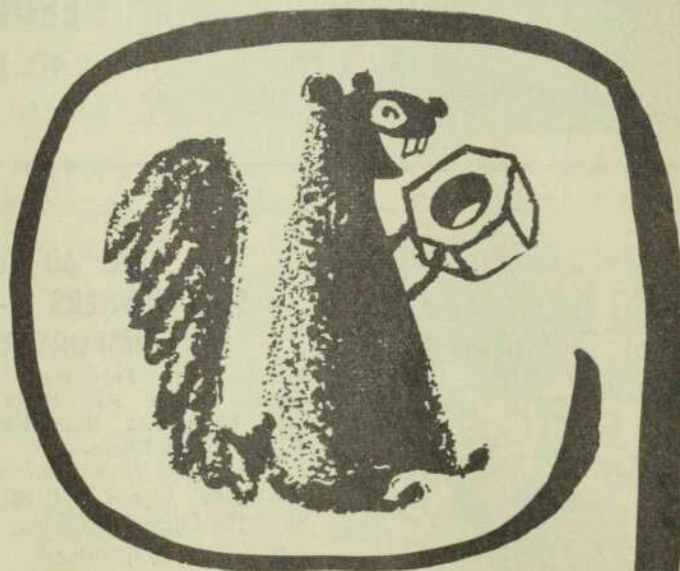
the canning operation would be limited to fruit and vegetables, which would be grown on Ovalau and the islands of Lomaiviti.

the Levuka planners are not perturbed by the failure of earlier pineapple canning ventures in Fiji. They say they can profit by past mistakes and they think they can find markets in Japan, where they are looking for their fishermen.

Fishermen to

How

experience elsewhere certainly seem to point to Japanese methods being the only ones likely to be successful in getting tuna out of the Pacific waters and into cans in commercial quantity.



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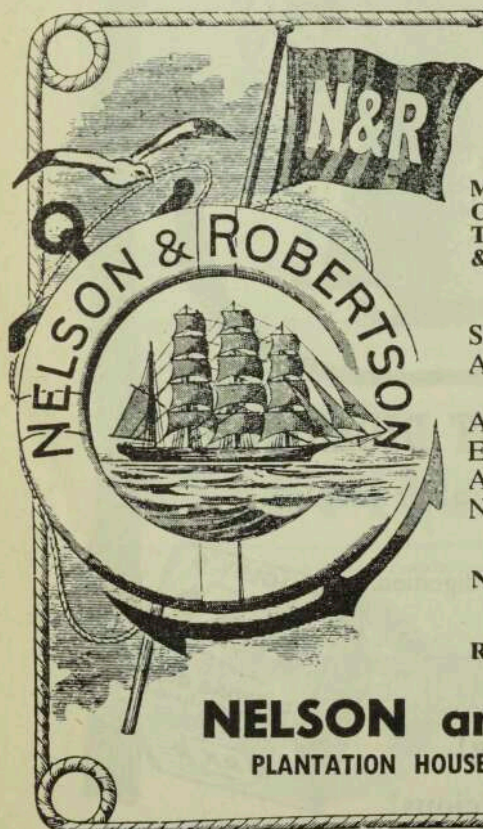
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Cables: "Ivan", Sydney.



The big buses of Whites Travel Service set new standards of travel on Viti Levu, Fiji. But they stopped running at the end of March—to the regret of people like Vakatawa, who comments below.

Above all, however, it is a heart-breaking business to try to run a service with high-grade equipment on the winding, hilly Viti Levu roads, with their long stretches of ice-punishing surface. It could be an interesting economic exercise to balance the overall cost of a large-scale road reconstruction and sealing programme against the present cost of unceasing road mending and maintenance, plus the cost to individual car, bus and lorry owners of repairs to the damage done by potholes, corrugations, loose gravel and nail studded bridges.

Land and Deed of Cession

The publication of Dr. J. D. Legge's book, *Britain In Fiji, 1858-1900* (reviewed by RWR in February *PIM*) draws timely attention to the fact that it is not only in the Deed of Cession, the document through which sovereignty over Fiji passed to the British Crown, that Britain's undertakings to the Fijian people are stated.

There has been a tendency to lose sight of this in Fiji in recent years, not only because of the emphasis laid so long on the Deed of Cession by the late Mr. A. A. Ragg and his political associates.

Of the many debates I have attended to in the Legislative Council the most interesting, because of the feelings (expressed or held beneath the surface) it stirred, was the one on Mr. Ragg's motion calling on the Government of Fiji to reaffirm the principles of the Deed of Cession. Mr. Ragg's purpose was plain. He asked an assurance for the Fijian people that ownership of their land would be permanently guaranteed, that Fijian interests would remain permanently paramount in spite of the growing, non-Fijian (especially Indian) population. Towards the end of the long

day's debate, Mr. A. D. Patel turned a logical legal eye on to the terms of the Deed of Cession, on which Mr. Ragg had anchored his claims.

Mr. Patel read clause after clause and pointed out that none contained any pledge that all Fijian lands would remain perpetually in Fijian ownership.

He was perfectly correct, but it would be wrong to assume from this that the idea of such a pledge can therefore be lightly dismissed.

Land rights had had an important place among the topics discussed with the Fijian chiefs before cession.

Sir Arthur Gordon, who became governor after cession, held unequivocal ideas on the subject, as Dr. Legge makes clear. He was determined that Fijian rights and culture should prevail, and he drove home the idea that both depend on continued land ownership.

No one who lays any claim to knowledge of Fijian attitudes and feelings will dispute the fact that, although it may not be so stated, explicitly in the Deed of Cession, the Fijian people in general believe that Britain has guaranteed to them the continued ownership of the lands of their forefathers.

This belief is an essential, and a dominant, element in the loyalty and trust which found clear expression in the speech which accompanied the presentation of Cakobau's club to Queen Victoria after the Deed of Cession had been signed.

"With this emblem of the past he sends his love to Her Majesty, saying he fully confides in her and in her children, who, succeeding her, shall become Kings of Fiji, to exercise a watchful control over the welfare of his children and people."

A distinguished colonial administrator, Lord Milverton, described the agreement of Fijian landowners to hand over control of their land to the Native Land Trust Board as

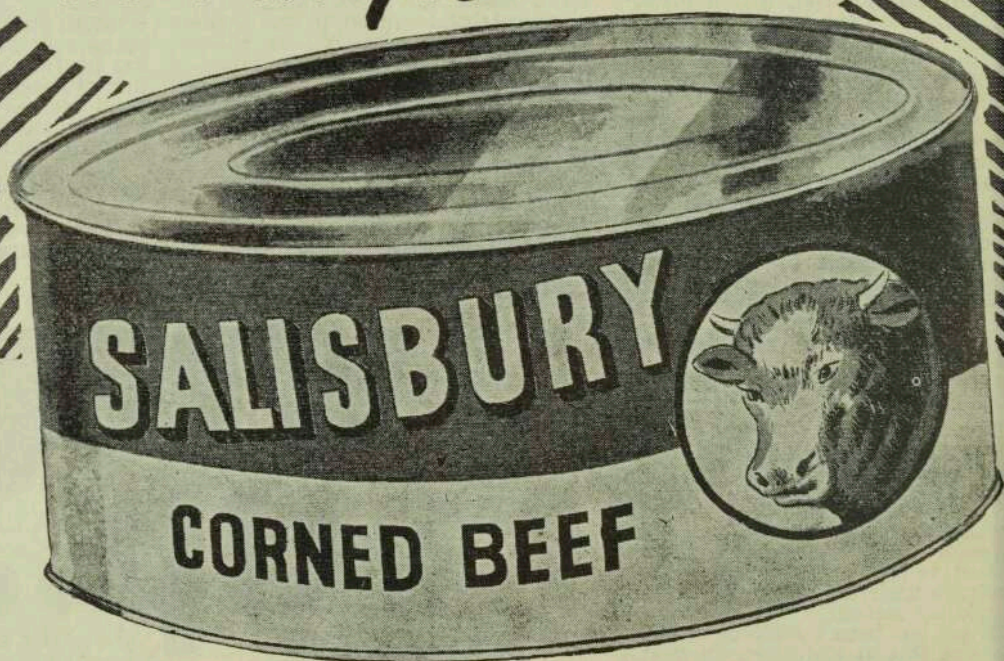
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Wed at the Holy Trinity Cathedral, Suva, March—Miss Eileen Thomas, formerly of Tokoto, to Mr. Leo Smith, of Savusavu. Photo: Caine's.

of the greatest acts of trust in history of colonial rule. There have been few open protests that Fijian land ownership should be tampered with, but to the eyes there have been signs of odd Whitehall moves in recent years to justify the warning that if there is any apt to bring about radical change without the willing and full consent of the Fijian people, the sure of the trust of which Lord Borton spoke will be equalled by the unworthiness of its fulfilment.

Fiji More Tourists Stay Longer

The tourist industry in Fiji continues to boom.

Figures were up for 1958—transit passengers increasing by 47 per cent. 1957, while visitors who stayed to four months increased by 21 per cent.

Everyone expects to do even better next year—with three newcomers to cruising ships, in addition to the P. & O. and Orient cruises. Royal Inter-ocean Line's "John van Buren" will make two Pacific cruises. In the course of which 24 days will be spent at Suva. "J.V.O." takes about 1,000 tourist class passengers and for years has been on Amsterdam-Australia migrant run. Ever, more recently, she has been going in round-the-world voyages—via Suez, home via Panama.

Clairmont Steamship Co. has informed Fiji Hibiscus Festival Committee it will send a cruise ship from Suva, staying four days.

The 1959 event will be the fourth Hibiscus Festival. It was begun in 1955 as a one-day affair that didn't attract very much more than wearers of a "bula" shirt or an hibiscus printed dress, but by 1958 had grown to an eight-day event. This year it will be Sept. 26, to Oct. 3.

ECHO OF "JOYITA" MYSTERY

An echo of the famous *Joyita* mystery off Fiji in 1955, was heard in a Sydney Court in March.

MRS. Bertha Helene Williams, of Bellevue Hill, Sydney, asked leave of Mr. Justice Myers, in the Probate Court, to swear to her husband's death and thus distribute his estate, worth between £5,000 and £6,000.

Mrs. Williams said her husband, George Albert Williams, 65, had gone on a "working holiday" in the Pacific in 1955.

She had received letters from him in September, that year, telling her

of a proposed trip in the *Joyita* as an assistant supercargo.

He had sailed in the *Joyita* in October and the vessel was found abandoned in November, in Fiji waters. No news of what had happened to the passengers or crew had ever been received. Their fate was a mystery.

The judge granted leave.

Joyita today, after several adventures since that episode, is still working Fiji waters.

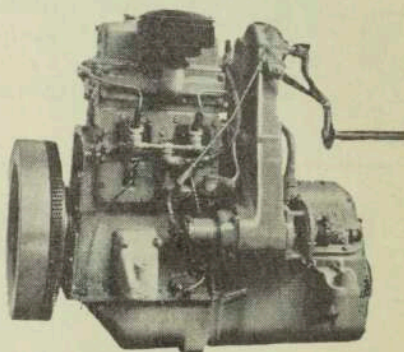
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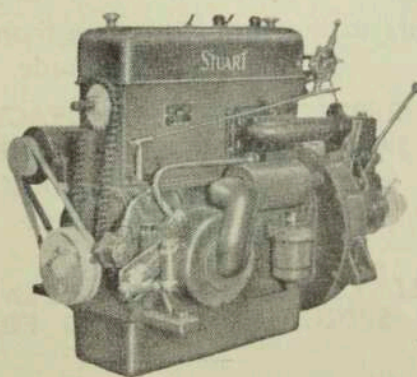
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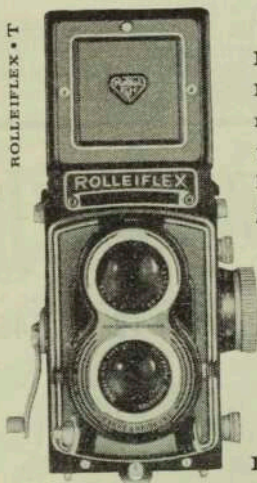
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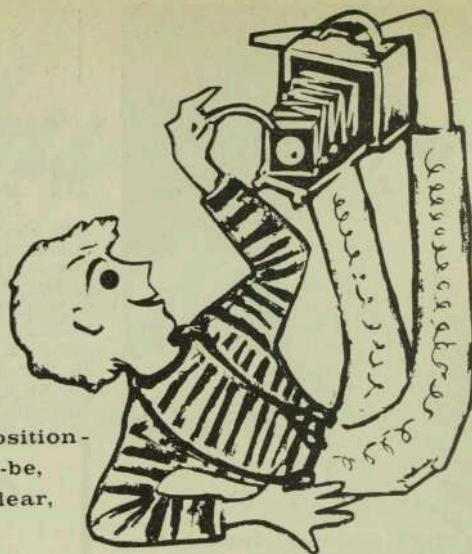
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Royal Show Success Is Worth Repeating

New Guinea Goes To Town!

By a Staff Writer

When *PIM* visited the Papua-New Guinea exhibit at the Sydney Royal Show, Australia's biggest annual carnival-cum-exhibition, everyone was doing very nicely — answering hundreds of questions, seeing thousands of interested visitors and giving away what amounted to over 100,000 pamphlets before the Show ended after its traditional "10 days and eight nights". At this was by way of being a rushed job; next year everyone expects to do even better.

A COUPLE of ways to do better could be to get European planters and, say, the P-NG Chambers of Commerce, on the scene. Then there might even be a real piece of Australian timeiana — the ubiquitous "Ple Bag" of P-NG produce, as ground coffee and chocolate bars done up in appropriate packages; or roast peanuts and grated coconut.

The merchants have already actively agreed to co-operate on chocolate bar and ground level but the time was too tight this time to do much about it, plan for later.

The P-NG exhibit at Sydney's "Royal" has been talked about for years but nothing was about this one until January, when barely two months to make plans and get the props down to Port Moresby. The whole thing, which took up a handsome amount of space in the Arts and Pavillion (legacy of the Exhibition of a couple of years ago), was designed by Mr. Chittleborough, PWD architect from Port Moresby.

It consisted of two native houses, and front views respectively, set up on stilts in the manner of Papuan marine villages; an arrangement of photographs; a collection of photographs; a collection of the raw products of the territory (such as rubber, cocoa, rubber, peanuts, sisal) and what they turn into (such as copra, chocolate bars, roasted coffee and a display of native products).

On TV, Like Sabrina

Without doubt the live part of the exhibition was the most popular. At Eri (schoolteacher from Gulf District), Ranu Nivara (fare worker from Port Moresby) and Isimel Towalaka, president of the Rabaul Native Council, collectively attracted

as much attention as Sydney's other current visiting celebrity, Sabrina.

All appeared on radio and television. Isimel Towalaka, particularly, developed into something of a TV personality.

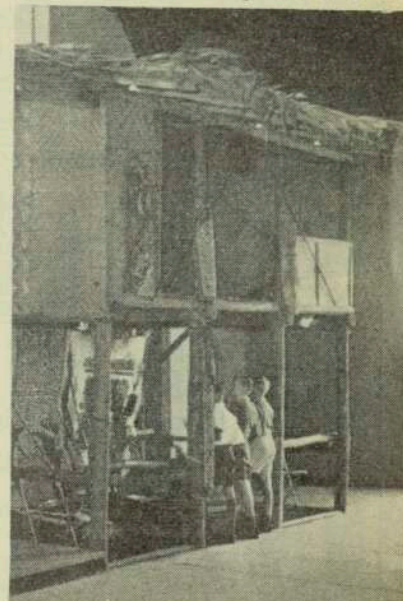
Mr. John S. Stackhouse, of the Department of Agriculture, Port Moresby, was in charge of the exhibit and he was helped by Mike Horley and Vince Poole also of Agriculture, Don McIntosh, a Forestry officer from Bulolo, Noel Wicks and Joe Bucket, who were in attendance on a roster system. With the exception of Mr. Stackhouse and the three native representatives, the others just happened to be down here on leave.

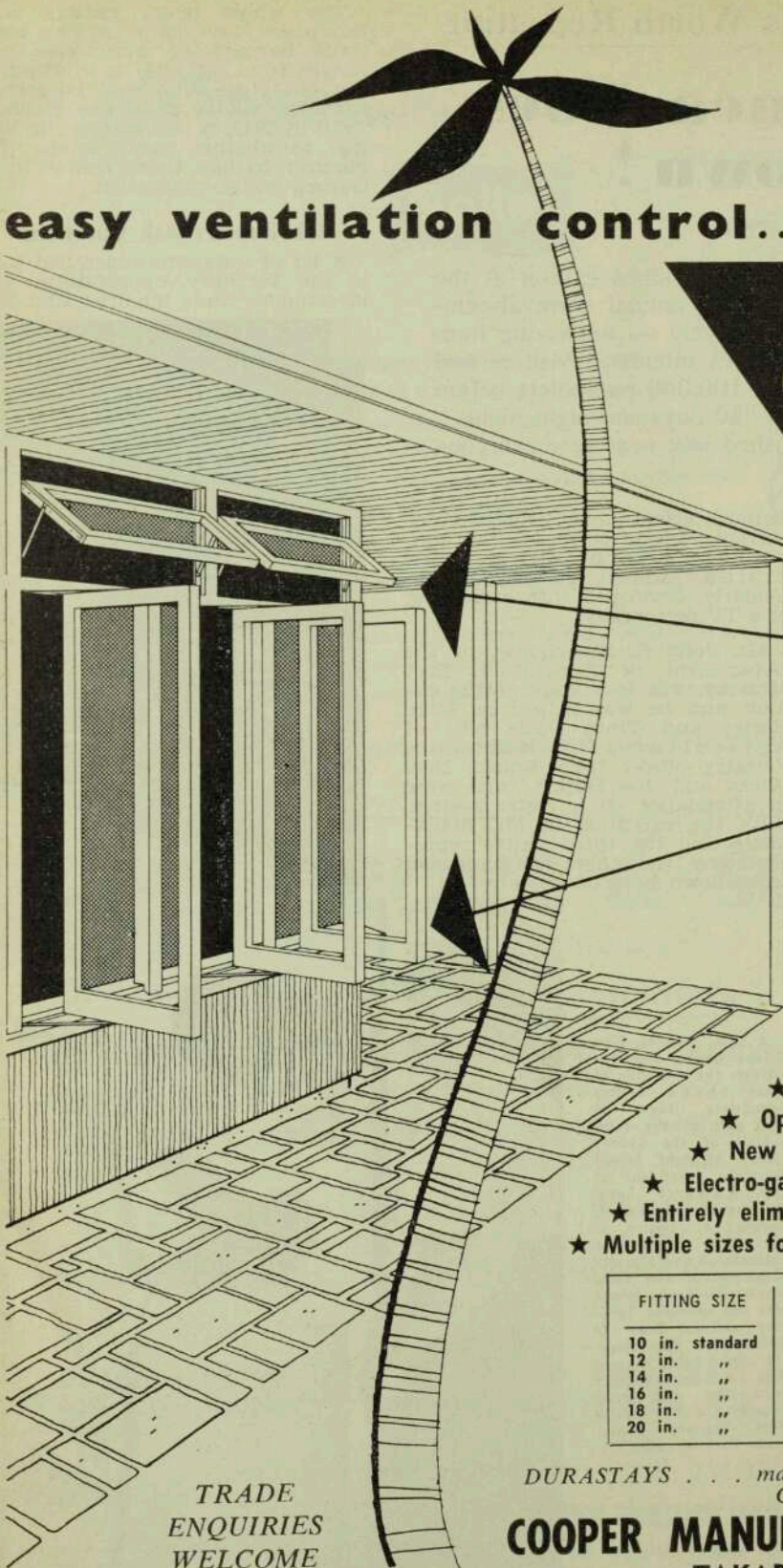
A real, genuine New Guinea house—almost— attracts the attention of these three Sydney youngsters (top). It was part of the P-NG exhibit at the Sydney Show. At right, Isimel Towalaka, president of the Rabaul Local Government Council, answers a question at the Show stand for Catherine Szondi, pretty employee of the Commonwealth Bank. Isimel was one of three Territory natives flown to Sydney for the Show, the others being Vincent Eri, a schoolteacher from Ihu, and Ranu Nivara, a Public Health Dept. welfare worker from Port Moresby.

The whole team, natives and Europeans, were subjected to a constant barrage of questions that ranged from inquiries as to whether the old bloke who was Luluai of the fifth village along the Kokoda Trail in 1942, is still among the living; to whether they'd advise the inquirer to buy those shares in a Goroka coffee plantation.

Job Hunters Ask Questions

A lot of questions concerned jobs in the Territory, opportunities for investment, trade inquiries and the

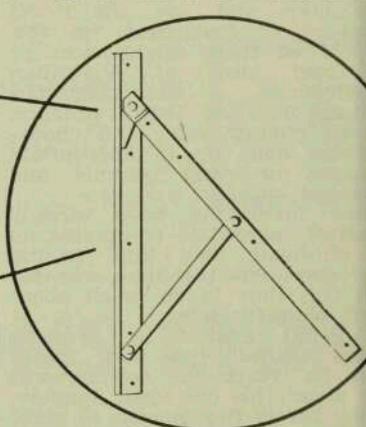




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18 in. "	38 in.	30 in.
20 in. "	42 in.	33 in.

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They Want To Go There

Amongst the endless stream of people who were interested in going in the Territory were teachers, nurses, accountants, plumbers, painters, and all varieties of tradesmen. Placing teachers and nurses is no trouble to the Administration, but many of the other categories are right out of the line of country. However, everyone who inquired during the course of the Show has been noted. These will be listed and publicised in the Territory. Meanwhile, anyone who is not a skilled employee could contact Mr. J. S. Stackhouse, of the Department of Agriculture, Moresby, who was in charge of the P-NG exhibit.

Strictly speaking, they are not a representation business and that is a representation from Chambers of Commerce and planting interests. The team did its best with each inquiry and has had the lot for distribution to interested parties when they return to the Territory.

Many interior decorators were very interested in the mat-pieces and carving in the houses and other display items, and indications are that there could be a ready market for some of the things in Australia. Judging on the stands of the exhibit, they should have been sold 10 times over.

Among the most interesting trade enquiries was one from a Japanese who was interested in coffee, rubber and plywood.

There were hundreds of questions from would-be tourists—a field of enquiry that the team can do very little about as Papua-New Guinea has virtually no organised tourist industry.

Shop Window for Millions

The whole of the exhibit was presented in the Territory, taken to Sydney by ship and plane three weeks before the Show and re-erected by the Commonwealth Works Department, under the supervision of John Macdonald, who flew down for the occasion; and of John Stackhouse, who when we saw him was putting out outsize photographs and fitting them into wall panels. Between this, he was answering enquiries by telephone; explaining that the "large yellow and orange things" really were cocoa-pods; and by restraining a pack of small boys from removing all the portable exhibits along with a pile of tools. (At one stage it seemed as if "good Bangkok silk tie"

had gone with the rest of the samples, but it was found under the Klinkii pine reception desk).

Another Stackhouse chore, incidental to exhibiting at the Royal Show, was to arrive there before everyone else at 8 o'clock and sweep the place out.

By the time the Show ended, just after Easter, something like a million Sydneysiders and their country cousins had learned just that little bit more about Papua-New Guinea, the mystery land of the north that they are helping to subsidise to the tune of about £12,000,000 per annum.

This time it has been little more than a peep into the shop-window; but with this start and the experi-

ence gained, plus some co-operation from private interests in the Territory, there is no reason why, in future years, the shop window shouldn't grow into a full scale departmental store.

NEW HONIARA WHARF IN USE

Burns Philp & Co.'s MV *Tulagi*, Captain Brett Hilder in command, was the first overseas vessel to use the new extension to the Honiara wharf. Berthing partly alongside the wharf on March 22, *Tulagi* handled 790 tons of cargo in 36 hours—a new record in cargo handling for that port.

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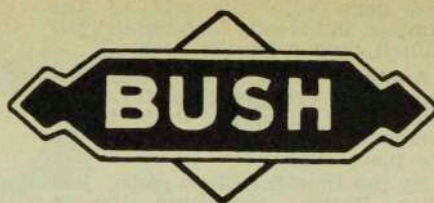
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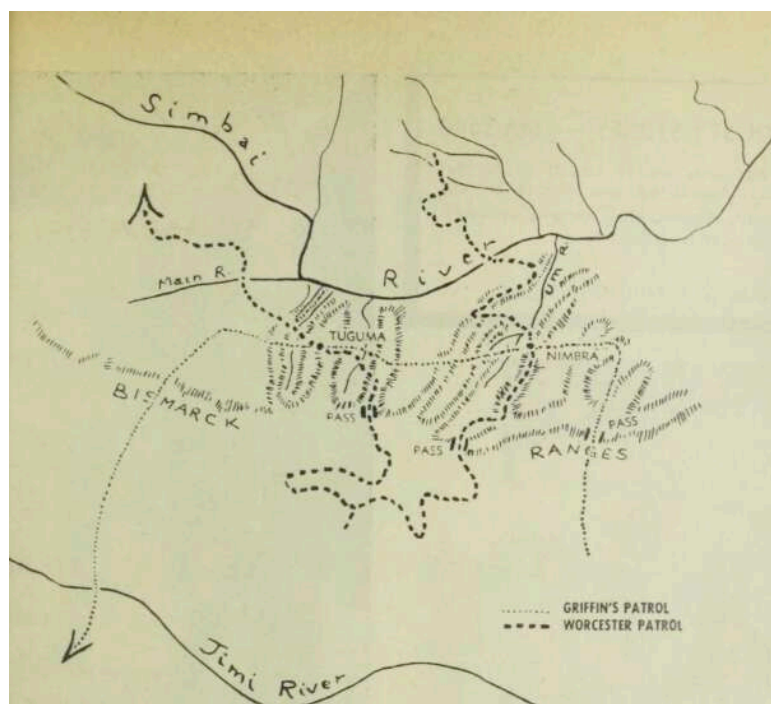


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Sketch map is drawn from one supplied by Mr. G. T. Jensen-Muir, showing the Worcester patrol route of 1954. "PIM" has superimposed the route of the Griffin patrol of 1958.

They Gants or Gainj?

WHO SAW THEM FIRST?

report and photographs in January *PIM* telling of a patrol in the Bismarck Ranges of New Guinea by Patrol Officer Barry Griffin, accompanied by *Sydney Morning Herald* journalist Gavin Souter, has brought a letter from the father of another patrol officer, saying Griffin's patrol was not "the first" to contact the Gants people.

of "PIM's" photographs also a part of a 600-ft waterfall, it reported, Griffin's patrol was the first European patrol to see. Souter disputes that, too. The letter, together with a photograph of Souter on behalf of O. Griffin and himself:

I have just received my February issue of the *Pacific Islands Monthly* and notice two references to illustrations therein. I am sure credit should be given to the author of the first error is on page 3 under the photograph of Souter of the

Sydney Morning Herald. Therein it is stated that this patrol, in which he accompanied Barry Griffin, was a probing one to make the first contact with the Gants people. Such is not the case. The first contact with the Gainj (not Gants) people was made by a patrol from the Aioime Patrol Post, led by Patrol Officer Jack Worcester and accompanied by CPO G. P. Jensen-Muir, in April, 1954.

I am enclosing proof of this in a tracing from a rough sketch map compiled on this patrol. You will see that the Aioime patrol actually passed through the same pass into the Jimi River Valley as the one that Barry Griffin came into the Simbai Valley. The Um River and one or two of the villages are also mentioned by Souter in his *Sydney Morning Herald* contribution.

One of the photographs in my son's collection shows Patrol Officer Worcester talking to the very same Gainj native shown with Souter—but in this instance he is being held by a Police Boy to prevent him from running away.

The waterfall shown on page 19 was also seen and photographed by the Aioime patrol of 1954—several illustrations of it and many others in that area are in my son's collection.

I am, etc.,
G. T. JENSEN-MUIR.
Yallourn, Victoria.

Mr. Souter Replies

Sir,—Mr. Jensen-Muir is quite right in stating that the patrol led by PO Barry Griffin was not the first patrol to make contact with the

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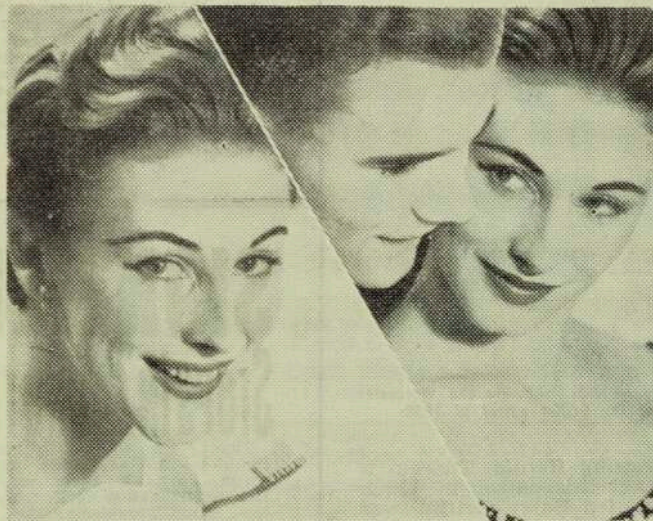
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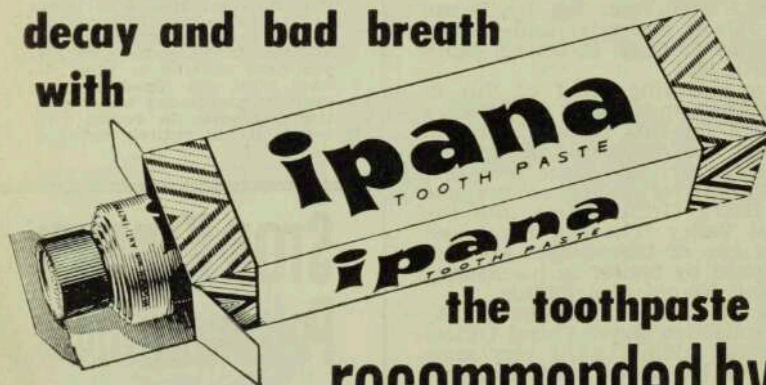
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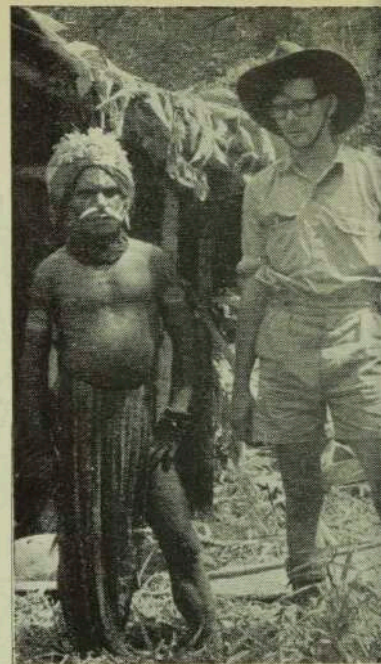
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BM.12.57



Gavin Souter. Is he with an old friend

Gants (or Gainj, if you like; so spellings are necessarily arbitrary). I refer him to the fourth *Her* article (January 5) in which mentioned that his son had left village register at Nimbra (an assembly place for some of the Gants) and also quoted from this register.

Mr. Jensen-Muir may be interested to know, however, that Griffin's route intersected that taken by Worcester and Jensen-Muir only two points—Nimbra and Tuguma.

"First" is a rather rash adjective in New Guinea nowadays. But the best of his knowledge, Griffin made first contact with the Gants people assembling at Gants (Gembiana (east of Nimbra) with the Sendekombek-Koo people assembling at Dabrap (west of Tuguma).

From Mr. Jensen-Muir's map, it is obvious that the pass through which Worcester entered the Jimi is further west than the one through which Griffin entered the Simi, and in which he passed the waterfall in question.

It would seem, therefore, that Worcester's patrol did not pass that particular waterfall. Let's leave it at that. I would hate to have to back and make sure.

I am, etc.,

GAVIN SOUTER,
Sydney.

Under charter to Christmas Island Plantations, the Gill Islands Wholesale Society's 2300 *Tungaru* made a labour and supply voyage to Christmas Island from Tarawa in January-February. Over 100 were made in the Phoenix Group.

ot of Fish

Not for Us

The Japanese
Get It

The fact that Japanese fishing vessels are seeking a hand in more tuna fishing operations in the Pacific—such as those of Pago and Pallikulo—and have been available, was reported in January "PIM" (p. 49).

The US Fish and Wildlife Service has now issued a survey of post-war Japanese tuna fishing activities in the Pacific, which should be of interest to the South Pacific—particularly to interested parties in Samoa, Fiji, where a company is reported to catch and can tuna.

Although many fishing vessels are far and wide there are four main fishery areas. One is a purely American fishery, adjoining the California coast. The other areas are the Japanese spring and summer bait fishery extending eastward from Honshu; the winter long-line fishery extending east of that; and, finally, the Japanese Pacific tropical fishery south of the equator.

This latter fishery has undergone a change of area since it was reported in 1950. The first mother-ship operation was carried out over a month period by a 10,000-ton mother ship and 25 catcher-boats in commission of the Supreme Commander, Allied Powers in that year. Yellowfin tuna was the main product at that time, but since then market demand has turned largely in favour of albacore tuna. The Japanese have discovered that the best albacore grounds are well south of their earlier fishing area. The richest and currently most productive area includes the waters of Fiji, Tonga, Samoa, and north of the southern Gilberts, then in a line eastward across the Tokelaus, Northern Cooks and Southern Line Islands to the Marquesas and some beyond.

The best catches of albacore have been taken in the waters south of Samoa and Tonga in the past several years. That the fishing masters on Pago Pago have learnt from experience is shown in published figures of the percentages of catch taken which have increased from 30 per cent. in 1954, to 78 per cent. in 1958.

The Fish and Wildlife Service now says that there does not appear to be any serious problems of over-exploitation facing any of the Pacific albacore fisheries at present, though further experience and statistical information will have to be compiled on the comparatively new South Pacific fishery before this can be stated with certainty.

Discussing the activities at Pago Pago, the survey shows that in the period 1954, when operations began, to the end of 1957, 13,515 short tons of albacore were taken, and 7,411 tons of yellowfin—plus, of course, many other varieties of fish considered non-commercial or incidental.

Last year, three Japanese mother-ship fleets operated in the South Pacific for the first time. There had been either one, or two, fleets in previous years since 1950. The third fleet of 1958 consisted of the mother-ship *Koyo Maru*, 7,600 tons, and an unstated number of catcher boats. It operated south of Fiji from September 8 to November 5, and had a production goal of 6,325 tons of tuna for the two-months' period. This fleet was ordered south on the

basis of good catches taken by the *Tenyo Maru* No. 2 fleet of the same company, and because of poor catches near home.

On available figures, the three mother-ship fleets must have taken about 16,000 tons of tuna from this southern fishery last year. In addition; possibly another 13,000 tons was shared between Pago Pago and Pallikulo.

A further unknown quantity of fish was taken by independent Japanese vessels, so the grand total was probably well in excess of 30,000 tons, the greater portion of which was fished within easy distance of Fiji-Samoa-Tonga.

No British territory derived any benefit from this harvest—except perhaps some wharfages, slipway charges, and victualling provided by Fiji.

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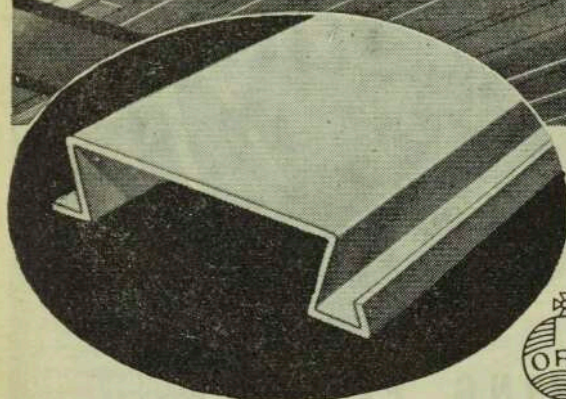
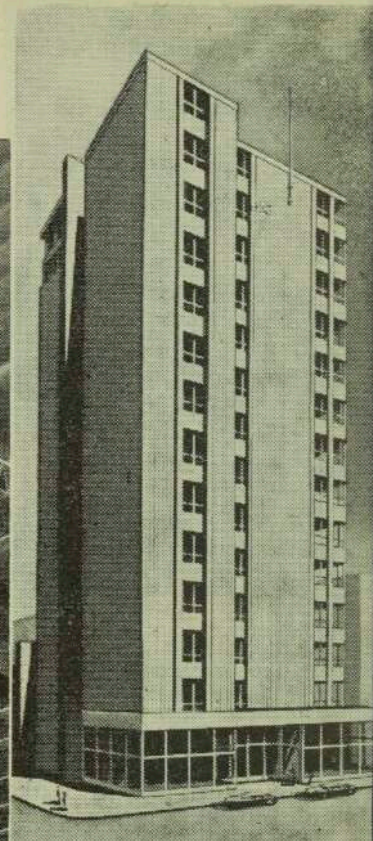
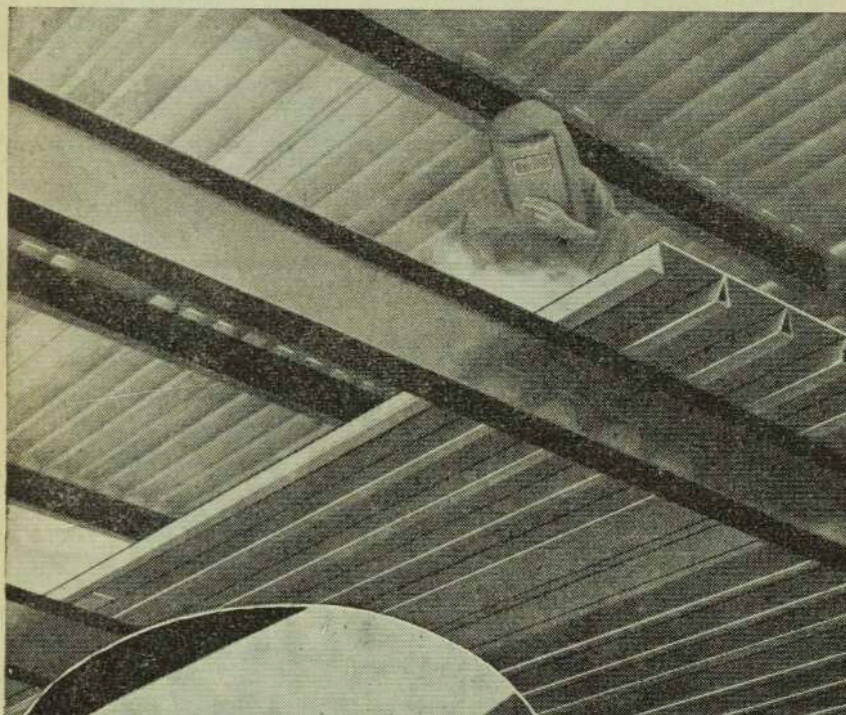


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New Caledonia, West Samoa Are Annoyed At The Newspapers

Nothing Wrong With New Caledonia That A Psychiatrist Won't Fix!

From FRED DUNN, in Noumea.

All New Caledonia is seething with indignation following publication in the Paris newspaper *France Soir* of a series of articles on this territory. The articles paint a fantastic picture of New Caledonia.

The writer, Lucien Bodard, the newspaper's Far Eastern correspondent, says he's found out that is ailing New Caledonians. Never joke, are always morose and pomy—and it's all because of convict heritage. Their convict is crushing them—and they pass psychiatric treatment!

Bodard states boldly—and—that most New Caledonians, without exception, including leading personalities, are descendants of convicts.

Convicts Best!

He adds that shiploads of women were sent out in the old days to be married to the *en masse*, and that New Caledonia has now reached the third and fourth generation of their descendants.

The article also states that those who were the making of New Caledonia, and that they were much better people than their austere, distant descendants. The writer dedicates, though, that there is no hope for the modern New Caledonian. He explains that they can be inspired by the example of Australia, which started with convicts for the greater good and was now a young, dynamic

Frightening Reading

Bodard's report of a visit to once an important convict makes frightening reading. Bodard writes with a pen worthy of the see-sawing Williams, as he tells of an old man whose had been a convict—a man degenerate, miserable, in with no-one to look after me, are too busy taking care of "eves"... one of his sons consoling himself with a native woman whose white wife left him... a son, prosperous, running a taxi for natives, and down upon for it... shades of "Pucco Road" and similar pieces!

A neutral onlooker who does

know something of New Caledonia and its history, the articles would be sublimely ridiculous, and even uproariously funny. But, naturally enough, the New Caledonian cannot be expected to look on them that way.

And In West Samoa They're "All Sleeping With Loaded Guns"

From A. M. GURAU, in Apia.

In February and March the New Zealand *Truth* published some articles on the coming self-government and on the great increase of lawlessness and violence in the Territory. The reports contained some startling exaggerations, though many of the opinions regarding the Government's policy and the attitude of the High Commissioner, Mr. G. R. Powles, are shared by most of the European residents.

IT is an exaggeration to state that "Europeans in Western Samoa are sleeping with loaded guns handy since an arsonist attempted to burn Mr. A. Lambourne, manager of Morris Hedstrom's Apia branch, and his wife, in their beds, after first bludgeoning to death a neighbour's dog which might have given a warning."

Former Minister Re-Elected

Tualaulelei Mauri, W. Samoan Minister for Lands, who lost his portfolio and his seat in the Legislative Assembly after being convicted in the High Court in February of having assaulted a European member of the Apia Club, was again sworn in as a private member of the Assembly on March 23. He was returned unopposed by his constituency, Palauli East.

France Soir has a circulation of 1,300,000 and is read throughout France. One may be appalled at the thought of the word picture of France's fairest colony being devoured over there.

Protest

The French Minister for Information, New Caledonian-born Roger Frey, is being sharply criticised here for having made no effort to have the articles moderated.

Mr. Lenormand, vice-president of the Territory Assembly, is at present in Paris and it is expected he will lodge an official protest against the articles.

Frenchmen at home are little enough informed about New Caledonia as it is, and Mr. Bodard has added little to their knowledge. And his articles come at a time when New Caledonia is attempting to encourage the tourist trade.

The apparent arson affecting Mr. Lambourne was the first of its kind in the Territory and probably was not due to anti-European feeling. (Though a reward of £500 was promised for information leading to the arrest of the culprit or culprits, weeks ago, no information has come forward and the case remains a mystery.)

Undoubtedly larrikinism amongst the youth of Samoa is on the increase, and so is dishonesty. And there is great apprehension amongst Europeans regarding the future status of European residents in the Territory. What have been called the vacillating and weak policy of the High Commissioner and, acting on his advice, the New Zealand Government, could be blamed for the present situation.

In a Hurry

The reports in *Truth* allege, apart from the charge of maladministration by New Zealand, that New Zealand is in a hurry to get rid of her

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responsibilities in Western Samoa has therefore willingly agreed to grant self-government in 1960. There is another aspect which the writer, or writers, of the article have overlooked.

Economically, Western Samoa is dependent on New Zealand, England and the USA, as buyers of Samoa's produce and therefore can hardly afford to antagonise overseas buyers and risk losing valuable markets, with a corresponding lowering of the standard of living of the Samoan people.

The banana industry, for instance, is at present entirely dependent on exports to New Zealand and it is doubtful whether Samoan bananas can be exported to any other country. The point of saturation for Samoan banana exports to New Zealand seems to have been reached. New Zealand has also obligations to allot a share of the banana market to Fiji and Tonga, good buyers for New Zealand products.

On the other hand the banana industry is seriously threatened by the bunchy top disease which is spreading rapidly since it made its appearance in the Lefaga district of Upolu. So far there have been no effective means to combat the spread of the disease and it is gloomily predicted that the disease might wipe out the whole of the banana industry within the next five years. This would be the most severe blow for the Samoan economy, which in 1958 saved by the export of £1,000,000 worth of Samoan bananas to New Zealand.

NZ Committed

There is no doubt that practically self-government will commence in 1960 with the creation of a Cabinet of Samoan Ministers, two Samoan Heads of State and the withdrawal of the High Commissioner. The New Zealand Government has committed itself to self-government in 1960 with the approval of the United Nations Trusteeship Council and the previous visit of the UN Mission to Western Samoa cannot alter the commitment, but can only deal with technicalities.

Strong representations have been made, and will again be made, to the Mission that any grant of self-government must effectively safeguard the personal and property rights of European residents, both Europeans and local born Europeans.

It is of some interest to note that the increasing antagonism towards Europeans is at least as much directed against local-born Europeans who compete against full-blooded Samoans in Government services, business, and some years ago the then Samoan Parliament, the Fono of Fairpule, expressed the wish

that under self-government local-born Europeans should be employed in the Government service only in proportion to their census population—that is, 5 per cent.

Can't Be Replaced

It will, however, be quite impossible for the Samoans to replace or remove the local-born people in Government and business.

The full Samoans with any qualifications necessary to fill responsible positions in Government and business or to supervise plantations do not exist at present, and it will take at least another full genera-

tion before they can be trained to take such positions. It is regrettable that some irresponsible Samoan leaders are conducting a campaign against Europeans which has some damaging effect on young Samoans.

It is true that intelligent Samoans do not share such irresponsible views and are well aware that the prosperity and future of Western Samoa must be based on the co-operation and unity of all sections of the population.

And there are hopeful signs that this attitude will in the end be accepted by the Samoan people as the only sound basis for the future Samoan self-governing State.

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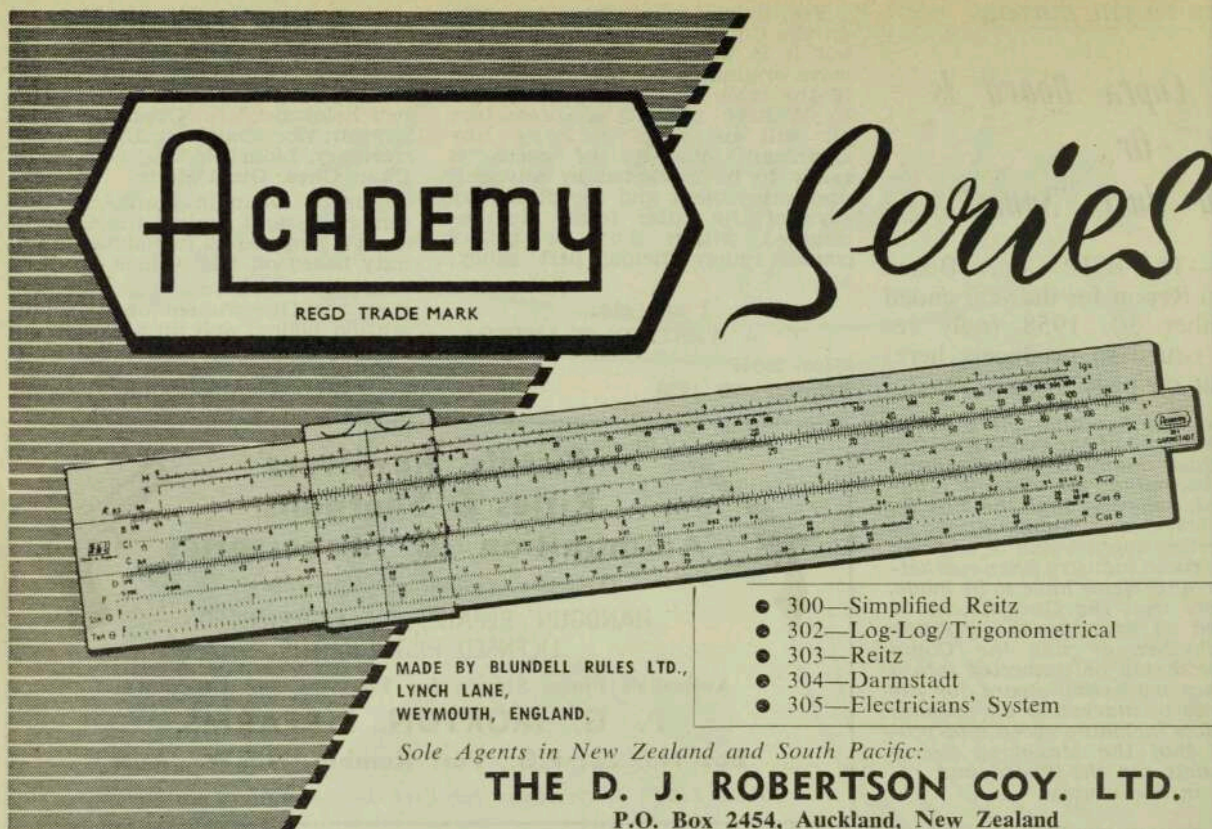
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It'll Be Here in July

Pacific Jet Age Will Be Cheaper, And (They Say) Not Noisier

The South Pacific enters the jet age of commercial transport on July 29. And what's more important, jet transport looks like ushering in an age of cheaper air fares — that is, you don't mind rubbing elbows with your fellow passengers.

QANTAS will introduce the jet age with Boeing 707's, travelling twice weekly between Sydney and London, via San Francisco and New York—13,929 miles in 38 hours. Cruising speed will be 550 mph, twice the speed of piston-powered aircraft.

Later, on August 18, Qantas will add two more weekly services on the Sydney-San Francisco sector to link up with BOAC onwards to London, thus giving Qantas four weekly Pacific jet services a week.

Regarding details of the new services to Sydney in March, Qantas chief executive and general manager, Mr. D. Turner, said he thought it "will be six to nine months and of any competing all-jet service across the Pacific". And Qantas at the moment, he said, carried more than half of Pacific air travellers.

Seven Boeings, costing £A50,000,000, including spares, will operate the jet services, and the round-the-world jet services of which the Pacific section is only a part.

The full Qantas round-the-world service will start about October, and all the Boeings will have been ordered.

New Pacific Times

New jet times for the Pacific will be: Sydney-Fiji, 3 hours 45 minutes, plus 1 hour 40 minutes on the ground; Fiji-Honolulu, 6 hours 35 minutes, plus 5 hours 25 minutes; Honolulu-San Francisco, 4 hours 50 minutes, plus 2 hours 25 minutes.

According to Mr. Turner, the Pacific air travel future is "very bright". Passengers have doubled in five years, and they will probably double in less than five years from now.

First-class and tourist-class traffic were at present 50-50, but tourist-class demand would increase, so Qantas planned to add "economy class"—20 per cent. cheaper than tourist class, and of lower density. It would operate at the beginning in some areas.

Economy class would be introduced on the Pacific next year, and probably on the complete round-the-world service, too.

So on this basis it seems likely that air travel next year will be cheaper than now, despite a 7½ per cent. increase on all international routes which took effect in early April, by IATA agreement.

New Zealand will not see the new

Boeings "at the moment". TEAL services from Auckland will connect with the Boeings at Nadi on Tuesdays and Saturdays northbound, and Wednesdays and Sundays southbound. Qantas services from Melbourne via NZ will connect on Wednesdays, northbound, and Thursdays southbound.

No Noisier Noise

The Qantas Boeings are to be fitted with noise suppressors. According to Qantas, this means they are "not going to be any noisier than other aircraft". But that doesn't mean the noise isn't going to bring comment across the Pacific.

The Boeings make a different kind of noise, to which ears will apparently have to become accustomed before their owners realise that it isn't a noisier noise at all!

HE SAYS NEW GUINEA HOTELS CAN BE IMPROVED BY LEGISLATION

A couple of articles in March "PIM" brought a swift response from Mr. Malcolm McDougall, of Goroka, New Guinea, and some practical suggestions as to how New Guinea can improve its hotel position and attract overseas tourists (if it wants them, which seems doubtful).

MR. McDOUGALL has had a lot of hotel experience overseas and should know what he is talking about. He is an Associate Member of the Hotel and Catering Institute (Gold Medallist); a Member of the Institute of Club Managers and Secretaries; he was at various times manager of the George Hotel, Edinburgh; manager of Rubens Hotel, London; manager of Mt. Lavinia Hotel, Ceylon, secretary-manager of the Wagga Wagga Commercial Club; secretary-manager of the Cricketers' Club of NSW, and more recently, manager of the Moresby Hotel, Port Moresby. He brings all these talents to bear on the Papua-New Guinea situation and says:

Both Mrs. Tudor's account of the Qantas-sponsored journalists' tour of Papua-New Guinea, and the article on tourism in the South Pacific (not to speak of the attitude of one "irate resident of Lae" towards millionaire tourists), all in March *PIM*, emphasise the need for a change in the outlook of hotel proprietors and the P-NG public generally towards visitors.

When I took over the management of an hotel in Port Moresby last year, there was much lamenting of the passing of the "good old days" when accommodation was so scarce that guests would sleep six or eight to a room and on beds put up on verandahs.

The idea, prevalent in Australia, as well as in Papua-New Guinea, that the bar trade is the primary function of an hotel and the provision of accommodation and meals an irksome necessity, could be changed by one simple piece of legislation.

In the UK, the licensing laws provide for a substantial reduction in the licence fee for hotels deriving more than 50 per cent. of their gross income from items other than liquor.

Since the fees there are high, this may result in the saving of £1,000 per annum in the fee for a moderate-sized hotel and is a substantial inducement to provide attractive accommodation and meals.

A similar enactment here would provide a similar effect.

Even in the matter of drinking facilities, hotel proprietors here show little imagination. At Mount Lavinia in Ceylon, for example, a bar was air-conditioned at a cost of £1,000. A surcharge of the equivalent of one penny on each drink paid for the installation in a very short time.

Air conditioning in bedrooms can similarly be made to pay for itself, as can the provision of private bathrooms.

But, as you say, "Papua-New Guinea does not need a tourist industry—it is doing very nicely without."

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Problems Of The Islanders In NZ

Not A Colour Bar, But A Custom' Bar

From a NZ Correspondent

The *Auckland Star*, in two
lengthy articles, recently
highlighted the problems faced by—
caused by—the Pacific Is-
landers living in New Zealand
—especially those living in
Auckland city.

The last census showed an
Islander population in New
Zealand of about 6,900, nearly
all of whom were resident in
the island. By the 1961 census it is
estimated that this figure will be
doubled for the city and about
10 in total.

With recent proof of discrimina-
tion against New Zealand Maoris in
hotels, picture theatres, and
other places, and the associated over-
publicity involved, there has
been some soul-searching in the
country where it has always been
officially held that no discrimina-
tion existed.

With Islanders, as with New Zea-
land Maoris, the discrimination
is only slightly to be described as
a colour bar. In most cases—and
particularly with Islanders—it is a
custom bar.

Most of the opposition to Island-
ers boils down to their custom of
regulating in large numbers in
houses or flats, and holding frequent
parties, not necessarily disorderly,
often late, always noisy—or at
least well flavoured with music
—not everyone in the neigh-
bourhood enjoys as a regular nightly
feature.

Barred from Houses

The effect of this custom is to
bar Islanders from houses or flats
in pleasant suburban areas and
force them to find inferior accom-
modation in the older slummish
parts of the city, where substantial
families are gradually forming, not
because they want to live in these
areas, but because it is often im-
possible for them to find accommo-
dation elsewhere. In some of these
cases Europeans are actually mov-
ing because Islanders have moved
in either side.

Certain land agents are catering
to the housing needs of Islanders
by offering them old city houses,
many of them approaching the end
of their days.

The *Star* found that preference
is given to large families with high



Typical of the thousands of Islanders now in New Zealand are these two Cooks Islanders. Some, like Rangi Tuavera, on the left, come for higher education and with the intention of returning home to assist in the development of their Islands; and others, like David Angene, on the right, would take a great deal of convincing that the future is brighter at home than in NZ, whatever the economists may say.

—J. P. Shortall.

earning power capable of meeting
the large weekly instalments. On
old wooden houses selling at about
£3,000 the down-payments range
from £200 to £600.

No White Collar Jobs

Some big old houses of this type
have been purchased by Islanders
for the express purpose of provid-
ing accommodation for other
Islanders, and not unnaturally large
numbers often live or congregate in
such buildings under congested cir-
cumstances conducive to immorality,

and also to poor hygiene through
lack of adequate bathing, washing,
and toilet facilities.

In the matter of employment,
while Islanders are welcomed, and
in some cases actually favoured, in
factory and labouring work, the
Star found that, as with New Zea-
land Maoris, there is a definite bar
to office and white-collar jobs, or
even jobs as factory or labouring
foremen—unless the entire gang or
group concerned are Islanders—re-
gardless of the man's qualifications.

Auckland social workers, closely
connected with the welfare of
Islanders, told the *Star* that they
foresee a serious slum problem as-
sociated with Islanders, unless
action is taken to see that these
people are able to obtain better
housing in suburban areas, and un-
less there is closer supervision of
derelict houses and housing in gen-
eral.

Almost all crime committed by
Islanders in Auckland is associated
with liquor, and, on a population
basis, the incidence of this type of
crime is somewhat higher than with
Europeans—Niue Islanders having
somewhat the worst reputation in
this respect. Niueans are very apt
to become violent after consuming
liquor. But the overall crime rate
is not excessive.

New Guinea Man's Plea

The terms "mixed blood" and "half
caste" should be weeded from the
language, and replaced with "Eura-
nesian", Mr. H. Spanner told the
Kokopo Town Advisory Council (New
Britain) in March.

Mr. Spanner, who said he himself
was an Euranesean, also wanted to
know why people of mixed race in
NG weren't allowed to become
naturalised Australians, as the Chinese
were. "Our fathers were Australians
or Germans who helped pioneer this
country," he said.

The Council agreed to recommend to
the Administration that naturalisation
of mixed races be allowed.

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Pidgin Has a Word For It

Angle On P-NG's Education Problems

By R. W. Robson

We have before us a copy of *Kompain Nius*, which is a newspaper written in Pidgin English (phonetically spelled), and compiled and distributed by the Lutheran Mission in Lae.

LOOKS like something in a completely foreign language—and is not read easily even by people who habitually make use of New Guinea Pidgin.

The Lutherans are one of the Christian Missions which decided to write Pidgin in the furtherance of their education work; but, instead of accepting the nearest English equivalent in spelling the English words (which might have familiarised the natives with the English in written form; which they must eventually be able to read), the Lutherans (and others) have adopted the new standard orthography, which was agreed on in 1955 by the P-NG Education Advisory Board and the Committee on Languages.

In this method, the Pidgin English words are phonetically spelled, according to native pronunciation, and this dispels most of the resemblance between the original English (mostly English) and their own standard spelling. It thus makes more difficult to teach the English to a native who has been literate in Pidgin English (as some now call it, Neoenesian).

Here is a paragraph copied exactly from *Kompain Nius*—which happens to be an attack by the Lutheran Mission upon the Jehovahs Witnesses, which recently has become published in New Guinea:

I gat wanpela nupela kain sin i kamap long Nu Gini nau mi taik tok save long yupela. I wok longtaim liklik long Port Moresby na ol i kamap tu long Wau na Lae na Rabaul. Nem long ol i Jehovahs Witness. I aim ol i save tromwe liklik hap na bilong ol long karr bilong im bel bilong yupela. Dispela n misin i no save go long den ples na katim bus na nim gaden bilong ol. Nogat. I save wokabaut long gaden long arapela misin tasol na wok g stilim boi bilong ol."

The Lutherans had kept it in English but had used the nearest English equivalent words it would have been something like this:

"He got one-fella new-fella-kind mission, he come up along New Guinea now and me like talk savvy along you-fella. All he work long-time liklik along Port Moresby—now all he come up along Wau and Lae and Rabaul. Name belong-all he Jehovahs Witnesses. All-time all-he throw 'way liklik half paper belong-all along car belong shoot-him belly you-fella. This fella kind of mission he no savvy go along heathen place and cut him bush and plant him garden belong-all. No got. All he savvy walkabout along garden belong other-fella mission, that's all, and work along steal him belong-all."

Phonetically, this is not Pidgin as the native speaks it; but it is intelligible to the person who is com-

pletely literate in English, and uses Pidgin regularly as a medium for talking with the natives.

A Translation!

For the benefit of the benighted section of *PIM* readers who know no Pidgin, the foregoing may be simply rendered thus:

I should like to tell you about a new kind of Mission which has now appeared in New Guinea. This Mission worked for a little time in Port Moresby. Now it has come to Wau and Lae and Rabaul. It is called Jehovahs Witnesses. These new missionaries constantly distribute small pieces of paper intended to put new ideas into your minds. This new kind of missionary does not go

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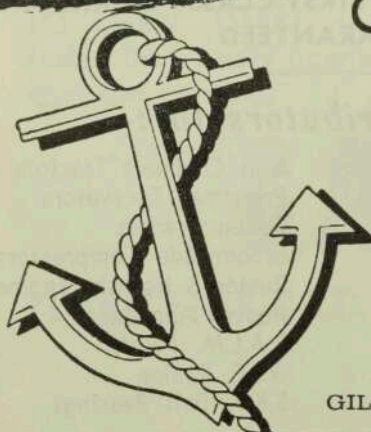
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Explorers' Club Didn't Forget

The highest honours were accorded to Mr. Michael J. Leahy, of Zenag, New Guinea, in February and March, by the famous Explorers' Club of New York.

First, he was made an honorary life member — a distinction accorded very few men. The Secretary wrote: "The Board felt that this honour is due you, in recognition of your outstanding work in exploration and discoveries in New Guinea. All your good friends join me in congratulating you and wishing you the very best success". Subsequently, at its annual dinner, the Explorers' Club paid a special tribute to Mick Leahy.

Mr. & Mrs. Leahy have been touring the Eastern States as the guests of various Americans with whom Mr. Leahy became friendly in 1942-1945 in New Guinea, when he was a member of the US Engineers. They return in April.

Although Mr. Leahy was one of the discoverers of the New Guinea Highlands about 1930, he never has been accorded any special recognition by the Australian Government or New Guinea Administration. That little duty was left to the Americans.

into the heathen (non-Christian) places, and cut the bush to plant new gardens for the support of the new Christian communities. That is not his way. All he does is to walk about among people and gardens established by the other Missions, and take the native people already established there as adherents of the Missions.

The foregoing serves to emphasise the outstanding difficulties in the way of native administration in New Guinea—namely, the absence of a common language, through which to reach more than 1½ million separate natives; and the continuous multiplication in New Guinea of religious sects, who want to give instruction to the natives.

Serious Attempt

The use of Pidgin English, written phonetically, by the Lutheran, Roman Catholic and other Missions in the manner illustrated above—represent a really serious attempt by competent people to promote New Guinea's 1½ millions with a common, written language. That attempt has been aided much by the Neo-Melanesian Dictionary and Grammar, compiled by the Rev. Francis Mihalic, of the

New Guinea Catholic Mission and published in 1957. It was a natural follow-up to *Hands Off Pidgin English*, by Professor Robert A. Hall, published in 1954.

The use of phonetically-spelled Pidgin, in the absence of anything else, seems likely to extend. But, in the opinion of some experienced observers there can be little real social and cultural progress in Papua, and New Guinea until the majority of natives are familiar with simple English; and that desirable end appears still a long way off—although the Administration announced in January that all Mission schools must begin teaching in English by the end of this year. (See Feb. PIM, p. 144).

PO MONEY ORDERS FOR FRENCH PACIFIC

Joy has been expressed in the French Pacific Territories at the decision—announced in New Caledonia—to introduce, in June, a system under which overseas remittances may be made by Post Office order, or cheque.

Hitherto, exchange of this kind has been the monopoly of the Banque d'Indo Chine. Residents of New Caledonia have resented the fact that a medium of transferring money cheaply (through the Post Office), which operates in most non-French Territories, has been denied to them.

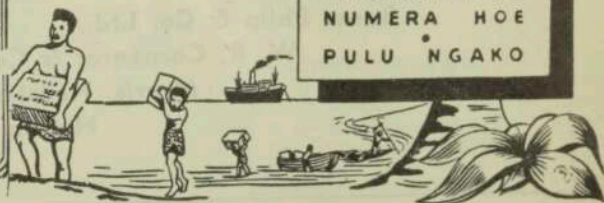
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Shoddy Stuff Wanted

The Basket Trade Needs To Be Developed

from J. P. Shortall, in Auckland

Although there is said to be an *at* drive in progress for the improvement of the economy of New Zealand's insolvent Island territories, there still appears to be *of* scope for development of existing resources, some of which might look like small-time *as* viewed from Australia or Zealand, but which could make a *al* contribution in territories where basic earnings are comparatively low.

AT of the basket trade, for example? Although the market is flooded these days with every kind of dinky plastic shopping bag and bag, the women who do heavy family shopping mostly think that there's nothing like a capacious well-made cane-affia type of Island shopping basket for the job—yet these are *lly* unobtainable in New Zealand.

Attention was drawn to this situation by a lady from Palmerston North, one of the country's larger cities, who said that a week or so before Christmas—the time the retail market is at its best—she combed that city for such a basket and finally found one store that had three—all smaller than the one she sought.

However, she bought the largest of the three, which was by no means large, and it cost her 5/6.

There was a basket of the Niue type, and the price there or anywhere would be about 5/-. Apart from the price factor, these three baskets appeared to represent the *stock* of the city at that time.

Over Christmas, inquiries were made about such baskets in a number of country towns, and later in Auckland—and everywhere the situation was the same: the Islands' basket seemed virtually unobtainable.

Yet shop attendants and women seemed unanimous that they were an ideal basket, that the price of 15/- might not be considered excessive, and that they would readily sell if made available.

Just the Thing

In the country towns, some retailers vaguely remembered having seen these baskets, were emphatic that they were just what country women would buy, but had no idea how they could obtain supplies, or in fact, that these baskets came from the Islands.

The baskets which were on sale were from Blind Institutes or Disabled Servicemen's organisations. They have a plywood bottom, and in the main are not as strong or as well made as a well made Islands' basket, nor as attractive.

In Auckland the buyer, for one of the largest chain stores in New Zealand—a man who served for many years with a well known firm in the Islands—said that they "usually" had some in stock—there was none in sight at two branches visited on that day.

He could not say what was wrong with the supply. They just weren't coming forward. He could sell all he was offered—at the right price!

He could also sell thousands of dozens of the Islands' type of spirally woven cane circular table mats, but just could not obtain supplies.

Another importer painted a rather different picture. The chain store, he said, was the downfall of the Islands' basket trade. The people had accepted excessively low prices for big orders, then, to balance their books, they had turned out an increasingly shoddy job. Handles were falling off and the good reputation of the Islands' basket was damaged. Then, with the increasing world price of copra,

Hurricane's Effect On Niue's Baskets

An official report from the NZ Island Territories' Dept. in March said that because Niue basket-making was dependent on pandanus trees, basket exports from the island would be seriously affected following the big February hurricane. Nevertheless, said the report, the industry should recover "fairly soon".

it was a better proposition to divert the labour to copra. That was why the baskets were scarce, he said.

There is nothing to suggest, however, that the reputation of the Islands' basket has been seriously damaged, and there is everything to suggest that if the Islands' co-operatives and village groups had a lively marketing officer located in New Zealand to promote the sale of baskets and other produce, big new channels of business could be developed.

Plenty of Scope

Apart from the shopping type of basket, there would also seem to be great scope for the development of business in other basket-ware of modern design and usage—the neat table basket for serving bread rolls in restaurants and hotels, the very large type, with lid, as bedroom "hold alls" or for decorative purposes in modern homes, containers for pot-plants, indoor decorative palms in hotel lobbies, etc.

Advice and instructions on designs and shapes would be necessary, and a proper inspection system of the produce—perhaps by women's committees which already exist in the villages.

With a good reputation for workmanship established and maintained there is every reason to suppose that the Islands basket trade could enter a new era of prosperity.

The present time for such a revival seems particularly opportune for Niue.

Import restrictions in New Zealand which apply to Tonga do not affect Niue, a New Zealand territory.

There is also the fact that with the copra trade dealt a heavy blow by the February hurricane (see elsewhere) Niueans will be looking for earnings from other sources.

The experience of NZ customers is equally true of those in Australia. Buka basketware, from the Buin area of Bougainville, is probably the best in the Pacific—certainly the strongest—but little of it ever gets to Australia, and prices then are far too high.



Niue girls at work on some of their basketware. Niue is also renowned for the quality of its woven hats, which can be as fine as panamas.



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Spreading The Word Around

Territorians 'Want Their Democratic Rights'

Administrator D. M. Cleland, of Papua and New Guinea, flew to Territories Minister Hasluck in Canberra on March 15 with the intimation that, if the Income Taxation Bill was introduced at that session of the Territory Legislative Council, the non-official elected members would resign, in a body.

On March 16, the Minister made a public statement in his own defence to the effect that taxation measures would be placed before a special meeting of the Council on March 20, when members would be given the fullest opportunity to debate them. He indicated to the Australian newspapers that income taxation was not being forced upon Papua and New Guinea and that representations by the Legco members would have full consideration before the tax was enforced.

The current session of Legco by adjourned to March 23 was expected to expire.

However, by the time these events took place, the March issue of "PIM" had gone to press, and could not comment on the Minister's tactics. Instead, "PIM" issued the following material as a pamphlet and widely distributed it by post to members of Parliament, Australian papers, broadcasting stations, residents of Papua and New Guinea. Latest development shown in panel, page 79.

The statement made in Canberra on Monday, March 16, by Territories Minister Hasluck, about opposition of the non-official members of the Legislative Council to the taxation, is merely another example of the cleverness and evasiveness of this Minister, in dealing with the affairs of Papua and New Guinea.

The plain truth is that Mr. Hasluck, who increasingly has shown the qualities of a Little Dictator, has taken charge of Territories, trying to force his ideas of taxation upon Territorians, without any regard for their opinions or reactions. One of this is seen when the facts are given, in correct sequence.

The Minister, in 1958, ordered a review of Territory finances and income incidence. This was made by a Government "economist" and the course—presented a series of arguments in favour of introducing income taxation. It contained statements and arguments which were accepted by those most directly concerned—namely, the non-official members.

The Review was presented at the

September session of the Legislative Council, but not discussed. Studying it, Territorians recognised the usual smooth approach towards income taxation. Not nearly enough consideration had been given to the fundamental differences between living costs in New Guinea and in Australia.

Case For Delayed Action

On January 31, the largest and most influential non-official deputation ever to come out of the Territory (representing all commercial interests) interviewed Mr. Hasluck in Canberra. The spokesmen argued not against income tax, which they regard as inevitable, but against the methods of introduction and of imposition that seemed to be indicated. They asked that, before this tax is introduced, the whole subject be investigated and reported upon by a competent, independent Commissioner or Committee, and not left—as proposed—to officials who are clearly carrying out the arbitrary will of the top bureaucrats.

Their case was so strong, and Mr. Hasluck's apparent reaction so friendly, that they were confident this course would be followed.

The Review came before the Legislative Council on March 9. Discussion was initiated by Territory Treasurer H. H. Reeve, who submitted numerous arguments in favour of income taxation. Non-official members spoke strongly against the plan, in its present form.

Surprise and Fury

On March 11, the non-official members learned unofficially, to their surprise and fury, that the Administration actually had the new Taxation Bills all ready to introduce on March 13, to be forced through by the official majority immediately; and also that the Bills had been prepared and in readiness "for months". They concluded that, in accordance with official practice in this Council, the Bills were to be "popped on" the Council without notice, and without the non-official members being given any chance to study them, beforehand. They particularly resented the apparent fact that the Minister had not had the



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tesy to inform them that the
ments of the deputation had
set aside, and that the Tax
s would be introduced at the
ch session.

That, in such circumstances, was
use of having the Review debated
the Council?

on-official members' reaction
s violent. The Administrator
gadier D. M. Cleland) was in-
ned that if the Bills were intro-
ed as officially planned, the three
ed non-official members (Messrs.
A. James, Dudley Jones and Ian
ns, all eminent and influential
dents of New Guinea) would
gn in a body, and thus force an
sure of the conduct of the
itories Minister upon the notice
he Australian public.

He Flew to Canberra

rigadier Cleland—an expert in
ic relations—deemed the situa-
sufficiently serious to adjourn
Legislative Council to March 23;
on Sunday, March 15, he flew
a Port Moresby to Canberra to
er with the Minister.

he Minister then announced it
planned that on April 20 the
cil will be called to a special
sion "to consider the Aus-
an Government's decisions on
ques"; and his sentences are so
ed that the average reader will
me that the Council has power
cept or reject the Bills. That is
so. When Bills go before that
cil, they are a *fait accompli* so
as the Administration is con-
ed.

he Minister's statement that "if
decided to propose legislation
a the Council reassembles on
l 20, that will be the beginning,
the end, of the opportunity for
councillors to examine the de-
n"; and "the proposals were not
introduce taxation into the
itory, but to change the way
s were to be raised", are simply
on of the facts.

Will Be Law

he facts are that, once Bills
e before the Council, they may
egarded as law, so far as the
itory is concerned—they never
withdrawn or amended in any
rtant particular; the Minister's
osals for what he calls a
nge" in taxation are so profound
far-reaching that they partake
he full character of new tax-
s; and it is obvious that no
otent inquiry into the tax
tion can be made before
l 20.

he Territorians are not seeking
void or evade taxation. What
are asking is a more com-
at and authoritative review of
situation and of the incidence
he proposed new system than
hing they can get from the
aucrats.

Unchecked Dictator

is not sufficiently realised in

Australia that Papua and New
Guinea now are the happy
hunting-ground of Canberra's
bureaucrats, led by Canberra's
unchecked Territories Dictator, Mr.
Hasluck. It is that fact, rather than
the introduction of income tax, that
the unofficial minority in the Coun-
cil is rebelling against. The non-
official residents of New Guinea
want at least some little voice in
their government—in other words,
their simple, democratic rights.

For years, private enterprise has
been trying to establish new and

NG Taxpayers on Warpath

Within three days of Legco session
ending on March 23, the Taxpayers'
Association of New Guinea (Mr. Dudley
Jones, MLC, chairman) had assembled
a cash fighting fund, and a series of
large advertisements were sent to lead-
ing Australian newspapers, asking Aus-
tralian citizens for help through their
Parliament, against the Territories'
Minister Hasluck.

The Association said, among other
things:

"The Minister has announced that
he intends to change the pattern of
our taxation system.

"He refuses to permit a prior in-
vestigation by an independent com-
mission.

"We feel that to tamper with the
present system without at least hold-
ing such an inquiry will have a devas-
tating effect on the development of
this Territory—and the Territory is
vital to Australia."

extended small-scale industries in
New Guinea; but has been de-
feated at almost every turn by Mr.
Hasluck. He readily helps large
corporations, but—always without
clearly showing his hand—he with-
holds any effective encouragement
of the individual European.

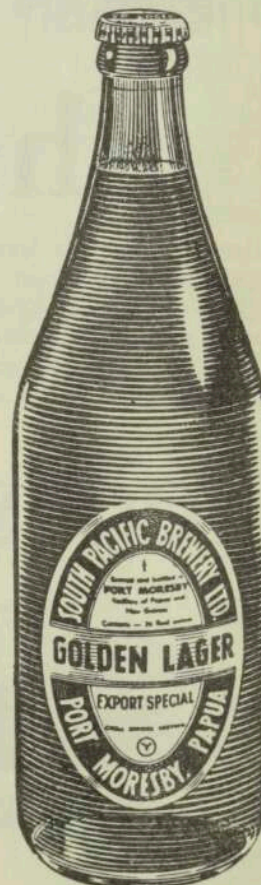
When his most promising young
District Commissioner, Mr. Ian
Downs, took a personal interest in
the selection and settlement of
young Australian planters in the
New Guinea Highlands, Mr. Hasluck
fell upon him like a thunderbolt in
1954-5; the circumstances were such
that Mr. Downs left the Public
Service. (Unfortunately for Mr.
Hasluck, Mr. Downs is now himself
a coffee-planter in the Highlands,
and an elected member of Legis-
lative Council, and one of Mr.
Hasluck's least merciful critics.)

Fought For Aid

For years, the Returned Soldiers'
League of New Guinea, led by Mr.
R. F. Bunting, fought for Govern-
ment aid in the settlement of suit-
able ex-servicemen in New Guinea;
but they got absolutely nowhere,
until Mr. Bunting and his associates
went over the head of Mr. Hasluck
and appealed to Mr. Menzies. Then,
in 1958, £250,000 was granted by
Australia for soldier-settlement in
New Guinea.

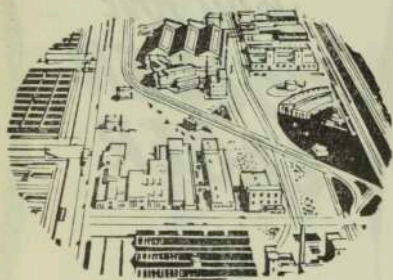
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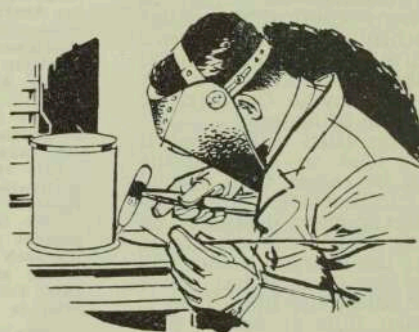
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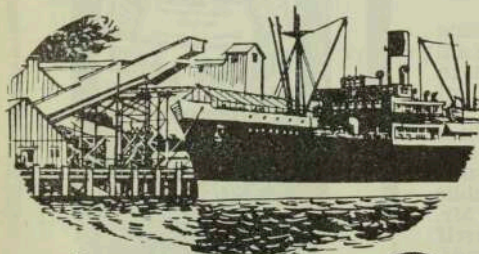
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French Oceania: ETABLISSEMENTS DONALD TAHITI, Papeete, Tahiti.

New Caledonia and New Hebrides: ETABLISSEMENTS BALLANDE.

Territory of Papua-New Guinea: BURNS PHILP (NEW GUINEA) LIMITED, Port Moresby.

*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

Putting a Fine Point To It

FORE Brisbane became a big bustling city one incident in its daily routine was the essence of quaintness—and also the hottest of the port—the disposal of the city's nightsoil.

The city fathers had an old barge which loaded thousands of tons each day, took them to sea and dumped them. She always made an odorous voyage down the river about breakfast time, despite an occasional upsurge of civic protest which did nothing to stop the daily rant.

One day two new auxiliary vessels were taken to the Islands for delivery to their owners made fast to the Port Office moorings to carry a special cargo. The Master of the smaller was not the most amiable conversationalist. His talk was monotonously of ships he'd seen, and ships his cronies had commandeered, their virtues and vices, the generosity or parsimony of their owners.

His crew—cook and two AB's—were heartily sick of it, and knew the pattern by heart, and the mate, who had it most of the night as well as all day, was showing the same.

"There goes a good job," the mate would remark whenever a ship passed, and wait for the mate to make his cue which invariably led the response: "Pay well?" "Thirty pounds and two mates paid."

"Two mates!"

"Yes, and the skipper has his private deck."

It went on, as ship after ship came up or down the busy river, the crew got to the screaming point, until one breakfast time by a magnificent fluke no vessel but a civic authorities' noble craft was the morning stillness of the river.

One of the AB's nudged his mate. "There's a good job, Jack," he remarked as the deplorable old wrecked her reeking freight past. "Bill, looks OK," responded the other, "how many mates she got?"

"Three mates," Bill solemnly replied, "and the skipper has his own stateroom flat—bathroom, too! 'Course mates don't have it sweet all time. When she gets down the

Bay they have to help empty the cans."

The meal was finished in dead silence and thereafter no passing ship was criticised, or even mentioned.—WB.

When Shorts Created Horror in Fiji

From the amusing memories of Charles Wagner, veteran police official, formerly of Fiji, and now of Queensland:

BROWSING through my copies of that very excellent publication, *The Fiji Police Magazine*, I feel a pang of envy when I see illustrations of Fiji Police Officers, at all sorts of functions, comfortably arrayed in khaki shorts.

In my time, in the Fiji Police, we were condemned to conventional riding-breeches, tight at the knee and baggy in the seat.

On special occasions, such as the Supreme Court sittings, our fate was long, tight, blue-serge pantaloons, which buttoned under the instep of military, half-wellington, dress boots.

The discomfort of it all helped me to make up my mind to resign from the Service.

In 1913, while I was on my way

to Britain, on leave, I saw two British Tommies, at Aden, in shorts, and I thought that that really was a good idea. As soon as I got back to Suva, I put the idea to our Inspector-General, Mr. McOwan. To my surprise, he was horrified at such a proposal and turned it down flat.

One of the first things I did, when I left the force for the sugar planting industry, was to hack off the lower part of some of my old white trousers, and thus I went around comfortably.

When you think of the scantiness of female apparel nowadays, it is hard to believe that on occasions, 40 years ago, when I rode into Rarawai wearing my shorts, there was quite an air of disapproval about most of the people I met. Looking back on it, I think I must have been the first man in Fiji to wear shorts at all!

I have just looked over a number of old Suva picnic photographs of 1904-5-6; and here and there there is a dare-devil, myself among them, with trousers rolled up to the knees, while exploring the shallow waters of the Veisari or Lami.

But, shorts? No, sir, it just wasn't done!

When The Cook Isn't

THE officers and men of Britain's survey ship in the South Pacific, *HMS Cook*, have no complaints to make about the way the Pacific territories have been treating them during their voyages, and in fact are full of praises of South Pacific hospitality. (Over)

They Stood To Attention As Their Countrymen Drowned

The story of the great Apia hurricane ("PIM" February), in which only the "Calliope" escaped, set me delving into old family files. In 1892 my mother, then Florence Blair, with her sister Lily (later Mrs. Percy Hunter and mother of David Hunter now Chief Justice of Tonga) and their brother Bill Blair, spent many months in Samoa while the hurricane of 1889 was still a hot topic; and she had a fund of anecdotes told her by Samoans who had been in it.

One was of the German garrison marines standing stiff-necked in perfect formation while their countrymen drowned in the harbour. Their Samoan supporters who were lined up beside them broke the ranks and rescued many of the crews of the stricken US and German ships. Samoans of opposing factions saved US and German sailors alike.

My mother took great delight in describing the Samoans' burlesque of their German martinet oppressors. They never tired of enacting the scene of German officers parading their men, barking staccato orders and responding in the jerky fashion of the goose-steppers. They would go through this routine as a sort of ballet until they burst into hilarity when they could hold the joke no longer.

She often said the Samoans were the most hospitable and charming people she met in a prolonged tour of the world and certainly some of the most handsome.

Her Samoan souvenirs included many photographs of celebrities and notoriety of the day and pictures of Apia anchorage showing the "Adler" wreck with a close-up of the ship on her side on the reef taken from a broader angle than the picture "PIM" published. Some of the photos have the name J. Davis, Samoa, punched into a corner.—BILL BAVERSTOCK, SYDNEY.

This is to be expected, because the *Cook's* men are themselves such a pleasant crowd that nobody would go out of their way to be inhospitable. But when the *Cook* was in Sydney in March the wardroom did chew a piece out of a visiting *FIM* man's ear (who was discovering there was nothing wrong with the *Cook's* hospitality, either) because of a breach of etiquette, or something, by South Pacific newspapers and radio news sessions.

It appears that everywhere the *Cook* goes, it is referred in print or over the air as *the HMS Cook*. This, it appears, is calculated to make every naval man bite big pieces out of the bulkheads. It is NOT the *HMS Cook*. It is *HMS Cook*, or the *Cook*.

The *PIM* man was relieved to find that *PIM* hadn't offended (because ship expert Shortall would bite the editorial ears off, if it did), but promised, as he held tightly on to the *Cook's* mug of ice-cold hospitality, that he would try to spread this message about *HMS Cook* among his Pacific colleagues.

They Said a Mouthful

WHEN American Kent Shelby won "Ava Ava" Island, off Lautoka, Fiji, as a publicity gimmick in a jingle contest last year, and took along his friend Douglas Howard to try it out, he won himself quite a lot of publicity one way or another. The pair made it fairly clear after they had left for home again that they didn't think much of Fiji, the island, or the kind of welcome they got from the British.

Just in case anybody missed the point, the two have now said it all over again, in more detail, in an article in the March issue of the American magazine, *Argosy*. It makes fascinating reading.

It explains how kava is "non-alcoholic but intoxicating", that it is made "by teenagers first chewing the leaves of a kind of pepper plant", and that this "highly potent liquor is prepared at *tra-la-la*, a ceremonial dance".

Having got off that historic list of prize boners, the boys tell the story of "the Fijian named Toole (the word means king)" who is a smooth

The Dirty, Big Black Hand

The Mau Mau, Mafia, and I.R.A.—Sudden death they all represent; Well, up in the Islands we'll have a similar mob, Called the Income Tax Department!

Suva gentleman who latches on the unsuspecting newcomers and does them in the eye for £2 and a few drinks, despite the friend warning of a local. But there are no hard feelings.

On the contrary, there apparently nothing odd about "Toole", the visitors decide, the trouble simply is that "in Fiji it is not considered proper for white and blacks to fraternise. The white colonials feel that fraternisation would give the natives ideas, and the natives then will 'get out of hand'."

But later it gets worse. The boys were broke—which was virtually the position they were in when they arrived anyhow—and tried to get work. "But none of the colonials would hire them; they were ostracised because they had been friendly with the natives. Nor would the whites permit them to enter their clubs or the white bars that were off limits to natives."

But the bit most people in Fiji will like best in the heart-rending tale of Shelby and Howard is this "You know," Howard said [one day on the island], "we ought to get busy doing something pretty soon. We've been here nearly two weeks and we haven't done one damn thing but drink and get in trouble."

Which seems to just damn well sum it up!

Friends in Court

A RECENT issue of the *M School Dental Service Gazette* gives a well-deserved pat to the back to Niue Assistant Dental Practitioner Siona Talagi, who has been on the job at Niue since the war—his clinic always spotless. His records meticulous and his operational work of a high standard.

One of Talagi's more difficult jobs, says the *Gazette*, is to convince the older generation on Niue of the necessity for tooth-brushing—more necessary now because of the increased use by the islanders of carbohydrate foods. But the problem is not so acute in the schools, says the *Gazette*. The teachers cooperate very well, and this may be may not have something to do with the fact that of the seven headmasters on Niue, three of these happen to be Talagi's brothers.

CROSSQUIZ

— ACROSS —

- 1.—Who took the heavyweight championship from John Sullivan?
- 7.—Of which group of islands was Las Palmas the former capital?
- 8.—Who created Bulldog Drummond?
- 10.—What stands at the north-east corner of Hyde Park, London?
- 12.—What is the wild dog of Australia?
- 14.—What is the active volcano in the Antarctic?
- 15.—Who was King of the Fairies in

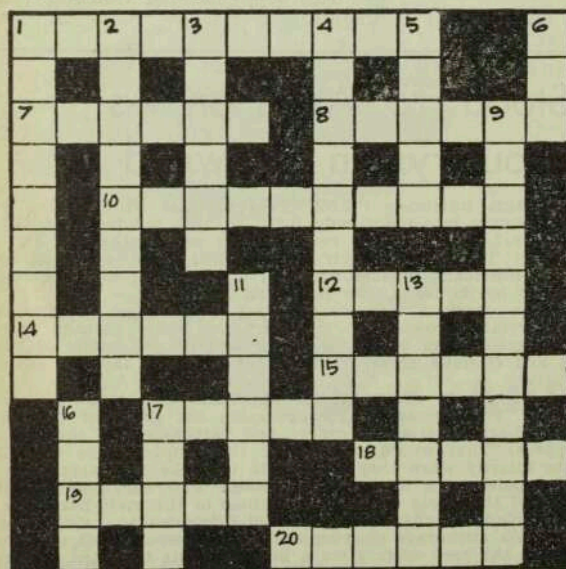
(Solution on page 95)

"Midsummer Night's Dream"?

- 17.—Which antelope often weighs over half a ton?
- 18.—Who had the remains of the Parthenon sculptures in the British Museum named after him?
- 19.—Which grass is used in making rope?
- 20.—What is the term for a lamb brought up as a pet?

— DOWN —

- 1.—What was the term for adherents to the Stuart line?



- 2.—What instrument is used for the measuring atmospheric pressures?
- 3.—What is a clockwork model of the solar system?
- 4.—What is a national congress of Welsh bards and minstrels?
- 5.—Which hoofed animal has a short movable trunk?
- 6.—What is the French word for sea?
- 9.—Who studies the manners and customs of peoples?
- 11.—Which country came into being in 1948?
- 13.—What is the name of the lighthouse on the western end of the Isle of Wight?
- 16.—What is the term for rammed earth used in making walls?
- 17.—What is the christian name of the wife of Charles Laughton?

Fascinating Memories of a Turbulent Phase of Tongan History

Parliament Adjourned to Watch Tonga's First Lawyer at Work

By J. D. Whitcombe, Now Living In Auckland

In 1890 the then Crown Prince of Tonga, George Taufa'ahau, was living with the Shirley Baker family in Symonds Street, Auckland, and my father was his English tutor. Taufa'ahau became so attached to my father that he did not want to return to his native kingdom unless we went with him. It was then that the Tongan Government, of whom the Rev. Shirley Baker was Premier, offered father the position of Principal of the Tubou College, and Special European Magistrate.

AND so it was we sailed for Tonga in the SS *Wainui*, one day in July, 1890.

We arrived at the Nukualofa wharf at 1 a.m. on July 8 to find ourselves taking part in a little bit of history. Two British men-o-war, the *SS Rapid* and *HMS Egeria*, were in port, and a boat which soon put us to us from the *Rapid* brought startling news.

Mr. John Thurston, the so-called "Pooh Bah of the Pacific", who had come from Suva, had placed himself in charge over Premier Baker, and had given him the choice either of leaving Tonga by our ship, the *Wainui* or to be taken as prisoner on board *HMS Rapid*.

Mr. Baker chose the former.

All this we were informed by an officer from the *Rapid*—who said: "... and Tonga has seen the last of the Reverend Mr. Baker." (He was wrong there, for some years later the Mr. Baker, who had departed Tonga as a missionary, returned to Tonga, with his daughter, as a Church of England Minister and eventually died there.)

Unsettling Events

But these, of course, were unexpected and unsettling events for us on our day of arrival in the kingdom.

As soon as breakfast was over, father called on ex-Premier Baker. Baker sent him (and he took with him a very small boy) to the Premier, George Tukuaho. The Premier considered the situation.

Finally he told father that his appointment was acknowledged by the Government, and that we might move in to the College house, which had been scrubbed out and painted for us. The Premier would send a group of men to bring our luggage. But after waiting for some time no luggage had arrived, though the Tongans were bringing gifts of oranges, yams, drinking nuts, etc.

Some hours later, with still no luggage, father again went to the Government offices and was met by an official who said that the Premier wanted to see him at once. The Premier informed father that since they had met in the morning he had thought the matter over and found that the Government could not afford to retain his services. Permission to occupy the house was now revoked.

Father replied that he had been duly appointed by the Tongan Government, every step being taken in proper form, and that he held an agreement which was binding both on himself and on the Tongan Government. He could not withdraw without full compensation.

Gifts—And More Gifts

It was finally agreed that we might occupy the house without prejudice.

At 5.30 p.m. there arrived as a present from the Crown Prince, a roast pig and yams and a large box of oranges, also a heap of green coconuts.

The next morning there arrived gifts from Mr. Baker, and further gifts from Prince George and from a number of chiefs. In fact gifts kept on arriving.

And in the end, as the crowning point to this astonishing reception, father received, four days after his arrival, a letter from the Premier telling us to leave the house within seven days.

We left the house and we left Tonga—aboard the *SS Lubeck*, which took us to Sydney.

There, father got into touch with two very old friends, Sir George Grey and Sir Harry Atkinson, who supported him in a claim for compensation, made through the British Government.

Meanwhile, news from Tonga showed that Prince George Taufa'ahau and the chiefs were still determined to have father back there.



This fine portrait of King George I was taken about the time of the Whitcombes' arrival in Tonga, towards the end of King George's long life.

Prince George himself travelled all around the group with a magic lantern and the Government College Band, collecting funds for our return to Tonga! (The incident is mentioned by Basil Thomson, who was later Premier of Tonga, in his book, *Diversions of a Prime Minister*.)

Well, in time we received a letter from Prince George, together with over £200 passage money, and so we returned to Tonga.

But things were not much improved all at once.

After a while father was appointed by the Tongan Government to audit the Post Office books. He discovered that stamps sent overseas to collectors had never been properly accounted for.

The Postmaster, Mr. Alexander Donald Campbell, took exception to this charge and issued a summons against father for criminal libel.

But father presented this summons to the Tonga Government, who agreed that as father was engaged by them, it was they, and not he, who was being summonsed. He advised them to engage a lawyer from New Zealand to defend the case.

(Continued on page 99)



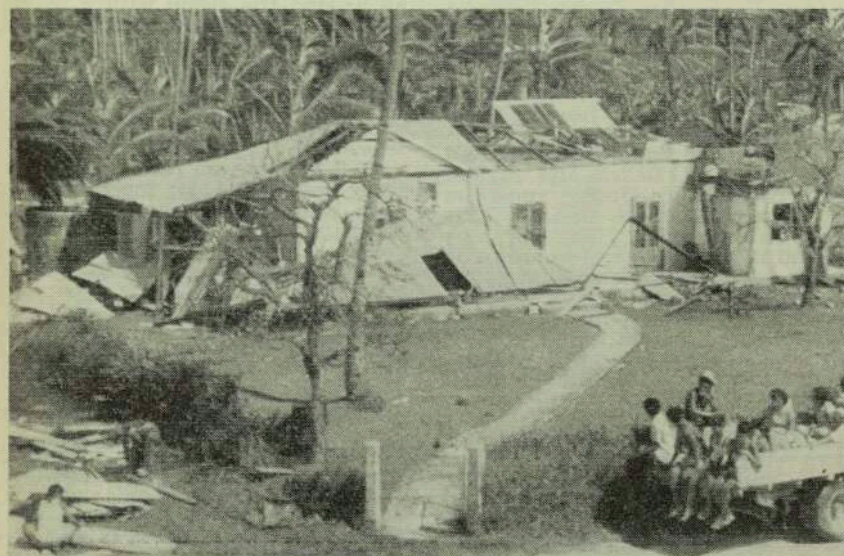
AFTERMATH. Sodden and torn, thousands of school textbooks and exercise books present a dismal picture as they are sorted out after Niue's hurricane had unroofed the Education Department's store, at left. Surveying the wreckage is Niue's chief education officer, Mr. C. W. Flavell. Beyond him, out in the open bay, strong winds still whip the waves into whitehorses. This and the other pictures on these pages were taken by Niue Public Works officer, J. W. Roughan, the day after the disastrous hurricane struck. **BELOW.** Only a small portion of the roof remains on Niue's courthouse, at one end of the wrecked Administration block.



Niue Picks Up The Pieces

The rugged, hard-working people of Niue Island in March were beginning to clean up, and even build again, after the island's worst hurricane had struck suddenly in late February.

The hurricane hit the 100-square-mile Niue — population 4,700 — with a wind force of 100 mph, and lasted for an hour, with some gusts of 120. There followed another 12 hours of terrific winds with heavy rain, which made the lot of the homeless even more miserable.



UNROOFED. Some of Niue's houses virtually disappeared during the storm, but many others were left like this. It is the home of Alofi store-keeper, Mr. C. P. Slaven, with part of the roof thrown down. Miraculously, nobody was killed in the catastrophe, and injuries were only minor.

A TOTAL of 320 houses were destroyed and 160 damaged, during those frightful 13 hours, leaving only 290 houses intact.

In one of the island's 13 villages, Makefu, 23 out of the 31 houses were entirely blown away, and the others severely damaged. At Hikitevake, 12 were reduced to rubble and the other nine made uninhabitable.

Ten of the 13 villages lost the water catchment areas, vital to waterless Niue, which is a coral outcrop, a New Zealand territory 1,400 miles north-east of New Zealand. Its people are NZ citizens.

Churches Hit Badly

Among the large buildings, the London Missionary Society's churches were the worst hit. One of two remained intact—three were blown away, and the others unroofed or partly unroofed and otherwise seriously damaged.

The LMS loss was put at £80,000 but a lot of irreplaceable history went, too, such as that surrounding

IR CONDITIONED. Niue's new office, not yet completed, with-
d the worst the hurricane could
-which was just as well, for the
one, right, was wrecked. The
blew off and one wall fell out.
Resident Commissioner's staff
tered in the new post office,
a which they watched many of
other Administration buildings
integrate. During the height of
hurricane, with sheets of iron
ning about like paper, a cheer
t up when one of the Niue boys
eared with the official Admin-
stration photograph of Queen
abeth, which he had rescued.

Alofi church, which had with-
d every storm for more than 100
s. The historic church was
after the manner of Solomon's
ple, "without sound of saw or
mer". No nails were used, and
the timber for the frame and
was hewn in the bush and
ed to the site.

amage to Administration build-
amounts to at least £60,000,

£750,000 Damage

tal cost of damage to Niue is
t £750,000, plus loss of exports
ora, kumara and bananas. Niue
not be able to export for up to
months, for it needs for itself
bit of food it can grow, if it
ward off hunger.

sident Commissioner D. W. R.
ley, has the big task of direct-
Niue's rise from the wreckage—
sk that has been thrust on
within only a few months of
ing in Niue. But since Niue now
o start practically from scratch,

HISTORIC. The ruins of the magnificent old Alofi church of the
on Missionary Society, an historic building more than 100 years old,
h could seat 500, lie across the road from the seriously damaged Admin-
tion building (some of whose twisted roofing iron is seen in the fore-
nd). A small portion of the church wall is still standing.



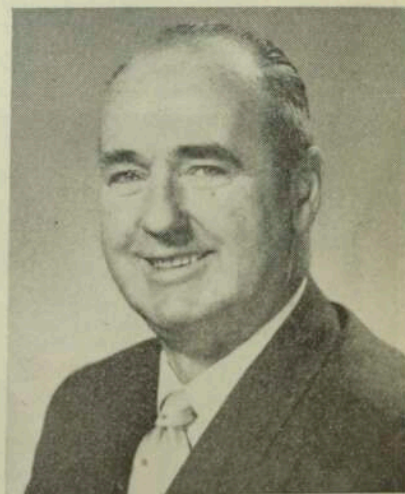
he says it will be possible to build
a better Niue.

Meanwhile, to give immediate re-
lief for the homeless and the desti-
tute citizens of Niue, New Zealand-
ers and people of other Pacific
territories in March were flooding
Niue with food, clothing and cash.
Public appeals were launched
throughout NZ, and NZ aircraft
made supply drops of more urgently
needed stores to waving, cheering
Niueans on the island's little, rugged
golf-course.

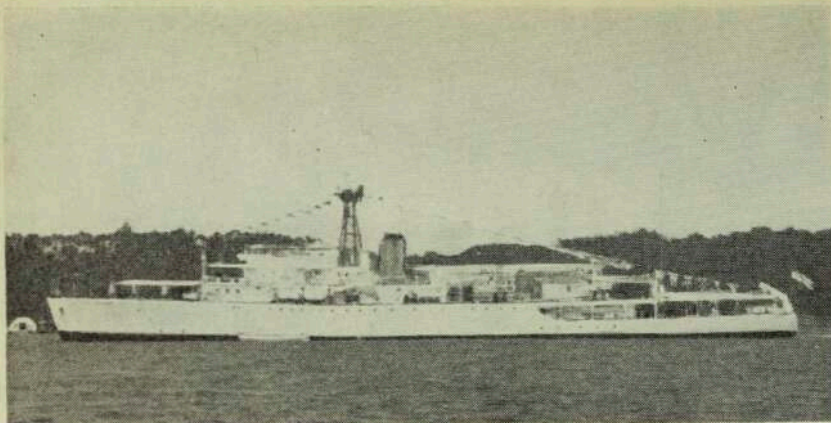
Said a radio operator, F/Sgt. L. F.
Parker, after one of these drops,
"They all sounded very happy down
there. They didn't ask us for any-
thing. They were just breaking their
necks to say thank you."

Which is fairly typical of the
attitude of the Niueans, who surely
deserved a better break than they've
got.

DRY-OUT. A passer-by on Niue's
most popular form of transport—
the push-bike—stops to survey bed-
ding and mats put out to dry—a
common scene all over Niue after
the hurricane.



Niue's recently appointed Resident
Commissioner, Mr. D. W. R. Heatley.



HMS "Cook" dressed overall at Gizo, BSIP, in honour of the Duke of Edinburgh's birthday in 1958. The "Cook" especially surveyed a harbour in the BSIP in preparation for the Duke's visit in the "Britannia" this year.

She Made the Job Easier for the Britannia

Checking The Trails Of The South Pacific

The survey ship HMS *Cook* is these days doing a good job for Britain in the South Pacific that has not been done for 40 years. The little *Cook*, whose trim lines have been seen in and out of Pacific ports for the past two years, is the first British warship to be permanently based in the South Pacific on survey work since HMS *Sealark* was here in 1914-18.

THE *Cook*, like the *Sealark* did, works under instructions from the Hydrographic Office of the Admiralty. She is interested only in carrying out survey work for Britain's own colonies or territories, which is why she has so far con-

centrated her activities around Christmas Island, Fiji, the Gilbert and Ellice Group and the British Solomon Islands' Protectorate.

But she manages to see lots of other places. The *Cook* was in Honiara in January, Port Moresby



During the "Cook's" survey of Natewa Bay, Fiji, the ship gave a children's party to repay some of the kindness of the people ashore. This happy group of young scoundrels was set the task of snatching pennies from a tub of electrified water, and here they are waiting for the signal. Unfortunately the electric supply broke down because of a technical hitch and one young guest scooped the pool!



The "Cook" landed a shore party for survey of Bina Harbour, on the west of Malaita. The party was there for months, and needed plenty of diesel for its motor boat. Here, Leading Seaman Peter Crawley, of Hull, lands a number of drums with the help of two local habitants, all of whom took great interest in the venture.

in February, Sydney in March, early April she was in Suva, she will be in Auckland in May. In between those ports she makes up her sea miles with side trips to nowhere and back—for when the *Cook* travels from A to B, she goes via C, D, and E.

Modern Equipment

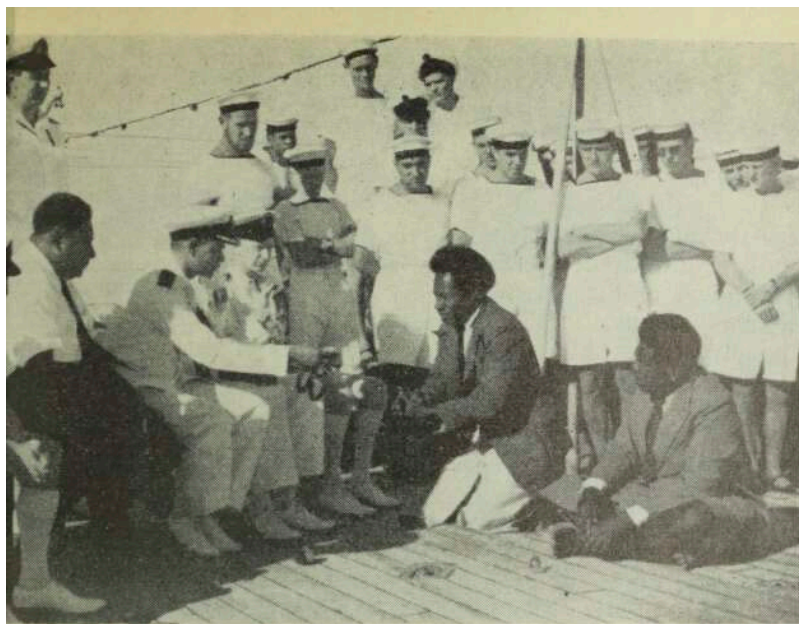
Of her 13 officers and 150 men, about five or six officers and eight to 10 ratings specialise in survey work. To help them, they have a varied collection of modern sounding equipment, radar, electronic devices, plus equipment for oceanographical research for the reproduction of her survey.

But all that doesn't add up to push bottom surveying. For the survey of Bina Harbour, Malaita, recently the *Cook* landed a shore party which stayed on the job for two months while the ship was elsewhere.

The *Cook* was particularly interested in Bina because the Hydrographic Office thought that it was two other nearby harbours, Fiu Su'u, might be suitable for the Royal Yacht *Britannia* during the Duke of Edinburgh's tour in May. Nobody knew anything about Bina before the *Cook* got there.

Bina Is Best

The *Cook's* party found that Bina was better than anybody could have expected from that area. It's one of an ideal harbour for anything up to 8,000 tons, and furthermore has a fair weather passage up the coast inside the reef to Auki, in



chiefs presented the "Cook" with two tabuas when she reached Natewa Bay. The captain, Commander H. R. Hatfield, here receives one of them at a ceremony. Commander Hatfield completed his commission when the "Cook" was in Sydney recently and the ship's new captain is Commander J. S. N. Pryor.

ters at Malaita, about 10 miles. It's a better haven than the Cook's men found.

Britannia Used It

copy of that survey report was off in a hurry to London, it was quickly passed on to Britannia, at that time in North Bina.

New Guinea Summer

at the swimming pool
the jungle stands aside,
at the swimming pool
the water's cool and wide,
little fishes one inch long
in a one-inch tide.

at the swimming pool
the water laughs along,
in the shadows,
and where sunlight's strong,
pink and white begonias
grow where they belong.

the gold in the river,
the wise hands say,
in the river,
we heard today.
please do not mention it—
might get in the way!

—NOELLE MASON.

ainville.

The Cook, 1,760 tons, takes the name of the famous explorer, Captain James Cook, who made three voyages of discovery to the Pacific. She was originally laid down as a frigate in 1954, but completed as a surveying ship in 1950 and commissioned in 1951.

She carried out survey duties on the west coasts of England and Scotland before entering the Pacific in 1957 by way of Christmas Island, where in May that year she saw Britain's first H-Bomb send up its mighty mushroom.

From Christmas she went to Fiji, for a three-to-four months survey of Natewa Bay; then up to Tarawa; and down to New Zealand for several months; then on to Honiara in March last year.

She remained in the Solomons for almost 12 months except for one period refitting in Hongkong.

Happy Ship

She is due to go into dock again soon, which is why she will be visiting Auckland in May. But after that she will be back on the job around Fiji until the end of the year and then on to the Gilberts and Singapore again.

HMS Cook is a happy ship, and her men like the Pacific station—and Pacific hospitality. And obviously it's no one-way love affair, for six of the crew have won themselves New Zealand brides.

Is there enough work to keep them here?

Says an officer, "A full survey of the Solomons alone could take one ship 10 years".

Do You Remember?

In Papua, Papua Oil Developments Ltd. (an off-shoot of Shell) had just announced it was abandoning its exploratory work and its four permit areas after spending £30,000 in three years; in the BSI, Mr. W. S. Marchant had just been appointed Resident Commissioner of the Protectorate; in Fiji, pioneer colonist Captain David Robbie was being feted by Levuka citizens on his 90th birthday—that was the Pacific of 20 years ago.

Other items from "PIM" of April, 1939:

A message from Tarawa said that the US had turned "a covetous eye" on Fanning, Christmas and Washington Islands, and a recent visit by BP's "Moama" was "therefore of special interest". Looking back 20 years, it doesn't seem so very interesting now, but the passenger list of that voyage still includes some familiar names—all of them still on deck, but in far different capacities. There were Acting Resident Commissioner for the G. and E., Mr. R. H. Harvey; Administrative Officer E. Leembruggen; Administrative Officer P. D. Macdonald on transfer to Fanning and Mr. H. E. Maude, Commissioner for Lands.

* * *

PIM reported that all of Papeete had been in danger by fire on March 22 when one of the town's old landmarks, an old warehouse known as the fare maehaa, and nearby copra sheds caught alight. All Papeete, under the Governor, M. Chastenot de Gery, turned out and fought "a gallant 12-hour battle, with his Excellency in the front line". They saved the day, but only after the new Customs House and the Port Office had been demolished to prevent the spread.

* * *

A big Japanese trading firm was offering £2 a ton more than the ruling rates for native copra in the Gilberts, and was thus suspected of being subsidised by the Japanese Government with the idea of obtaining a firmer foothold in the Pacific by "peaceful penetration" methods.

* * *

The old, never-ending argument flared up again—the outposts v. headquarters. This time it was in the New Hebrides, where French planters were complaining that although the outlying islands provided three-quarters of the budget, all the amenities—good homes, light and power, hospitals, etc.—were going to Vila. (For Vila, substitute Port Moresby, Suva, Apia, etc.).

* * *

In Western Samoa, they had authorised formation of a European Volunteer Force "for the defence of West Samoa". A shipment of rifles, machine-guns and ammunition had just arrived.

* * *

Assistant District Officer J. L. Taylor had put in a report about his later famous patrol from Wabag to the Sepik district of NG. Making first contact with the May River people, Taylor commented: "One party of warriors stood on the high bank of the river with their arms stacked behind them, and beckoned our canoe party to come in close where they might shoot down upon us!"

THE MONTH'S NEW READING

WITH JUDY TUDOR

Henry Lawson is part of the Australian legend; part of the thing that Russel Ward in a book reviewed here a couple of months ago called *mystique*. How much of that essence is acknowledged by present generation Australian intellectuals who are bent on proving that the country is not all gum-trees and swagmen, is anyone's guess.

LAWSON and the Sydney *Bulletin* were in their hey-day together, two or three generations back when our grandfathers made that Sydney weekly the Bible of the Bush.

The circulation of the present-day *Bulletin* is a fraction of what it was at the beginning of this century, and probably the number of people who read Lawson has shrunk in a very similar proportion.

In the post-war years, of course, there are hundreds of thousands of new settlers in Australia to whom gum trees and swagmen are not old stuff, best forgot; and these and others will be grateful for Colin Roderick's selected *Fifteen Stories* by Lawson, published recently by A. & R., of Sydney.

Lawson Stories at A Bob Each

Lawson was born in Grenfell, NSW, in June, 1867, and spent his early years in the country between there and Mudgee. His family was desperately poor and he had only four years formal schooling before he left it to help his father on their farm and later to work with him on the new railway line from Lithgow to Mudgee. When he was 18 his mother took her children to Sydney, where he was apprenticed to a coach-painter and also attended night school to learn English and History.

His first published work was characteristic of the man and his times. He was never far from the breadline in the early days, which produced the usual burning desire to reform society. His mind, says Roderick, simmered with plans for revolution. He gave expression to this in verse which J. F. Archibald published in the *Bulletin* in October, 1887, as "A Song of the Republic".

Throughout his life, Lawson was what Australians still call a "battler". Whether following his painting trade or, occasionally, being employed full-time as a journalist on one or other of the radical periodicals of the time, he was never more than one step ahead of acute poverty.

In the manner of the age, he moved about after periodical work,

following the outbreak of goldfields in Western Australia, and New Zealand; the shearing or the railways, and in this way absorbed the lore of the country, and its humour.

During one stage of the 1890's depression, Archibald gave him £5 and a railway ticket to Bourke and told him to stay there and write about the outback for the *Bulletin*. The three first stories in the *Fifteen* are from this period, and in a way constitute Lawson at his best. In *In a Dry Season* he describes the journey to Bourke. . . "Draw a wire fence and a few rugged gums, and add some scattered sheep running away from the train. Then you'll have the bush all along the New South Wales western line from Bathurst on."

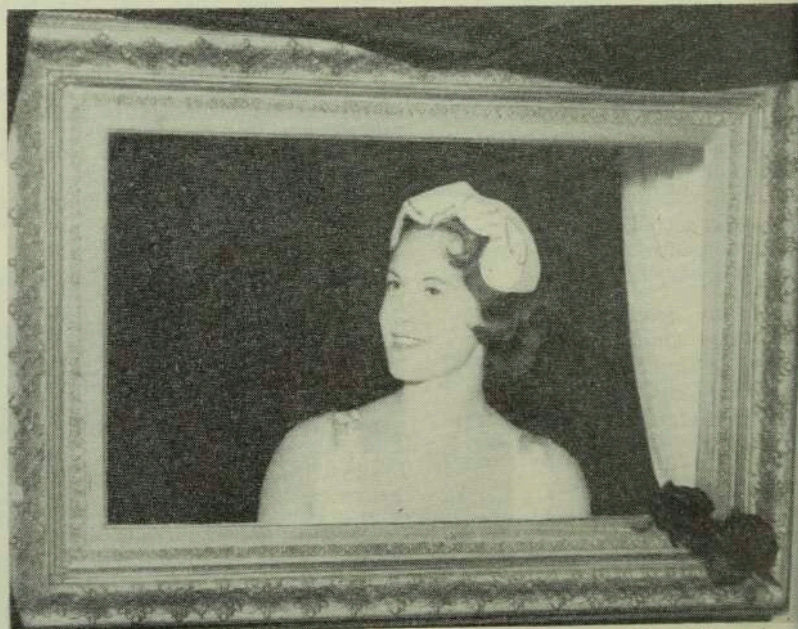
And in the *Stragglers* the slab, shearers' hut comes vividly to life with its six "travellers" holed up, in the process of trying to live until next season. "In order to do this they must tramp for tucker, and trust to the regulation—and partly mythical—pint of flour, and a bit

of meat, or tea and sugar, and the goodness of cooks and storekeepers and boundary riders. You can only depend on getting tucker once at one place; then you must tramp on to the next. If you cannot get it once, you must go short; if there is a lot of energy in an empty stomach. . . To live you must wait. To cease walking is to die."

In such conditions as this was the Australian cult of mateship born, and Lawson was its prophet. In such conditions was the very rigid social boundary of "workers" and "bosses" drawn—and is still maintained. "Government House," as Lawson calls the station homestead, might have been only a bush hut, as the one described in *Stragglers*, but it represented authority and to it the "travellers" went with their tucker bags only when they knew the manager was likely to be away. The cook there was a "good" cook—"too good to keep his place long."

By 1896 his reputation as a writer was growing and in that year married. He and his wife went to Western Australia and the following year to New Zealand, where he was for a time a school-teacher, and a small settlement in the Kaikoura.

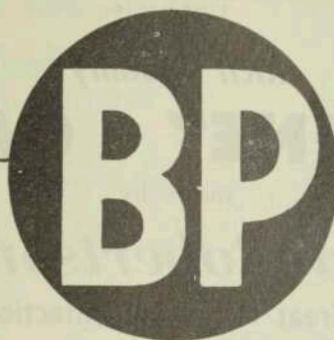
In 1900, David Scott Mitchell, whose collection of books on Australia was the foundation of the now famous Mitchell Library, loaned Lawson the money for fares to London. He had no trouble in having his work accepted there but the climate suited neither Lawson nor his family. They returned in 1901 and in the 20 years until his death in Sydney in 1922 he eked out his existence by writing. (O)



As pretty as a picture is Port Moresby girl Miss Heather Johns, here modelling a hat to help launch a new hat salon in Port Moresby. Proceeds for this parade went to the Country Women's Association. The frame was in gold. We have no details about the hat! —Papuan Prints

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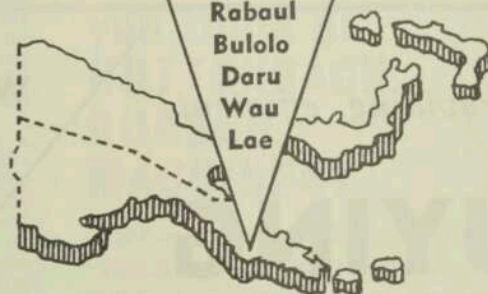
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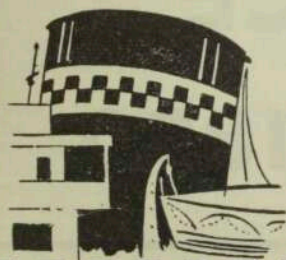
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's Mad About arks—or Mad

THAT is the fascination about sharks that has driven so many people in recent years to write ks about them? Hardly a popular ject one would suppose—and arently be dead wrong.

uring the month we received *arks Are Caught At Night*, by ncois Poli (translated from its inal French by Naomi Walford); almost at the same time *PIM* an enquiry for some South ific shark photos from a writer in United States who says he is writing a serious book on the ject.

rancois' book tells a great deal ut West Indian sharks and er monsters of the Caribbean, it is not so much "serious" as ertaining, even for those who 't share his strange passion.

n Europe he had a conversation h a friend who assured him that und Havana, sharks came in the ra Large, Economy, Family size; other words, as big as buses. He, refore, immediately set off on the st.

n Havana he teamed up with a ntryman who was doing a series articles for a French newspaper l together they suffered the ermost discomfort in the most mitive conditions in order to ch sharks. They would go out h a local fisherman, bait the ge hooks with rotten flesh, toss m overboard attached to floats rked with a hurricane lantern— l waited. . . "We waited for two urs, and nothing happened. . . e boat switched on the swell. nbert held his Rolliflex camera the ready and Romilio leaned r the water holding a very ripe rdfish head at arm's length. He t tapping it with a club, to at- ct the sharks by the resulting v of blood and rotting flesh. . . and later: ". . . Romilio put the aying head back into a bucket. Suizo uncorked the whisky. nbert swallowed another dram- mine capsule. He went on fish- . . ."

The book is full of anecdotes ut the local fishing types; the esome details of the shark-meat de ;and herculean struggles with sinister creatures that appear to nt the West Indian seas. But no ere does the author explain why *wants* to catch sharks, anyway.

Presumably he does it just for the hell of it. After all, it isn't much sillier than going to Africa to shoot elephants and lions.

(SHARKS ARE CAUGHT AT NIGHT. Published by Rupert Hart-Davis, Ltd. Australian price, 20/-.)

Tail-Piece To Eternity

THE most extraordinary and probably the best of the quite unspectacular bunch of books this month, is James Jones' *The Pistol*, which after all these years of silence might be regarded as a

tail-piece to that author's first monumental and controversial novel, *From Here To Eternity*.

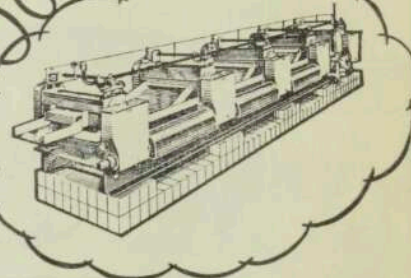
Possibly Jones made sufficient out of his best-seller and the motion picture that came later, to be in no hurry to write a successor. In any event, he can't be regarded as being a prolific writer, having, so it is said, taken eight years to produce *Eternity*, and something like the same period to produce his second major effort, *Some Came Running*, which will be published in its English edition later this year.

The Pistol takes up where the first novel left off—with the Japanese bombing Pearl Harbour on De-



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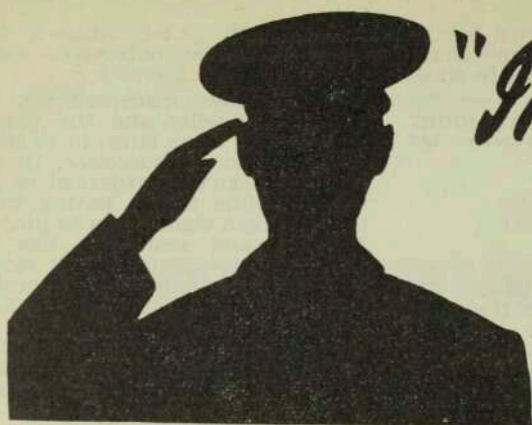
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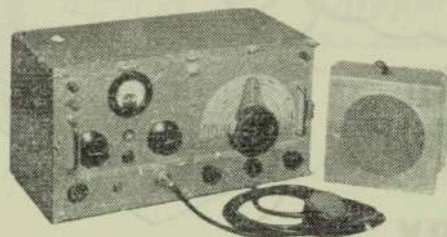
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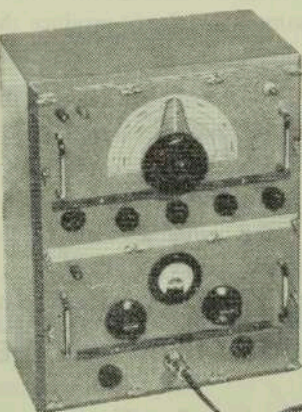
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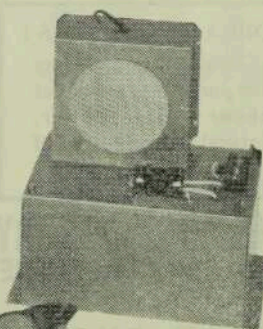
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ber 7, 1941—and presents one of the things that come later, could as easily have been included in the scope of *From Here To There*, without much trouble, and the author should single it out for special treatment now, and after, is anyone's guess.

However, although Author Jones has big breaths between his dry exercises, his hand has not lost cunning and his writing has the same economical vividness and ability to create atmosphere as it had half a dozen years ago.

He has his opinion of the US Army or the men and officers who joined it, suffered any great change. One feels that ex-Corporal Sergeant Jones still has a poor opinion of officers.

He joined the army right after the war—not unlike Private Richard in *The Pistol*. He was at Field Barracks on that fateful morning, and in the following year attained the rank of Corporal. But not for long. Eighteen months later he was again a private, and then, in 1944, he was made a sergeant, soon to be demoted once more.

One way and another, he is to be natural material for not only eye to eye with Army Brass, but most of his fictional (or not so fictional) officers are a poor lot, or negligible quantity.

According to *The Pistol*, on the day the Jap bombs fall on Pearl Harbor, Private Mast was on guard duty, which position entitled him to be strapped round his middle, a

pistol had to be signed in and kept out in the confusion that followed the bombing, and the deployment of the army units around the barracks in preparation for an anticipated Japanese landing, Mast reloaded the revolver.

In his eyes, it soon acquired considerably more significance than that of just a lethal piece of iron-work. It was a talisman; the possession of it proof against his own vulnerability. He saw it as a means of protecting his life from the imaginary Japanese Major who would some day threaten it. In being Mast's obsession, the revolver rapidly becomes the symbol of his comrades in arms, individually and in partnerships, to relieve him of it, by bribery, words, trickery and violence. The only thing they did not do was to take it from him.

The pistol thus becomes a paradoxical symbol of disunity, yet in the end, before the Army catches up with it and it returns to its rightful owner—also one of unity.

It is doubtful if this book could be written about any other soldiery Americans, those hard-boiled, mental creatures whose attachment to inanimate objects made easy pickings for Digger manufacturers of Samurai swords and alchemical finger-rings made out of old toothbrush handle.

The "dedication" of this book is a typical James Jones touch:

"This book is not dedicated to anything or anybody. I would dedicate it to my wife Gloria, who helped as a wife and as reader, were it not that I am tired of books dedicated to wives by men who are grateful to their wives for being wives. My wife agrees with me."

(*THE PISTOL*. Published by Wm. Collins, Ltd. Australian price, 15/6.)

A Touch Of Neurosis

WHEN the *Times* Literary Supplement reviewer, a couple of years back, said of Elizabeth de Vegh's collection of short stories (*A Case of Eye Shadow*) that there was "a penetrating hint of neurosis behind each story", he summed up the contemporary short-story perhaps better than intended.

Most short stories that are in any way "contemporary" are, of course, no longer stories—in the sense that the O. Henry writings of a past generation were. They do not aim to entertain; but rather are used as a medium of self-expression. If they also can be described as a sort of elongated "shaggy dog", that leave the reader, at the end, deep in the woods, that is just an unfortunate by-product of the modern art of writing.

Mrs. de Vegh now has written a full-length novel, *A Knot of Roots*, in which she expands her technique to suit, fortunately with better effect as far as the normal reader is concerned.

The theme is still slight to the extent of being non-existent and, of course, does not resemble an old-fashioned plot at any point. It is a slice out of life as, with variations, it might be lived by thousands of people. Of Mary Simms, well off and lately widowed, her family grown, who buys a country property some way out of New York; and of Golder Harris, the coloured man who helps her look after it.

The characterisation is quite good; but it is distinctly a portrait painted in the monochromes of the modern.

(*A KNOT OF ROOTS*. Published by Wm. Heinemann, Ltd. Australian price, 18/9.)

Just Like Papa

NOW doing a second-time-round are some of the early Daphne du Maurier novels—*The Loving Spirit*, her first novel, published in 1931; and her third, of 1933, *The Progress of Julius*, just received.

Neither bear much more than incidental resemblance to the historical pieces she wrote later; or to the slicker, modern atmospheric novels of the *Rebecca* variety.

Julius, who makes the progress, is designed as something of a monster but either because we have become

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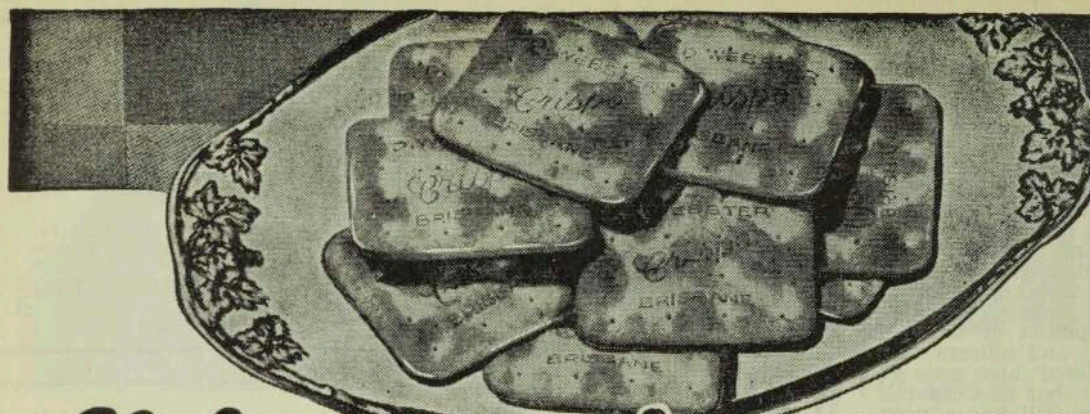
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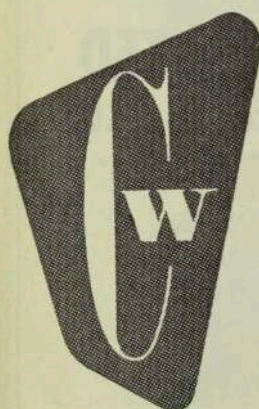
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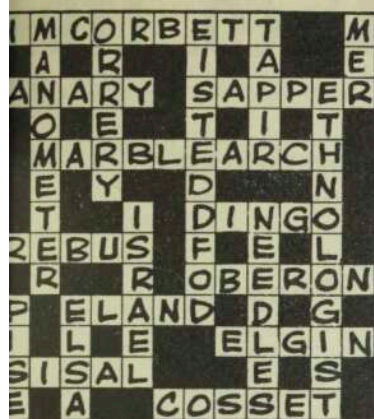
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Crossquizz Solution from p. 82)



ditioned to monsters in the past years, or because the bogey-men of the generation seldom scare the fears of the one following, he usually seems more tedious than ted.

The story of Julius begins in a small French village on the banks of the Seine. The child's upbringing against a background of squalor the days before the Franco-German war, and as the son of avaricious French trollop and a half-abused, Jewish misfit who flouts his soul by playing the flute. At the end, Mama drives Papa to the end, with Julius an enthusiastic encouraging witness, and the survivors of this piece of family play then flee to Algiers, which adds the right atmosphere for Julius' flowering talents as a junior ster.

From Algiers, the progress comes to England, where he goes to the catering business. He hires a wife, a million, a knight, and a daughter with golden hair—all of which can be regarded as a legacy from his French father. Julius does not resemble Papa at all—except in one thing, that comes at the end when he betrays the woman he loves.

This had been written today it could simply be regarded as a coming from life, not as an exercise in good and evil. It's interesting to note, therefore, that even so recent as 25 years ago, things such as sins and virtues were so much clearly delineated in black and white.

The modern psychological treatment of Julius would have had him struggling manfully with his inner soul. The du Maurier of 25 years ago afforded Julius little soul no struggling whatever—which probably proves nothing, anyhow, but that life has become so much more complicated in the last half-century.

THE PROGRESS OF JULIUS. Published by Wm. Heinemann, Ltd. Australian price 15/6.)

Murder, With Nautical Effects

THE story goes that, years ago, New Zealander Ngaio Marsh, having read an Agatha Christie, said: "I bet I could do as well." The result has been a long list of excellent thrillers; excellent not only in the technicalities of crime writing, but in style, characterisation and general entertainment.

Connoisseurs of crime fiction won't be disappointed in the current story, either—*Singing in the Shrouds*—which was probably produced for the Christmas trade in the United Kingdom, and has only just arrived here.

Although by no means as prolific a writer as Christie, Ngaio Marsh's stories have in recent years maintained a better average standard and in the opinion of many readers she now not only does as well as Christie, as promised, but usually a great deal better.

Like Christie, Ngaio Marsh is interested in the theatre and a few years ago brought a NZ University repertory company to Australia for a season. But while Christie has had an overwhelming success with mystery plays in London's West End, Marsh seems to have made no attempt to follow her into this field.

The action in *Singing in the Shrouds* all takes place during a voyage to Cape Town. When the "Cape Farewell" pulled out of the Port of London on a February night, she left behind the body of a murdered girl on the wharf and carried with her amongst her nine passengers, a murderer.

Discovery of the corpse is too late

and the clues too inconclusive to hold the vessel up, but Superintendent Roderick Alleyn joins her off Portsmouth and continues with her to Cape Town, by which time Ngaio has executed a lot of amusing and entertaining writing, and Alleyn has snared the murderer.

(SINGING IN THE SHROUDS. Published by Wm. Collins, Ltd. Australian price, 15/6.)

Corrigan Colours The Orient

JOHN FOSTER DULLES and Mark Corrigan were running neck-and-neck in the number of countries they could visit in the shortest possible time, before the former was recently whisked into hospital. At the moment Corrigan has it all his own way.

In his last two major works he was pursuing sex and mystery in Chicago and Honolulu; in the current volume he has dashed off to Siam. Which fact you can find out, fortunately, without reading more than the title—*Menace in Siam*—and looking at the dust-jacket showing a sinister type in Manchu moustachios, a purple coolie-hat and jacket to match, pursuing with a knife a red-headed version of Sabrina, in a revealing red dress.

Mark goes to Thailand, at the express invitation of the US Intelligence Department to investigate a family called Fang, which is endangering US influence in the Philippines.

It all sounds terribly involved, so to help him in his labours, the US kindly sends along one of its most seductive hired-helps—she of the

How To Make A Sea Raid—By Armchair

For those who sailed Pacific waters during the years of World War II, the activities of the German raiders to 1943 make absorbing reading. At least three accounts have now been published in cheap paperback editions—David Woodward's "The Secret Raiders", which accurately summarises all their activities; "The German Raider Atlantis", by Captain Bernhard Rogge, commander of that raider; and "The Black Raider", by Captain Kurt Weyher of the raider "Orion".

It is unlikely that this type of warfare will ever again be possible, but for those who had anything to do with the activities of these vessels there are some interesting answers to questions posed at the time, and some interesting questions posed, the answers to which may never be forthcoming. The damage caused is now well known; but for luck, there might have been much other damage.

Captain Weyher has this to say, for example, of the night of July 21, 1940, when he steamed close past Suva: "All the navigation lights ashore were on, as were the approach lights to Suva. This was a most enticing harbour. There was a passing notion of a surprise raid to destroy the radio station and the harbour installations, and sink every vessel anchored there, a plan only too readily conceived after a hot and uneventful voyage, but one which had to be rejected after mature consideration of the pros and cons."

It is very doubtful whether Suva could have offered much defence, from land, sea or air, at that stage of the war—but fortunately Captain Weyher was not to know that.

Another raider's story in an expensive edition, is "Ghost Cruiser HK33"—the story of the "Penguin's" activities, told by a German journalist, H. J. Brennecke.

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much-cleavage in the red dress is being pursued by the type the purple coolie-hat on the set front.

his winsome wench seems to be ally disturbing to Corrigan and his more constant girl-friend, ker McLean.

ENACE IN SIAM. Published by Angus Robertson, Ltd. Australian price,

en the Birdies
ve the Nest

BARBARA GOOLDEN writes exclusively—and prolifically—for those whose interests are female, domestic. Presumably some es have read these turgid dramas he hearth and home, but they t be few, indeed.

Ships of Youth, the emotions an over-possessive mother are bare for 266 pages as she slowly es that her three children, two, one daughter, plan lives of own.

he way author Goolden works it out and wraps it up will "deeply fy her many readers."

says so on the jacket-flap.

THE SHIPS OF YOUTH. Published by Heinemann, Ltd. Australian price,

WHAT'S NEW IN PAPER JACKETS

E Economy Sizes, Giants and Super Giants of the toothpaste and soap-flakes world are now translated into the paper-et book market. In recent hs, Fontana (which has "Pink", "e" and "Yellow" spines at ying prices) has added a arch", at 7/6. And Pans ch used to come in the "Great" "Giant" variety, as well as in n" at a modest 3/-) are being uced in the Pan "Major", also 6.

one way and another, paper-ets are getting bigger—and ly better—all the time. Here some of the newest:

LAY AS I PLEASE, by Humphrey ton. In case you don't know it—and of you will not—Humphrey is n's Number 1 Hot-Trumpeter. More, distinctly U, even if his fans are ctly Non-U, having deserted a long f Etonian and Guards ancestors, not y representatives of the Established h, in order to enter his chosen pro- a. Even if you are not interested in ans, hot or otherwise, you may care ad "Humph's own sizzling life-story" academic exercise. Humph writes well. (Great Pan).

QUICKNESS OF THE HAND, by Mayo. A lot of newspapermen make nest extra penny these days writing rs, and Mayo (a pseudonym) is one em. This one is a pot-pourri of ping-pong balls, bloodstained, mysterious corpses, and the efforts -convict Raynor who didn't do it ep one hop ahead of the police who

think that he did (Great Pan).

THE STRUGGLE FOR EUROPE, by Chester Wilmot. Australians might, with some justification, take a poor view of Wilmot's billing on the back of this book as a famous "BBC War Correspondent". Wilmot was, long before that, a famous war correspondent in the Middle East for the Australian Broadcasting Commission. He is remembered for his on-the-spot broadcasts as the AIF was driven out of Greece; was with the Diggers in Tobruk; later still in New Guinea. He wrote considerably about the Tobruk seige, privately, and as an official Australian war-historian.

(Wilmot was born in Brighton, Victoria, in 1911 and was killed in the Comet crash in 1954.)

"The Struggle for Europe" covers the period after the war was carried into Northern Europe, 1944-45, when he had become a war correspondent for the BBC with which institution he remained.

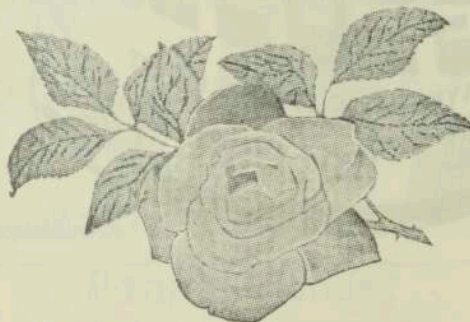
Wilmot's book is in no sense a personal story, but straight history in which he sets out the military, political and diplomatic moves of the last years of the war and the "Hot" peace that resulted therefrom.

As such, it lacks the reader-appeal of such personal stories as that of Field Marshal Montgomery, who was himself impressed by Wilmot's book and, as you may remember, quoted considerably from it in his "Memoirs". (Fontana Monarch).

DO IT YOURSELF, by J. and E. Christopher. Australasians are confirmed do-it-yourselfers; the Briton on his home heath normally not so much so, although even there in post-war years, the cult of giving-it-a-go has grown considerably, to the discomfort of professionals.

Now the amateurs are aided and abetted by this small book which says it's fun to save money by doing it yourself, and then proceeds to tell you how. This volume confines itself to jobs around the house—

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AE15/2048



or decoration including painting, hanging, putting up curtains, put-down linoleum; and interior and ex-simple repairs. (Great Pan—al).

ROSY PASTOR, by Nigel Fitz. There were four beautiful women around the misty bay in western d, and one of them was a murderer so it seemed. Incidental to Denis ke (actor) finding out which is in, there is some entertaining writing some pretty Irish wit. (Fontana, spine).

CHOLOGY OF SEX, by Havelock. Although this standard work on the t is now 26 years old—and even t was published four years after the 's death—readers encountering it e first time now that it has been ad in this cheap edition, will likely prised to find that the things that ill regarded as forward-looking are modern as they might believe. ry Havelock Ellis was born exactly ars ago. At the time of his death s a white headed, long bearded old man, not unlike a portrait of an Pacific missionary and not as one imagine to be, a man who had de-a lifetime to the study of the sex of humans.

pite of today's greater freedoms and alt of public discussion, complete tanding of sex is with most still cial. For want of real knowledge, -aged as well as young people fre-labour under a delusion that there ething odd about themselves. A of Ellis should remove most doubts subject. (Pan Giant).

ORDER ON THE ORIENT EXPRESS, atha Christie. One of the best of irot series although written back in The whole action takes place during ree days' journey from Aleppo across . (Fontana, yellow spine).

GOLD RUSTLERS, by Luke Short. title indicates it is a Western, for who like them. And plenty do. na, yellow spine).

opies from Wm. Collins (Overseas). Australian prices: Great Pan, 3/6; iants, 5/-; Fontana (yellow spine), onarch, 7/6.

First Lawyer

(Continued from page 83)

y left father to secure the r—He chose Mr. Thomas , who was one of the most lawyers in Auckland at that

arrival of Mr. Cotter and his was also an occasion of his- l interest. For the Tongans before had they seen a lawyer rk.

Chief Justice of Fiji, Sir Berkeley, arrived in HMS ove to preside at the case.

doubt the then Governor of ir John Bates Thurston, would been pleased to see father nt back to Fiji as a prisoner—ther was at that time in thy with the Rev. Shirley . But Sir John was not to his wish.)

en the case opened, Parliament n session in Tonga, but by of the King, George Tubou I,

the session adjourned to enable members to attend the Court, for interest in the lawyer and his wig and gown was by this time im-mense.

Well, that case lasted a week.

It appeared that the only evi-dence Campbell could produce as to the whereabouts of the cash and stamps was in a small black book—and this book he could not find.

So on the day before the trial ended the Chief Justice said, "Mr. Campbell, if you do not produce that little black book by tomorrow morn-ing you will find yourself in a little black box!"

And so the Government of Tonga, and, I suppose—my father—won the case.

Campbell had to leave Tonga, and

I heard he was found a position in New Guinea by Sir John Thurston—as hangman.

Two interesting points remain to be told.

One is that in no time at all it seemed, Tonga had its own young lawyers appearing in its various court cases. The second is that King George Tubou I died in 1893 at the ripe old age of 95, and Prince George Taufa'ahau came to the Throne as King George Tubou II.

Soon after the beginning of the new king's reign, father was appointed Foreign Secretary to Tonga, and he also received £500 compensation for that position he had first come to Tonga to take!

We afterwards spent many happy days in Holy Tonga.

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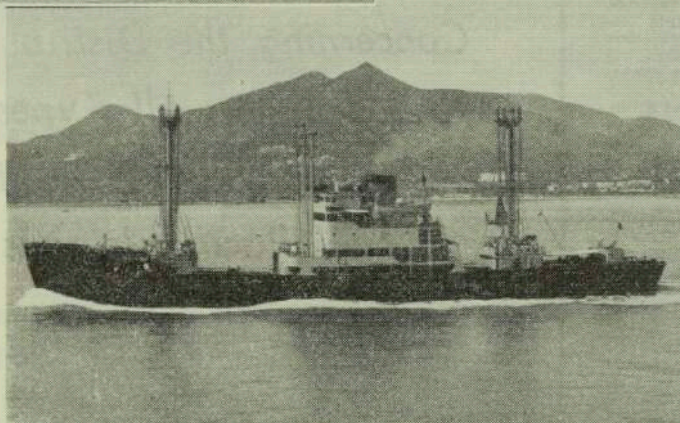
BANKERS: BANK OF NEW ZEALAND, SYDNEY.

TAIKOO DOCKYARD HONG KONG



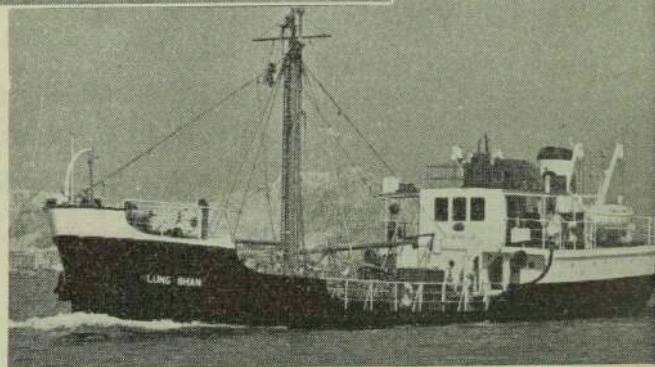
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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

Right: "LUNG SHAN", one of 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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PACIFIC SHIPPING AND CRUISING YACHTS



New Hebrides trader "Aoba", salvaged by an amateur despite the experts (see story page 103).

From the often tedious columns of the weekly Admiralty notices, a few recent random items in the dead-pan language of the Lords Commissioners give little indication of the big stories behind them.

such notice: "Possible missile
osecone sighted approx. 30 41
133 57 W . . . Object stainless
uminium extended 3 to 4 ft
and 10 ft below surface. Re-
vessels recover with caution,
sighting to COMWESTSEA-

gain: "Ocean Station ROMEO
172 W will be disestablished
I Feb."

was one of the weather re-
g and radar ships established
g international oceanic air
in post-war years. Again:

radioactivity danger no longer
s at the following atolls:
lap . . . Rongerik . . . Ailinginae."

ll also be comforting for some
ow that, thanks to the work
vessels as HMS Cook and
S Lachlan, a reef shown
of Lihir Island off New Ire-
can be "expunged" from the
as can some discoloured
southeast of the Gleaner Reef
ga waters. New charts of cer-
ports and anchorages in New
a and the Solomons will also
e on sale.

LOMONS AND HAWAII
HER BROADCASTS: To our
general summary of voice
r broadcasts of interest to
s of small ships and yachts in
Islands waters, last pub-

lished in October, may be added two
new items.

The Solomon Islands Broadcast-
ing Service is broadcasting an ocean
forecast for that area at 0935 GMT
(except Sunday) immediately fol-
lowing the BBC and local news. This
station is now audible over a wide
area of the Pacific with its increased
power on 5960 kc/s. There is also a
transmitter on 1030 kc/s in the
broadcast band.

Of particular interest to yachts
heading for Hawaii, the establish-
ment of a voice broadcast of navi-
gational warnings by the Coast-
guard station NMO, Honolulu, at
0600 and 1800 GMT on 2686 kc/s.

• **QUEEN ON THE CORAL:** The
BSIP Government's new 200-ton
Coral Queen had her first bite at
the coral at the height of the Royal
Visit to the Solomons when she
was acting as a vital unit of the
official communications system.

Loaded with the official jeeps and
with government officials, photo-
graphers, and a party of police,
Coral Queen was approaching Auki,
Malaita, early on March 20 when
she grounded on a reef at 5.55 a.m.,
almost within cooee of the Royal
Yacht.

The Symes vessel *Ambon*, the
Cape Torrens, and smaller craft
were soon on the scene, however,

and *Cape Torrens* took off the
passengers. *Britannia* was advised
of the mishap and the Royal Yacht's
navigator, Commander P. E. C.
Burgess and another officer, soon
arrived in a launch to render ser-
vice. It was decided that, if neces-
sary, the Royal Yacht would be em-
ployed as a tug, but this was not
necessary. With the aid of *Ambon*
and her own engines *Coral Queen*
came off at 10.20 a.m. and arrived
at Auki at 1.20 p.m., where the
equipment aboard was immediately
landed.

An examination of the hull by a
diver and a shipwright from
Britannia revealed no serious dam-
age, and *Coral Queen* returned to
Honiara according to plan at the
end of the day's celebrations.

• **DANGER STILL LURKS:**
Danger from unexploded mines and
depth charges still exists in many
Pacific coastal areas. Current
Notices to Mariners list danger
areas near Port Moresby, Kavieng,
the north and south of Bougain-
ville, Shortland Island, south-east
coast of Malaita, four points along
the south-west coast of New
Caledonia, including the approaches
to Noumea, four points round
Espiritu Santo, Undine Bay on
Erate Island, six areas round Viti
Levu and two points north and
south of Vanua Levu, Funafuti, and
the approaches to Nukualofa. There
are unexplored depth charges in
Milne Bay, Blanche Bay, and
Gazelle Harbour in the New Guinea
area.

• **CHANGE OF HARDWARE:**
Though H-bombs are out of season
in the Marshall Islands just now,
Washington announced on March
15 that a base for the testing of
"antimissile missiles" will soon be
built at Kwajalein. NIKE and

In The News This Month

Ambon	Maureen
Aoba	Maroro
Aoniu	Manawanui
Al Sokula	Pacific Pearl
Annette	Pacific Maru
Britannia	Pagan
Coral Queen	Ra Marama
Cape Torrens	Rannah
Cagi-Mai-Ra	Rubia
Charlotte Donald	Rangi
Degei	Seevik
Dau Tataro	Shemara
Enterprise	Tovata
Elpetal	Taurua
Eolo	Tui Kanacea
Fort Cadotte	Tulagi
Fantome	Tofua
Flying Cloud	Taveuni
Hifofua	Two Brothers
Halcon Rojo	Te Rapunga
Johan van Olden-	Veneta
barnvelt	White Seal
Janis	

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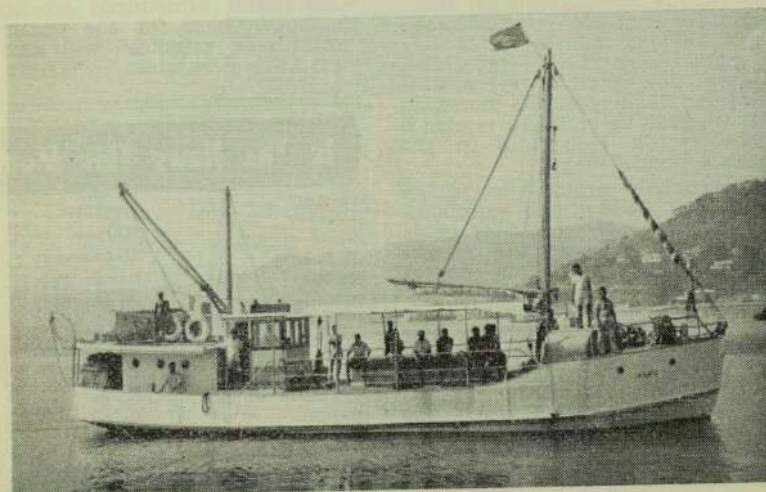


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EUS missiles will be among those tested. The "fallout" from these, in the form of stray missiles, or portions of them, will add to the interest of navigation in that general area from time to time.

• **A BETTER 'OLE:** American scientists interested in the make-up of the earth's core and crust, are planning to drill a three-mile hole in the sea-bottom somewhere near Fiji—presumably in very deep water, where there would appear to be no advantage in performing the operation at sea otherwise. Oil wells drilled at sea in comparatively shallow water are no novelty, but if this operation involves a really deep ocean area it promises to be an event of more than usual interest. The problem of mooring the drilling vessel, or at least of keeping the drill in a vertical position whatever the weather at the surface, seems formidable.

• **OPERATION "FERRY":** The visit of the Duke of Edinburgh to the Solomons in March was the occasion of a major passenger transport operation by the local fleet of all ships. Large numbers of people were ferried to the ports to call of the Royal Yacht *Britannia* from outposts. Special regulations governing the movements of these vessels at ports during the stay of the Royal Yacht were posted, and they were asked to be "dressed over" for the occasion. A harbour police patrol operated at Honiara during the visit.

• **HE SHOWED THEM HOW:** Faces, and perhaps even some of them, accompanied a recent salvage attempt in the New Hebrides.

Some months ago Comptoirs Francais des Nouvelles Hebrides had a wooden motor vessel *Aoba* run ashore in the Banks Group, surveyed there by the experts who lay on the reef, and classed as a total loss, though some thought otherwise.

The owners or underwriters thereupon offered £5,000 for delivery of the damaged vessel to Santo. "Fair enough" thought Mr. Paul Coulon, Santo mechanic, who'd never undertaken a salvage job in his life, he headed for the Banks with his labourers. The experts smiled. Some little while later, *Aoba* was observed to be entering port under her own power after a 200-mile voyage from the place where she had become a total loss. Next pronouncement from the experts, after study of the hull, was that the cost of recommissioning would probably run to about £12,000.

This is considered uneconomic and *Aoba* is now for sale. All the present smiling is being done by mechanic Coulon, who has his cheque for £5,000 and can always be contacted for other similar jobs. Nice work, when you can get it, he thinks.

• **NEW WHARF, HIGHER FREIGHTS:** The operation of the new Santo wharf is the source of plenty of sharp criticism at present. One correspondent writes: "We have a new wharf here which cost a lot of money and it was hoped and expected that with shipping being given quicker despatch the freight rates would drop; but strangely, with some new 'supertaxes', the rate now is nearly £2 per ton higher than before."

"New Guinea planters were recently howling in PIM about freight rates on copra to England. Tell them to relax; we pay £17 to Europe—and the opening of copra bags during

bulk loading is done in such a way and with such poor supervision of labour, that planters lose 40 per cent. of their bags."

• **RETURNING, INCOGNITO:** Regular readers will recall the stir caused by a family of foreign-flag ships of the *Pearl* suffix in their Pacific operations during 1957. One exploded and stranded off New Guinea. Another caused a lot of legal work in Darwin. In January, we mentioned the New Zealand coaster *Holmdale*, which had become *Pacific Pearl* and was seized in Japan at about the time of the *Rose Pearl* incidents in Darwin.

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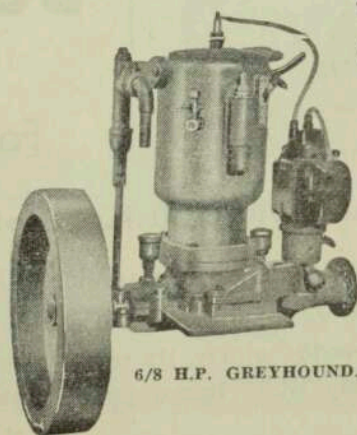
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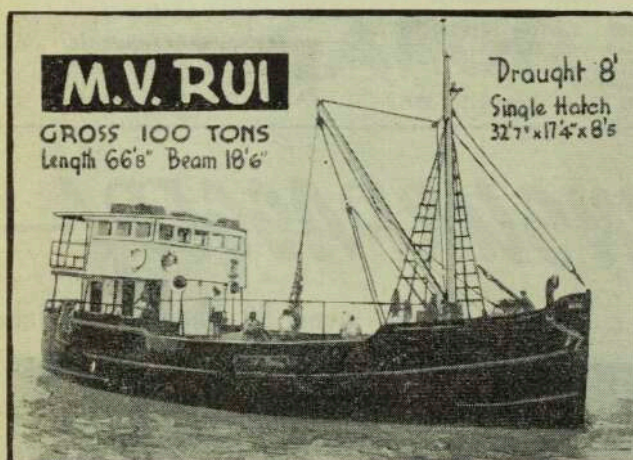
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cific Pearl, sold by court order, the Pacific Maru. We now learn Pacific Maru is to be the base for marine salvage operations carried out by a joint Australian-Japanese company at Aitape, Mak, and Kavieng.

Leading the Australian side of war-wreck salvage group is Captain J. E. Johnstone, who dredged the gold from Niagara, by German mines off New Guinea in World War II, and other salvage operations. The New Guinea job may take four years to complete. The same group is salvaging sunken vessels from Darwin Harbour.

SOMETHING OLD, SOMETHING NEW: Ships were news in February-March, with some sale, some sold, and some on order entering service. Most interesting item in the retiring group is *Novata*, ex *Purple Sea*, ex *SC-671*, famous in her way as *Kon Tiki* and the other raft drifters. A set of ocean current charts would be a little basis for a drift voyage to a point 250 miles south of Suva to Fiji, such as that made by Donald Ernest Johnson in this cruiser in the last months of 1942 and early 1948, and told at length in the *PIM* at those dates and p. 107 this issue.

Since 1942, and much altered since her arrival in Fiji waters under tow by British freighter *Fort Cadotte* had picked her up off the eastern Lau, she has now been deemed unfit for further service by the owners, Island Transport Ltd.—a subsidiary of W. R. Carpenter & Co. Ltd. She is to be stripped and will be offered for sale or scuttled. The vessel, which set off from Suva with *SC-671* in tow—an unusual type of craft—is still in service in French Polynesia as *Fort Cadotte* has either been sold and renamed, or broken up; she no longer sails the seas that name.

For sale at Suva is the 29-year-old 3-ton auxiliary cutter *Tui*, which went ashore on the Great Reef in February but got back to Suva. This vessel was originally built by Marlow's in Suva but largely rebuilt by Millers in Suva and is owned by Morris & Co. Ltd.

C. J. Anderson, of Victoria, has to have got a bargain at Suva in the 20-year-old Fiji Government vessel *Degei*, 205 tons gross, which he has purchased as a mother ship for fishing operations off Brisbane.

The Government is being criticised by quarters in Fiji for having sold this vessel at this low price. The reliable old "workhorse" for the FV for many years was readied for lay idle at Suva after the sale of the new *Degei II* from the Government in November last year. *Degei* was built at Suva in

1939 and launched in 1940. The steel hull was punched out in the United Kingdom and sent to Fiji.

All Fiji timbers were used in the construction, including first-class Kauri in her hull, which is still as good as when she was built.

The *Degei* underwent an extensive refit in 1949 and was out of commission for five months. She cost £18,000 to build in 1939.

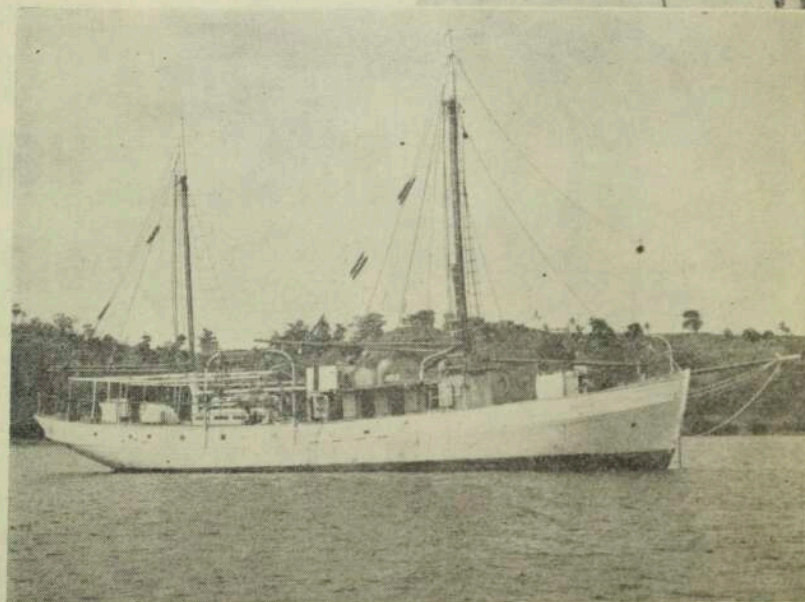
She is powered by twin Gardner diesels of 75 hp each.

The new owner plans to sail the *Degei* to Brisbane from Suva as soon as the present spate of bad weather eases. Captain Hight will be in command. Mr. Anderson says that he has a good bargain and that no overhaul is necessary for the present. (*Degei* arrived in Sydney early April).

Latest of the series of new Fiji government vessels acquired in recent months—*Ra Marama* from Singapore, *Degei II* from Hongkong, *Cagi-Mai-Ra* from the local PWD Yard—comes *Dau Tataro* (Restrain), a new firefloat for use in Suva.

An outboard-powered craft of very shallow draft, 45 ft x 13 ft x 7 ft 9 in. moulded depth, she has been built by the same London yard as supplied the Tonga Government with their landing craft *Kao* and towing launch *Fonualei* in 1957—the Thames Launch Works of Twickenham. She has a fire and salvage pump with a capacity of 150 gallons per minute and four foam units capable of supplying a total of 1,800 gallons per minute from two 160-gallon foam tanks. The propelling outboard motor is a 35 hp Lister. A Leyland diesel drives the pumps. She is being shipped out to Suva as deck cargo.

• **ALL BATTLES FOUGHT:** One of the actions of World War II which helped preserve Australia from Japanese invasion was the 1942 naval battle of the Santa Cruz Islands. Aboard the American aircraft-carrier *Enterprise*, in command of this action, was Vice-Admiral Osborne Bennett Hardison. Last year *Enterprise*, which survived the war, went to the shipbreakers when private funds could not be found to preserve the carrier in a marine museum. Last month Admiral Hardison was knocked down and killed by a truck in Washington, DC. He was aged 66. (Over)



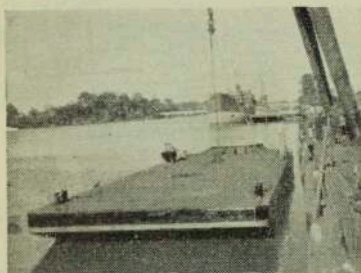
Top, is Commander S. B. Brown who has bought "Hifofua" (below) from the Tongan Government for a reported £500 and will use her for tourist cruises around the Fiji group. See page 111 for the details.

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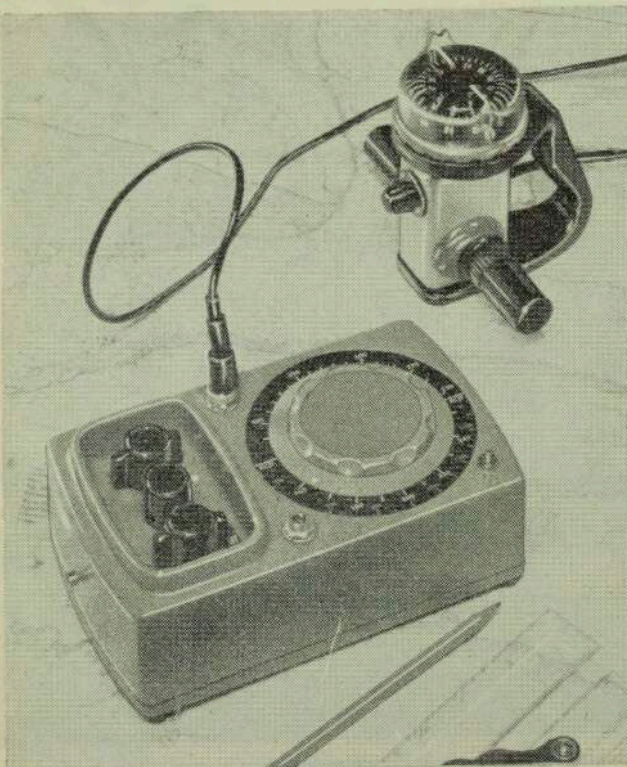
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NOT SO PACIFIC: There were more foul winds than fair in the South Pacific during March. *Green*, mentioned last month as having been transferred from the IC Government fleet to the Comons, reached Honiara March after a very tough passage with strong winds and big head seas all way.

She had sailed from Tarawa on March 3 and was forced to do a great deal of tacking to make any headway at all. Sea water penetrated into the fresh water tanks day or so before the end of the voyage, and there was no drinking water aboard for the last 24 hours. The same tropical depression—which later did a lot of damage in the north of New Zealand—delayed the *Tulagi* in the New Hebrides on the Solomons run.

A little later, as the storm moved south, the Union Co.'s *Tofua*, bound Auckland from Suva, met its full fate. A steward was injured and a great deal of lounge furniture smashed up. The passengers were amused. Even Captain N. H. Carson was prepared to concede that it was the worst storm he'd weathered in 40 years at sea.

This depression had moved very slowly south until it reached a point just north-west of New Caledonia on March 13. At noon on that day it began to move very rapidly in an ESE direction close to the Loyalty Islands, turning south to touch the northern tip of New Guinea and reach the central Tasman Sea on a westward curve by noon on March 15, the pressure falling to as low as 965 millibars (28.5 ins.).

It was one of the fastest moving and most intense depressions recorded in northern NZ.

• THEY'LL GIVE HER THE GOAT: Because of danger from flying debris to a nearby bakery, the *Annah* wreck, high on the reef off Fuaa township, Rarotonga, is to be demolished by fire rather than by explosives (see March *PIM*)—if it will burn.

The wooden hull will be well used with (expensive) government rosemary in the hope that this will prevent the trick and remove the unsightly and insanitary derelict, whose presence close to the harbour entrance is also a potential source of obstruction if moved by heavy weather.

• A YACHT AND A MEMORY: The appearance of really big motor steam yachts in the South Pacific is now a great rarity. Largest in post-war years was Norman B. Woolworth's *Elpetal*, 1,079 tons gross, with a crew of 38, exclusive of the owner and his eight guests, which called at Papeete, Rarotonga, and Suva, in May, 1953, under the command of Captain Edward Fluhr. Compared with that American yacht, the Bernard Docker's 480-ton, twin-engine motor yacht *Shemara*, which



She's Headed For The Scrappers

After one of the most entertaining careers in South Pacific smallships history "Tovata", ex-"Purple Sea" ex-SC671 (shown above at Savusavu, Fiji), is to end her days in a nautical junk yard, or worse, to be sunk as a useless hulk. Everyone in the South Seas who is interested in ships is sorry about this. Until recently "Tovata" was the Fiji flagship of W. R. Carpenter and Co., but a survey shows that the cost of bringing her up to the standard required by the Fiji Marine Board was not warranted—the trouble seems to have been in the diagonal steel strappings fitted to the hull when she was built; and to the fact that her five original bulkheads were converted into wooden compartments after she was almost rebuilt at the beginning of her Fiji service. These have now deteriorated.

"Tovata" began life during the war as SC671—a US sub-chaser. In 1947 she was lying in Honolulu, as war-disposals and engineless, and in that condition she was bought by Ronald Johnson who had recently sailed a yacht to Tahiti and sold her there. He arranged with the owner of another sub-chaser (this one had engines) to tow him to Tahiti, but a few days out from Honolulu the weather deteriorated and the owner of sub-chaser two ordered, then pleaded, with Johnson to abandon SC671 and come aboard his vessel. Johnson elected to stay-put and began what turned out to be four months drift—with occasional moments of sailing, sometimes stern first, with sails he made himself. By the first few weeks of February, 1948, he was north of Fiji and there he was picked up by a freighter, "Fort Cadotte", and towed into Suva. He sold the sub-chaser there to Carpenters who converted her. (The full story of the drift was told in *PIM*, March, 1948). Johnson has had several nautical adventures since—the last, a couple of years ago when he left Sydney in a junk, headed islandwards. He was wrecked on the NSW coast the first night out. "PIM" saw him in early March performing his in-between-adventures job of Sydney street-photographer. His new pitch is outside Mark Foy's department store.

called at Island ports in February-March, was small fry. She was under charter to a French film star and husband.

Shemara was built by Thornycrofts, of Southampton, in 1938. Powered by a pair of 376 hp Atlas diesels she is officially described as a ketch, due only to the arrangement of her two masts—she carries no sail. She measures 212 ft. overall by 30 ft 3 in. beam and has a normal draft of 13 ft. She has a

cruiser stern and a moderately raked and slightly curved bow—not the accentuated clipper bow usually associated with the older vessels of her breed.

J. D. Whitcombe, *PIM*'s Business Representative in Auckland, discussing the big yachts of past years, recalled boarding one of them in Nukualofa in July, 1923—the late A. E. Guinness' 330-ton *Fantome*, under Captain H. Frogbrook, RNR, with a crew of 30 and 10 guests. She



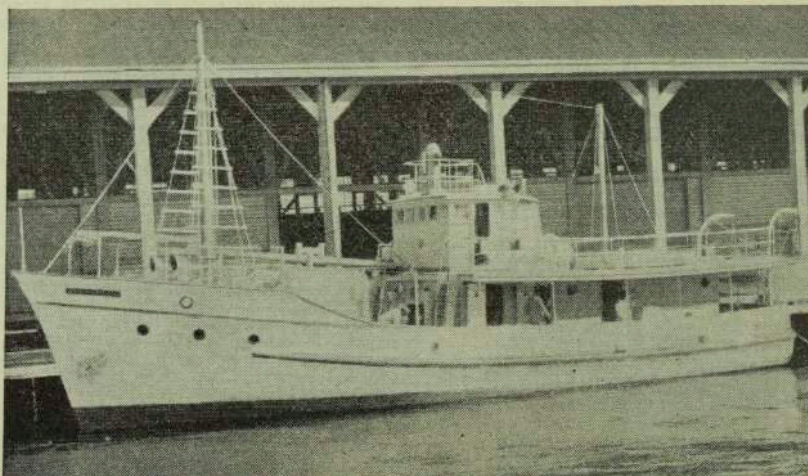
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as described as a barque in an old letter, though this may have been a misnomer as it seems an unlikely rig for a yacht, even of this size.

Mr. Whitcombe, recalling the curious appointments of this craft, said that it was aboard her that he saw his first radio receiver, over which he heard a programme from home. But what amazed the Tongans was a £700 electric pianola. They were familiar with pianos, but this instrument with its keys moving of their own accord had the Tongans petrified.

Whatever eventually became of that yacht, she was evidently too small for Mr. Guinness, who purchased the 1,261-ton *Flying Cloud*, a four-masted schooner, from the Duke of Westminster in 1930 and named her *Fantome*—and that yacht, modernised, is now owned by the Greek-born flag-of-convenience shipping magnate Aristotle Socrates Maxis. The *Fantome*, of 1923, cost £100,000 and an additional £75,000 was spent in stocking and provisioning the yacht for that world voyage all of which amounts to quite a lot of stout!

• **IN THE DOLDRUMS:** With the price of MOP shell below an economic figure for Australian operators, a number of Darwin sailing luggers are for sale at present—though not at give-away prices—and according to a recent report only four or five luggers are operating this season. There is a big stock-pile of unsold shell in local warehouses.

• **THOSE TONGAN FUNNELS:** Tongans the answer may be simple enough, but for as long as these two smart Dutch-built Tongan ships *Aoni* and *Hiofua* sail the seas, outsiders seeing them are going to keep on asking the significance of those funnel markings—an "M" on the Copra Board's *Aoni*, and a "P" on the Prime Minister's department's *Hiofua*. The answer is M for mataka—meaning copra, and P for Puleanga—meaning Government. It's as simple as that.

• **IN THE COOKS:** The D. C. Brown ketch *Taveuni*, unable to find a vacant Papeete marine slipway, returned to the Cooks recently with the intention of having another try out May, though she did manage an engine overhaul while there.

Meanwhile, A. B. Donald & Co.'s *Charlotte Donald* is undergoing an extensive refit at Papeete and when it finishes in May there is a probability that the vessel will rejoin in the French Polynesia trade and that the schooner *Tiare Maori* will switch to the Cooks. For the time being, Captain H. Williams' *Biri* is moving the Donald cargoes to the latter area.

Plans for a shipping harbour at Motonga still seem to change with the seasons. First plans were for

improving Avarua Harbour, and a little dredging was done there with simple equipment in 1956-58. Freshets in the Avarua stream quickly ruined that work, and a decision was made to transfer operations to Avatiu Harbour, a mile to the westward.

It is now reported that after work is completed on improving the reef-passage at Mangaia Island with the new dragline machine, it will be brought back to again work on Avarua, this time forming a channel up to the bridge near the mouth of the stream. At that point, and not at the present wharf, lighters will load fruit from the new cool store

for transport to ships at the anchorage off the island.

• **CRUISING, IN DUTCH:** A newcomer to the Pacific cruising ground in the Netherlands Line passenger liner *Johan van Oldenbarnevelt*, 19,787 tons, which is to make a cruise this year from New Zealand to Suva, Noumea and Sydney, leaving Wellington on August 7, and arriving back in Auckland at the end of the circuit on August 24. This is a further demonstration of Dutch interest in the Pacific passenger trade. Fairly regular sailings across the Pacific to Panama and Europe are now scheduled by this and another Line. (Over)

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CARGO VESSEL, 66 ft. x 13 ft., in Survey and working, 100 h.p. diesel installed 1952. £7,000.

WORKBOAT, 53 ft. x 14 ft. x 5 ft., built 1958 professionally, 66 h.p. H.D. Kelvin diesel, well designed, solidly built. £8,500.

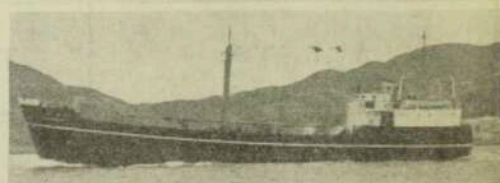
PLEASURE CRUISER, solidly constructed 1958 by Fisher, 30 ft. x 10 ft., 52 h.p. diesel, 4 berths, large cockpit. £4,000.

23 FT. WORK LAUNCH, twin cylinder Stuart Turner Marine Engine, large cockpit. £750.

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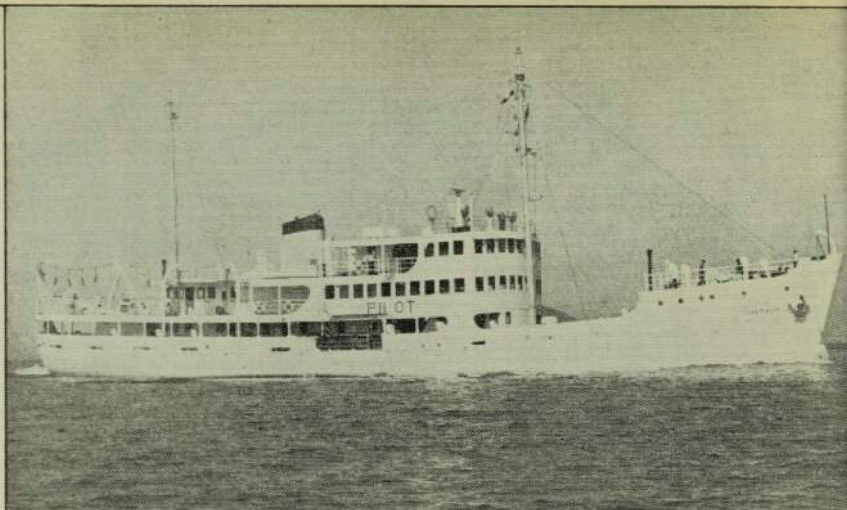
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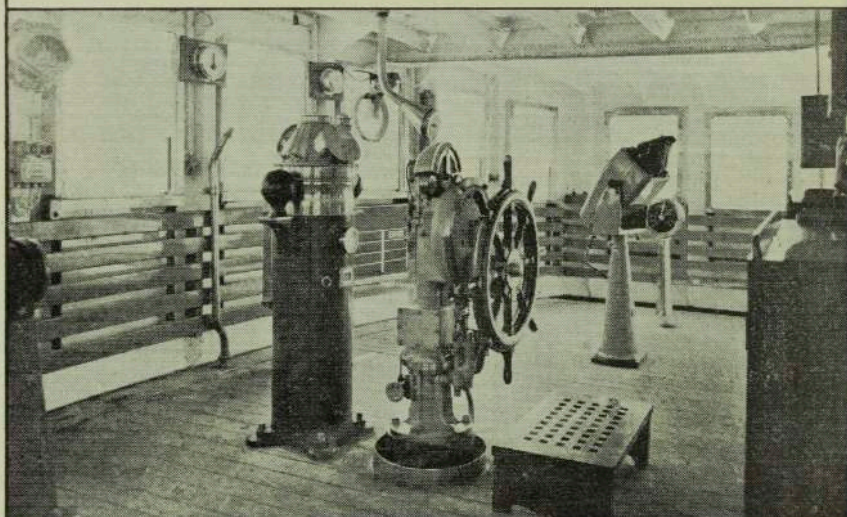
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? These are some
Burns Philp Line
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World War I
ge. The photo-
is believed to
been taken about
—although how the
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the spot, at the one
is not stated. The
was supplied to
y Captain J. Mac-
now retired and
in Brisbane, who
believed to be the
survivor. The
s given are: Inset,
and right, Hillman
I. MacInnes. Stand-
Taffy Williams,
herall Smith (?),
Griffiths, Williams,
Rothery. Seated:
dson, Sam Morti-
Green (Marine
intendent) and W.
Perhaps some
can tell us more
them, their cor-
initials and their



HIFOFUA NOW MARORO:
Commander S. B. Brown, com-
manding officer of the Fiji Govern-
ment's new yacht, the controversial
Maroro, has finalised negotia-
tions to buy the Tongan Govern-
ment's old *Hifofua*, which has been
based at Suva.

It is believed that the purchase
price was £F500.

Commander Brown has shown
surprise as he intends to use the
yacht for cruises round the Fiji
Islands. He said at Suva that many
yachts in the Group were "just a
bit too far away" for launches and
hoped that the ship, now re-

named the *Maroro*, would serve the
purpose.

The *Maroro* will also be available
for charter work anywhere in the
Pacific.

After slipping and extensive over-
haul at Suva, the *Maroro* is ex-
pected to be ready for her new
duties within two months.

She is to be fitted with two-berth
accommodation for 16 passengers.
It is believed that Commander
Brown bought the *Maroro* on be-
half of a new company that has
been formed. He will be in com-
mand of the ship.

Commander Brown was formerly

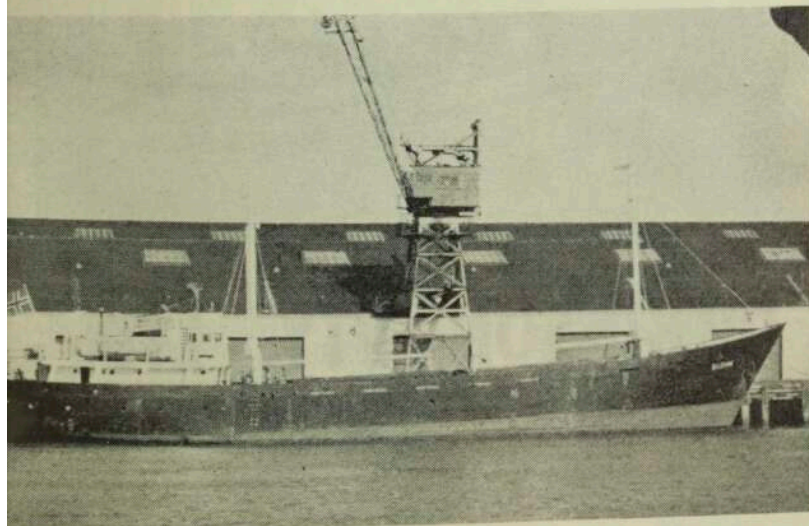
in the Gilbert and Ellice Islands,
where he was in command of the
MV Tungaru, which is now up for
sale.

• **BROTHERS AFLOAT:** The
coastal vessel *Two Brothers*, not
Three, as one report had it, owned
by Mr. Charles Blake, which sank
in Rabaul harbour, New Britain,
end of February, was raised again
with little trouble during the fol-
lowing week.

The vessel sank at her moorings
for no apparent reason. The native
crew was asleep on board but swam
or waded ashore.

• **THE ROYAL VISITOR:** Most
interesting vessel in Pacific waters
this month is a yacht owned by the
British Admiralty—the Royal Yacht
Britannia, signal letters GQXC.
Built by John Brown & Co. on the
Clyde, in 1944, *Britannia* measures
412.2 ft overall, 381 ft waterline, 55.1
ft in beam, and 32.5 depth of hull.
Gross tonnage is 5,769, nett tonnage
2,376, and Thames measurement
tonnage 5,111. She is powered by
four steam turbines geared in pairs
to two shafts—an arrangement more
usual in naval craft than in yachts.

• **NEW VOICE FOR TUNA
FLEET:** The Japanese budget for
1959 makes provision of £30,000 Stg.
for the building of a central fishery
radio station on top of the Agri-
culture and Forestry Building in
Tokyo. The station will maintain
regular contact with the Fisheries
Agency's 40-odd patrol craft and
with its inspectors aboard the pri-
vately-owned fishing fleet mother-
ships. It will also broadcast typhoon,
radio-active fallout, and other navi-



Small Norwegian freighter "Slevik" operating under charter to Eriama Estates, Ltd., of New
Zealand, which has appeared in Fiji and the Gilberts as well as in New Guinea waters, in recent
months, and mentioned in recent issues of "PIM". Photo: J. P. Shortall.

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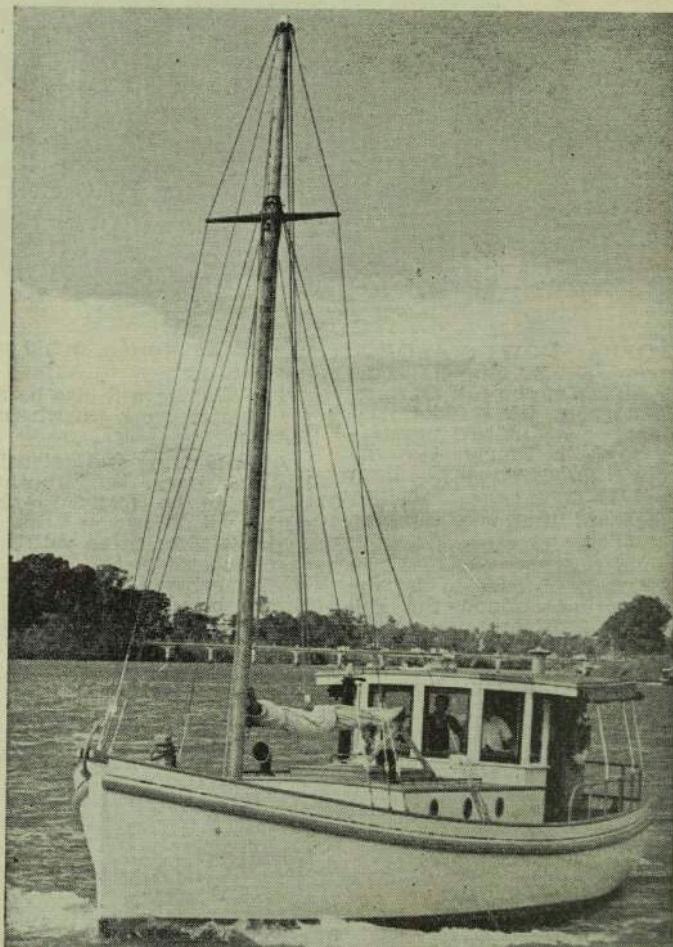
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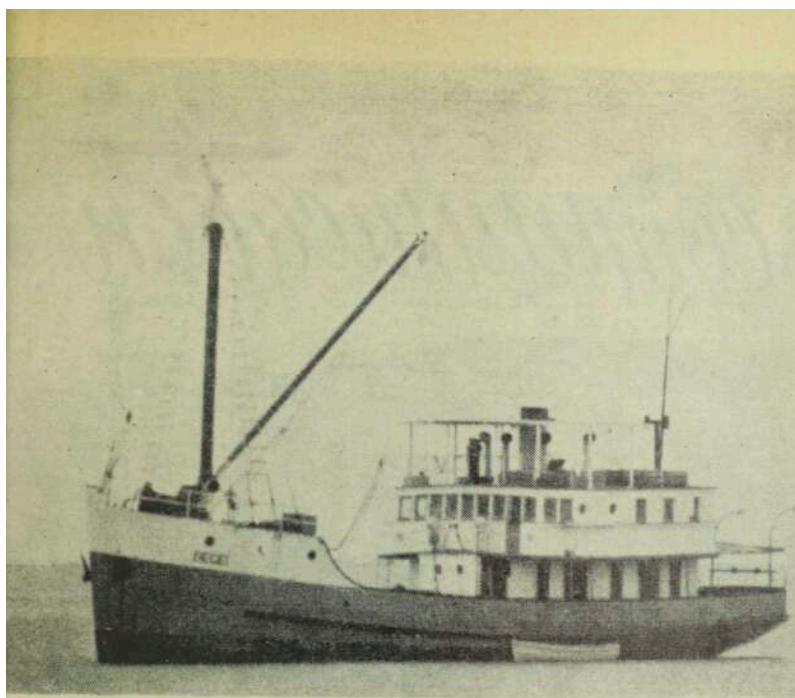
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fact that "Degei" (above) previously owned by the Public Works Department of Fiji, recently sold to an Australian for a price of £2,000 has created the usual spate of criticism on the Suva waterfront. See story on page 105.

ional warnings to all Japanese fishing vessels on the high seas.

AI SOKULA BACK IN SERVICE: Following the announcement that the *Tovata* had been withdrawn from service came the news that the *Ai Sokula* was bringing the "moth-eaten" *Ai Sokula* back into service. The *Ai Sokula*, which was retired in August last year while under the flag of Hedstrom Ltd. because of lack of trade around the Group, has since been anchored at the Bay Islands, near Suva.

The ship was slipped, overhauled, repainted and placed on the *usavu*, Buca Bay and Taveuni starting her first voyage from Suva on March 3.

One of the Colony's old seafaring families, Captain Mo Whippy, who has been in command of the *Ai Sokula* when she was retired, is now in her master.

Rumours in Suva recently that the other Carpenter ship, the 90-ton motorship *Komaiwai*, which is still "mothballs" at the Bay of Islands, was coming back into service have been confirmed by the company.

News of Cruising Yachts

RUBIA is the name of the unidentified yacht mentioned in February "PIM" as having sailed from Hongkong for Spain on May 17. With the six Spaniards—names still unknown to us—is a 19-year-old Chinese boy, Joseph Loui, who is working his passage as cook. Route still uncertain.

ANNETTE, the Honolulu ketch lost on

Dibbles Reef in the Northern Lau Group of Fiji last September, still lies with her mast visible and in about the same condition as when found submerged, according to a Fiji report. No action has been taken by the next-of-kin of the Tanners, presumed deceased, to initiate any salvage through the Suva Receiver of Wreck.

● **TE RAPUNGA**, bound for Brisbane from Auckland via Whangaroa, NZ, was

missing north of New Zealand following the violent depression of mid-March which passed close to the 32-ft. ketch's last known position. Aboard with owner-Captain George J. Dibbern were Messrs. Roderick J. Buchanan of Greymouth, NZ, T. Cole of Auckland, and an Australian, D. Bullock. The yacht cleared Whangaroa March 12 and was 20 miles north of North Cape when the storm centre crossed the area on the night of March 14. No radio transmitter was carried.

An air search for **TE RAPUNGA** was commenced on March 20 along a line between Cape Reinga and Lord Howe Island, but before it was fairly under way the yacht was intercepted in dismasted condition considerably to the south-east, 30 miles north of Cape Brett, by the Japanese freighter **TOKUWA MARU** bound for Auckland from Yokohama, and was towed in by that ship.

Captain Dibbern said the yacht had made good progress until the morning of March 14 when the wind and sea increased. That afternoon the yacht heaved to and a sea-anchor was streamed. About 4 p.m., under very heavy conditions the yacht was overwhelmed by a huge sea which threw her on her beam-end and carried away the mizzen mast, dinghy, and spare spars. Captain Dibbern was washed overboard but regained the deck with the assistance of the crew. At 10 p.m. the yacht was again hit by another very big sea which caused havoc below, a great deal of water being taken aboard. To lighten the vessel all removable gear except foodstuffs was thrown overboard and as the storm raged an attempt was made to bail with buckets. The next morning conditions were improving but all hands were exhausted. However they rigged sail on the remaining portion of the main-mast during that day and made slow progress back towards New Zealand. In the following days three ships

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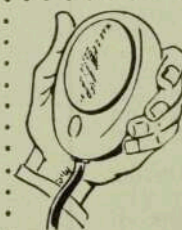
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ed at no great distance, but failed to the derelict. When the TOKUWA U was sighted coming up astern at 10 p.m. on the night of March 20 a was lit and sighted after two rockets apparently failed to attract attention. Captain Dibern lost his old diaries and photograph albums, treasured records of past wanderings—but one thing he not lose was a carefully wrapped birthday cake given to him by the wife of the our Master at Whangaroa before sail- The birthday—his 70th—was cele- in Auckland instead of at sea, on h 26.

JANIS, blamed for a mysterious dis- call in Cook Strait last December 12 arriving at Wellington from Sydney charge was firmly rejected by lone- er Anton Slovacsek who said he had radio transmitter aboard—was again in le on March 21, when she was near- Auckland from Wellington on the next of a cruise to the Islands. about 1 30 p.m. on a fine day, the t and the 11,000-ton British freighter FOLK came into collision in open r 10 miles south of Little Barrier d. Slovacsek, a Czech, formerly on a er plantation in Papua, said that the t was sailing itself in a light breeze. aw NORFOLK coming up astern and ned that JANIS was clearly visible, ent below to shave. Next thing the t was grinding along the side of the The rigging fouled some projection down came the top 12 ft. of his single He immediately fired a flare which sighted. The ship turned, and towed in to Auckland.

RANGI of Auckland, with owner Mark ony, will be sailing later this year for olk, Lord Howe, and the New Hebrides, ae first stages of a west-bound world e. Mr. Anthony skippered the three rs' Trust Board vessels delivered in 58 from Auckland to the Solomons.

HALCON ROJO, a 37-ft. schooner fly- the Chilean flag, arrived at Papeete December, 64 days out of Valdivia, two aboard—names as yet unknown. yacht had sailed as far north at 12 es South before making her westing. report reached us, like some others. the Slocum Society headquarters at y Side, Md., USA. No direct report his yacht has been received from ete by "PIM". The name translates nglish to RED FALCON.

MANAWANUI of Auckland will prob- be in Papeete when this appears in . A controlling interest in this motor is now held by Mr. Brian Neill, one ae crewmen aboard when she sailed Auckland last September 24. Mr. flew back to Auckland from Hono- in February and planned to rejoin yacht at Papeete where she was pro- ing via Kailua, Kona, and the Tuo- s. Skipper Athol Rusden will then n to New Zealand. On clearing from lulu in February those aboard also ded Mr. and Mrs. Ian Johnson of land, Unga Koloamatangi of Tonga, er E. Duncan—a retired USAF Colonel loomington, Ill., Jack Ward—a Yale nt of Polynesian languages, of er, Col., Dr. William Parks of Los les, and Anne Brisbin of Rutherford. It is not clear whether this craft will head for the US from Papeete, or n to Auckland first.

VENATA, a 30-footer, with Chartier Daniel Persem aboard, was in the ry Islands late 1958 bound for the ic.

EOLO—presumably no connection with 57-ft. Sydney cutter which passed gh the Islands bound for the US last

year—was also in the Canaries bound for the Pacific last November with Guy Louis Clabaut lone-handing.

● PAGAN, formerly sailed through the Islands by Bill Weld of the US, is head- ing this way again in the ownership of Richard Colahan. Present whereabouts un- known.

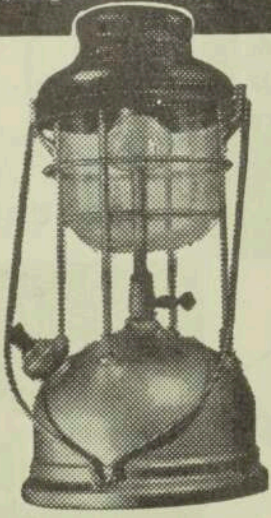
● YANKEE, purchased from the Irving Johnson's for \$80,000 at the conclusion of her last world cruise by Lieut.-Commander Reed Whitney, USN Ret., has been classi- fied now by the US authorities as a com- mercial vessel and will have to undergo considerable expensive structural altera- tions below before she again appears in Pacific waters. Presumably it is Mr. Whitney's intention to use the vessel on a purely commercial basis.

● WHITE SEAL, unreported for a long time, has added to her crew at Brisbane—a daughter, Tracy Lynn Trobridge. Plans are to sail about May in continuation of the west-bound passage, via Torres Strait. Also in Brisbane, MERIDIAN, with Richard and Abbie Stafford.

● WINDSONG IV: After 9½ months cruising and 9,000 miles in the Pacific—including Tahiti, Tonga, Cooks and Samoa—this 48 ft. ketch tied up at her home port, Williamstown, Vic., at the end of February. Skipper J. E. Walker, former Port Phillip pilot, who built the vessel in his back yard over seven years, was accompanied by Geoff Soames, Basil Chipman, and Tom Jones, all of whom had sailed out of Port Phillip with WINDSONG nine months ago. Only one original crew member dropped out along the way, which is something of a record.

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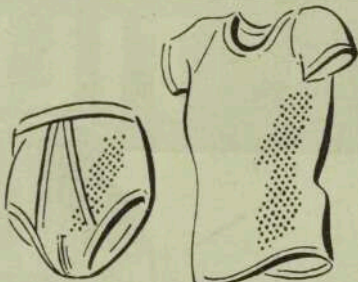
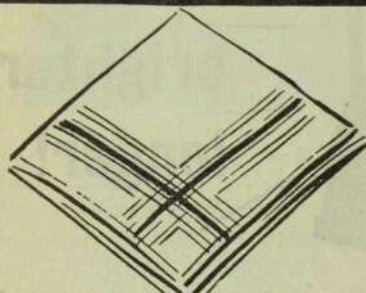
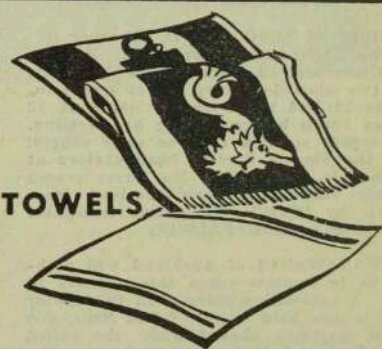
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APRIL, 1959 — PACIFIC ISLANDS MONTHLY

Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Monokwari Gets Shake-Up

Some minor damage was done to buildings and installations in the Monokwari area, northern Netherlands New Guinea, which experienced a severe earthquake on March 2. The earthquake was registered as far away as New York's Fordham University observatory. Crockery and glassware and other objects toppled and were broken in the town area, and part of the town's electricity supply was knocked out due to short circuits. The sheet-piling of the new small-rafts' landing stage was bent 12 inches out of alignment, and the ground behind it showed cracks. The tremor occurred at 1.22 a.m. and lasted three minutes; it was followed by several others of less intensity. Cracks occurred in the local airfield; shops and office buildings were slightly damaged.

More to Airmail Rates in BSIP

Airmail postage on letters from the British Solomon Islands Protectorate to overseas destinations has been increased—by 1d per half ounce to Australia, P-NG, New Zealand, and other nearby territories; and to the United Kingdom, and to the United States. The local at-island airmail charge is now 1d instead of the former 1d per ounce. (This makes postage to Australia and P-NG, 1/3; NZ, 1/6; USA, 3/8). Postage programmes have increased by 1d (to 9d).

Parcel rates go up, too. To Australia it was previously 8d for the first lb and 6d for each additional lb, now be: Up to 3 lbs, 3/4; 3 to 7 lbs, 7/4; 7 lbs-11 lbs, 11/4.

It has been stated that the bump is necessary to take care of Australian terminal charges. Could be, though there has been no increase in Australia recently.

Surface mail has gone up, too. Within the British Commonwealth, it increased 1d for the first ounce (making it 3d); and for foreign,

the increase is from 5d to 7d for the first ounce.

Inter-BSIP radio telephone calls are more: Up 2/- to 7/- for a 3-minute call, each additional minute now 2/4.

Only people to benefit from the new order are local shipowners who were previously obliged to carry mail free within the Protectorate. They will now get 2/- per bag carried, which is little enough.

Says *PIM*'s Honiara correspondent: "The increases did not altogether

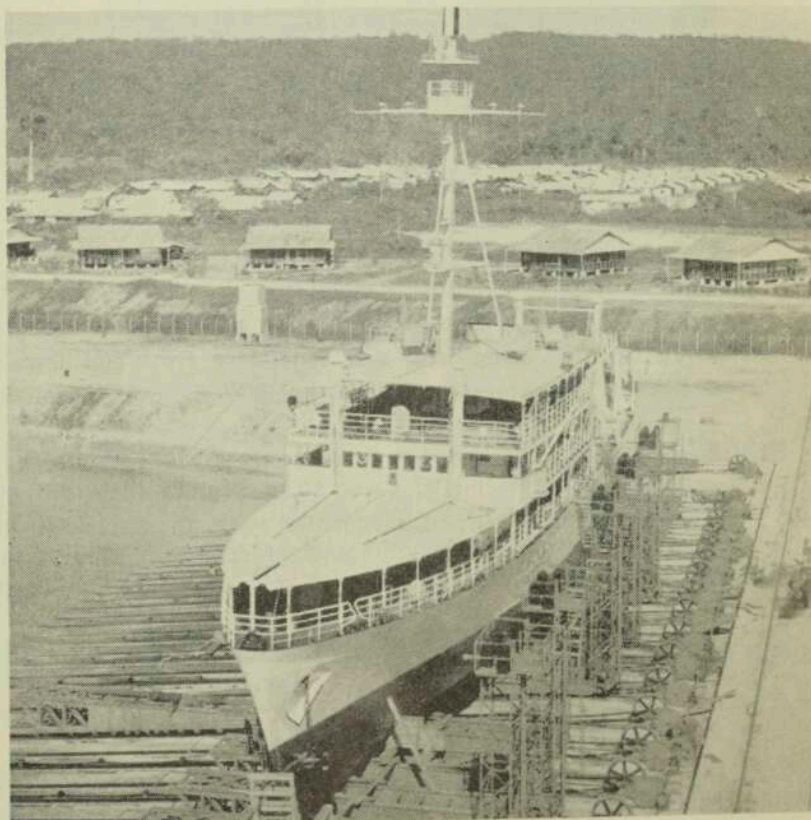
come as a surprise as, since the salaries revision last year, the Government has been conducting investigations into all services rendered, in an effort to find ways of increasing revenue."

W. Samoa Strikes A Blow for New Harbour

A real harbour for Apia, Western Samoa, talked about for years, is £S10,300 nearer reality. The Legislative Assembly, in its current session voted that amount for the purpose of a preliminary engineering survey of harbour development in the two main islands of Savaii and Upolu, and particularly for a deep-water wharf for Apia.

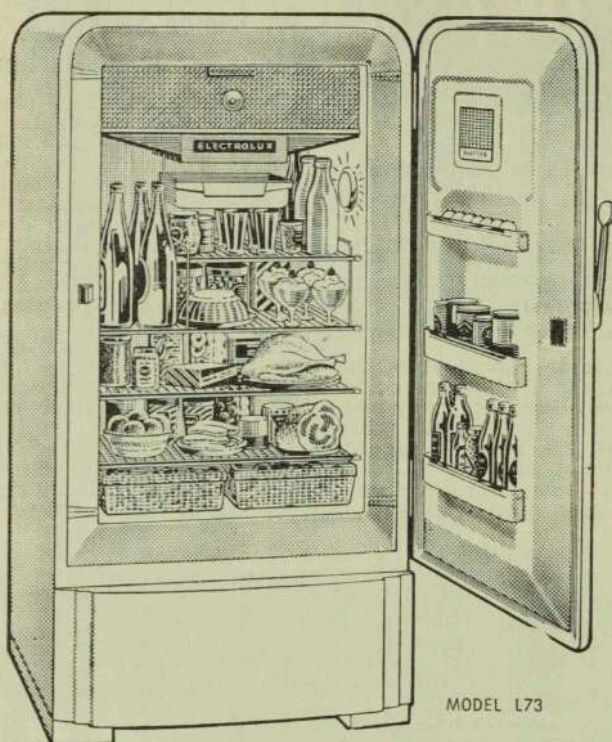
A deep water harbour is considered part of the necessary economic development of Western Samoa and has become more urgent from year to year, particularly with the recent remarkable increase in banana exports.

The proposal to undertake an engineering survey was submitted to the Assembly beginning of 1958, but was at the time defeated owing



This slipway at Monokwari, Netherlands New Guinea, did not suffer any severe damage in Monokwari's recent earthquake (see above). The slipway can take vessels up to 3,500 tons, says our Hollandia correspondent, which makes it (unless there has been a slip of the type-writer somewhere) quite the biggest thing of its kind in the South Pacific Islands. Most islands slipways can accommodate vessels of up to 300 tons, but 3,000-tonners are really getting into the big stuff. In 1957 and 1958 several small-ships from NNG went to Madang, NG, for slipping, but we have not heard of any going recently so doubtless our correspondent's figures on Monokwari are correct. Shown on the slip here is the Netherlands Royal Navy vessel "Luymes".

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the precarious financial position of the Samoan Government.

They Take Their Dutch or Malay

The Government of Netherlands Guinea has installed equipment in the Hollandia Advisory Council meeting place to permit of instantaneous translation from Dutch to Malay for the benefit of the six native members of the Council.

This is the same method used in the United Nations sessions and other international meetings. One of the six native members understands Dutch, but can more easily follow discussions in Malay, Lingua Franca for the people of the northern coastal regions. The natives use earphones, connected with an amplifier, into which the translator's microphone is placed. While debating, the words are translated instantaneously in Malay.

The job, which requires a perfect command of both Dutch and Malay, is done by Mr. P. J. Merkelijn, of the Bureau of Native Information, Hollandia.

Coming South or Maybe Heading North

One knows which way it's going, the Thing they have in Moresby at the moment, but has been identified as a virus, thousands of sufferers are currently being treated in and out of hospital at Port Moresby.

It has symptoms like a mixture of severe influenza and dengue fever, it begins with loss of appetite followed by pains in the muscles, and Port Moresby Health officials think that it might come from one of the new "echo viruses" which have been identified in Biak and Hollandia in Netherlands New Guinea.

Good tests from the Territory's specimens have been sent to Australia for identification.

The recorded incidence of the disease suggests that it was probably brought from Hollandia by aircraft, and then on to Rabaul then on to Port Moresby. It could have been brought to Australia, then again, according to the experts, it could have come from there.

Stricter Control in Export Industry

Two official notices issued by the Islands Department of Agriculture recently indicate a drive for a higher standard of export oranges and a firmer action against owners of plots, who fail to control pests and diseases.

The notice urged growers to be

most careful in packing only mature oranges. The Department intends to keep a close watch on exporters and will insist on this requirement to establish a good name on the New Zealand market.

The other notice noted that plots which were ill-cared for were breeding places for pests which attacked adjoining well-tended Scheme plots. The cost of spraying the latter could be cut by half, it was estimated, if the untended plots were also regularly sprayed. At the present time it was costing plot owners £41 per year to carry out the necessary spraying of a standard sized 90-tree plot. While some growers

were doing the necessary spraying others were not because they do not believe in it, do not want to believe in it, cannot be bothered, or cannot afford it, according to the notice.

For people in the latter category the Department was endeavouring to arrange loans, but for others they intend arranging some legal intervention under the powers provided in the Fruit Regulations 1954 which have not always been fully enforced in the past. At the present time there is no prospect of eradicating certain pests, but with the full co-operation of all growers this situation may be changed. (Over)

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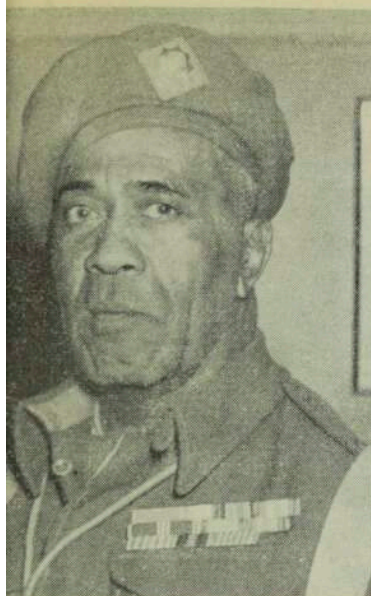
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—as he was with the Fiji Military Forces.

Ratu Sir Sukuna Was a Gat de France

Obituary notices last year on the death of leading Fijian, Ratu Sir Sukuna, barely mentioned his service with the French Army during World War II, although a "Gat de France" article in a local newspaper after that war, gave fuller details than seem to be available from British sources. The article says that Ratu Sukuna was in Paris when war broke out in August, 1914. He had left Oxford University a month earlier intending to study French, and was doing a course at the Sorbonne at the time war was declared.

He at once returned to England and made all the demarches possible to join up there, without success. He returned to France and presented himself at the recruiting office at Les Invalides, Paris. He joined the Foreign Legion, and after a brief period of training at barracks at Reuilly, went to the front with the 2nd Regiment de Marche.

In May and June, 1915, he was in the trenches near Arras, a part of the line soon to be taken over by the British, and he took part in the fighting around Carency. For a while his regiment was with the Army Corps commanded by one General de Castelnau. His company was led by a gallant officer named Captain Leroy.

The regiment next went south to the front, then to Thann, and then returned to Champagne, where they were rejoined by the captain who had recovered from his wounds. Ratu Sukuna in turn was wounded. Fighting at Souain he received wounds in the head and legs; these kept him out of action

for many months, which he spent at the Pre des Clercs hospital in Lyons.

But when he was ready and anxious to rejoin his regiment, the British Foreign Office intervened. The Fiji Labour Battalion was being organised and London wanted him to help in its formation. So Ratu Sukuna went back to Fiji, but returned to Europe with his countrymen, landing at Calais in July, 1916.

The French cutting of the old article, uncovered last month in Sydney, says that he asked to be allowed to rejoin the Foreign Legion, but was unable to obtain satisfaction, and remained with the English for the rest of the war.

When peace came he went back to Oxford to take his law degree, and then returned to Fiji. The suggestion was made that he should be given the Croix de Guerre "since France had a duty to recognise the service of this noble Fijian." (He was awarded the Medaille Militaire).

They've Got TV On Midway Now

Midway Island, in the North Pacific, now has a TV station, according to the US Armed Forces Radio and Television Service, which operates similar stations at Eniwetok, Okinawa, Guam, and many other military posts outside the Pacific.

The new Midway station, operated by the US Navy, is one of a new push-button type developed for military entertainment purposes. The units cost \$15,000 to produce and have a power output of 100 watts and a very limited normal range.

Units of the same type will be installed at other US military stations overseas.

£17 Millions Spent in Year by P-NG

The total expenditure by the Administration of Papua and New Guinea in the year 1957-58 was £15,516,000, including £3,479,000 on capital works and services and £1,446,000 on maintenance of works and services, according to a statement in the Australian Parliament.

The Commonwealth grant provided £11,283,470 and the balance of £4,222,530 came from local sources of revenue.

In the same period, the Commonwealth Departments of Civil Aviation, Works, Interior and National Development spent approximately £1,400,000, of which £500,000 was on capital works.

Exports in the same year were worth £12,404,100, and imports £20,238,770.

The estimated population as at June 30, 1958, included 1,804,790

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Rich Americans Will Rush, They Hope

According to advice from New Caledonia, the long awaited aerodrome that is to be built at Papeete, Tahiti is one step nearer realisation. Work on it is scheduled to begin in June.

It will be 10,725 feet long— which is long enough for jet aircraft—and about 500 feet wide. Construction entails filling in land between a small island and the adjacent shore near Papeete and the project has been talked about for years.

It is hoped that the new airport will be finished and in operation by early 1961.

A project for building a six-story hotel in Papeete has also been announced—the interests behind Les Tropiques Hotel, just out of Papeete, are rumoured to be behind it. And, comments our C correspondent wistfully, Tahiti is counting on a rush of rich Americans as soon as the aerodrome is built and the hotel is up.

genes; 23,628 Europeans, Asians and others; total, 1,828,418.

an accurate estimate of population, in, say, 20 years' time, can be made, mainly because of lack of data and the limited area in which population trends have been observed, but an increase is expected. The total land area of the territory of 117,465,600 acres, only 1,686 acres have been alienated for Administration use, European settlement and other purposes, leaving 114,228,914 acres of native-owned land.

It is estimated that about 15 per cent. of this land (or about 10,000 acres) is arable, but because of the shifting agricultural methods followed by the natives it is not possible to estimate how much of this arable land is unused and available for native settlement.

Flies "Almost Around The World"

Tahiti's position in the Pacific as a tourist attraction, mainly for Americans, was further emphasised in March when Mr. E. Wallut, the representative in Fiji and Tahiti for French airline Transports Intercontinentaux announced a new air service from Tahiti to the United States, via Honolulu.

Mr. Wallut, who is stationed at Papeete, said that until the airport at Papeete is completed in about two years time the service would land at Bora Bora. Connection with Papeete would be made as at present,

by Sandringham four-engined flying boat.

This means that TAI will have a service almost round the world from Paris. The present service from France flies through Nadi and terminates at Bora Bora.

This rapidly growing French airline is beginning to cash in on the Pacific as a tourist attraction, and the Pacific tourist business is fast getting bigger and bigger.

W. Samoa Sells Copra to West Germany

Western Samoa copra prices went up in March, and for the first time the local Copra Board sold a small

consignment to Western Germany, on an f.o.b. basis.

Of the estimated 1959 copra production, 7,000 tons are under contract to Unilever, UK, and 3,000 tons under contract to New Zealand. This leaves an estimated 2,000 tons uncommitted and available for sale on the open market.

The prospects for 1959 are considered very good but efforts must be maintained to produce only good quality copra.

The Board recently expressed itself in favour of strengthening the copra stabilisation fund to meet the possibility of a drop in the copra price; of an intensification of the rhinoceros beetle campaign; and of replanting and new cultivation of

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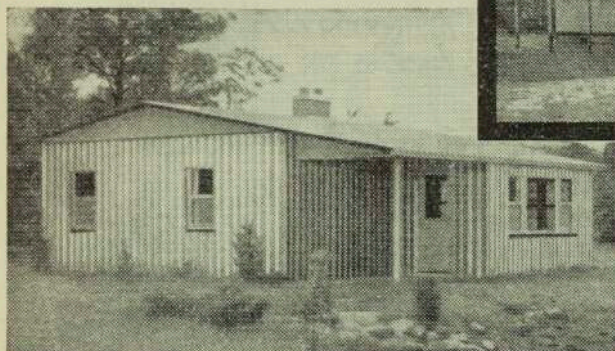
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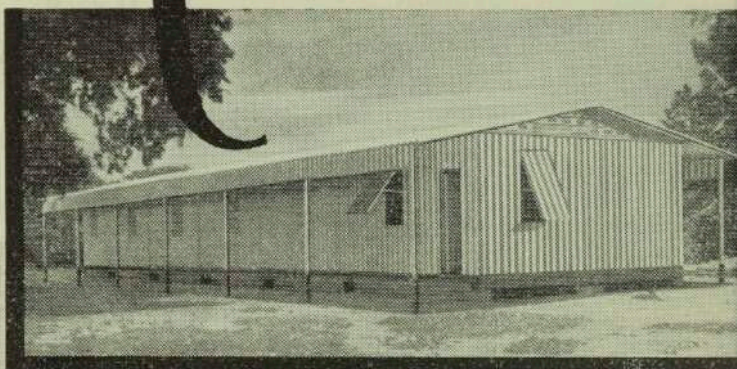
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columns, studs and framework. Constructed entirely of standard sections and parts that do not require painting means reduced material, erection and maintenance costs. And transportation costs are considerably less—a typical 750 sq. ft. unit packs into a single crate weighing less than 2,000 lbs. gross, measuring only 39 cu. ft. Termite proof, corrosion resistant, ECONO Frameless Aluminium Buildings are ideal for houses, stores, hospitals, garages, etc. Write for full details and prices.



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NOT LIKE SYDNEY'S!

Honiara now has a public clock—in Mendana Avenue. There has been a long awaited clock, and a much discussed one. Where was it to be put? One school of thought believed there was only one spot for it—it would have the same pride of place as a famous one in Sydney's Martin Place. But history has not repeated itself. Honiara's new clock has been erected not on the men's convenience, but on the new post office.

But trees as the present plantations are far too old and well past maximum yield.

The Copra Stabilisation Board has £1000 invested in New Zealand, and an interest of £12,387 a year.

The amount available for investment from the year 1958 is £18,888. The 1958 net profit was £16,140/-.

Copra production in 1958 had dropped to 9,683 tons from 11,964 in 1957 and 17,154 in 1956, due purely to low prices.

Prices paid by the board were raised in March by £56/3/2 per ton (old price £561/2/6 per ton in Apia), as a result of a new agreement with the Bank—some time ago. (Bankline rates for carrying copra between most Pacific Islands and New Zealand were dropped from £13/10/- per ton to £12/8/- per ton). The Samoan rise in f.o.b. copra is partly attributable to the high prices that have carried into the New Year.

A Busy Life Whales and Whalers

The Antarctic whaling season, which opened on January 7, closed on March 16 and when this is read, the whales, like the surviving whalers, are heading north.

The north movement of the whales is the signal for the opening of the Australia-Norfolk Island-New Zealand season. The Norfolk Island and Byron Bay Whaling Co., which has purchased the two-year-old unsuccessful whaling station at the Barrier Island, near Auckland, will commence operations on May 1 when the season officially opens.

Results will be watched with interest from Fiji, where whaling activities have been under survey for the past three years.

The score reached by the former whalers of this New Zealand station was 30 whales per season, but the whalers will be using two additional chasers, still building at present.

Last year the full quota of 120 whales was taken at Norfolk Island—and the quota has now been raised there to 150 whales.

No quota is fixed for the Great Barrier Island station and no limit will be set by the authorities on the catch for this season at least.

The northern run, when the whales are fattest, usually ends about mid-July. There is a lull then until early September when the whales head south again from the tropics, in poorer condition now and accompanied by the calves which were born in the warmer waters. No female with calf may be killed.

The southbound whales will all have passed this station by the end of October when the official season closes, and those that have escaped the harpoons en route will be left in peace until the Antarctic season opens again early in January, 1960.

P-NG Loses Another Top Public Servant

One of the people who won't be caring whether they get income taxation in Papua-New Guinea or not, is Steven Ainsworth Loneragan—Steve to most old Territorians—who this month retires from the post of P-NG Director of Civil Affairs.

Mr. Loneragan has been a Territorian for 36 years, a period that contained two stretches of peace

Mr. S. A. Loneragan, retiring after 36 years in Papua-New Guinea.



and one of war (1942-45, when he served with the rank of Lieutenant-Colonel).

He was born in Hobart 60 years ago, served in the First War, 1914-20, with a period at the end as Officer-in-Charge of the Repatriation Trades School at Launceston. He went to the Mandated Territory in 1923 to join the New Guinea Public Service, and by 1940 was Assistant Government Secretary.

He went back to the new Territory of Papua-New Guinea at the end of 1945 in the same job. In 1949 he became Acting Government Secretary, and in 1951 his appointment was confirmed. When P-NG Government Depts. were reorganised, he became Director of Civil Affairs, which is a new name for Gov. Sec.

Some people thought that he would go even further than he did, but the story is that in recent years he managed to displease some of Canberra's Czars. A couple of high executive posts seemed to be ready-made for Steve Loneragan, but he was passed over. That is the way life goes, in the P-NG Public Service.

He married, in 1929, Miss Irene Mitchell, of Norfolk Island, who also has become a well-known Territorian. Steve Loneragan is a quiet, unassuming man, with a dry wit and a modest manner—which latter was sorely tried at the end of the March meeting of the Legislative Council when every member got up and sang his praises. As one local reporter put it: He fiddled with his pencils for half an hour while he listened self-consciously.

The Giant Snails Have Nearly Had It

Planters in the Gazelle Peninsula district of New Britain reckon that Senior Agronomist Leon Bridgland, of the P-NG Department of Agriculture, should get an OBE for his work in removing the menace from the giant snail pest.

The Japs introduced the giant snails into New Guinea during the war, and when planters returned to their overgrown plantations after it, they found these voracious pests had added a cross to bear.

They ate everything in its young

Surprise, Surprise for One Lae Hen

A more surprised hen there'll never be, than one in Lae, New Guinea, if she hatches out a certain egg, and if she lives to tell the tale.

The hen, a very ordinary one, is at present sitting on a setting of duck eggs. That's all right—it's been done before. But what makes this hen extraordinary, is that her young master, Ian Hendrick, has popped a crocodile egg under her.

Ian bought the egg at the native market one Saturday morning, and thought he would try his luck at breeding his own crocodiles.

Daily examination reveals that the embryo is steadily growing although Ian's parents had hoped the egg was not fertile. However, they, too have become interested, mainly from a humane sense, and to avert a tragedy.

The gestation period for crocodile eggs being an unknown quantity, there is always the possibility that the stranger in the nest may breakfast on mother and ducklings, if not carefully watched.



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and succulent stage, including your cocoa trees and kitchen-gardens and after rain they swarmed on in millions over the roads to be crunched under the wheels of trucks and cars. Today you scarcely ever see a giant snail on the road round Rabaul, crushed or uncrushed, and the efforts of Mr. Bridgland and his boys have virtually administered the *coup de grace* to those on plantations.

Mr. Bridgland's formula is a concoction of tepol, mataldehyde and Flintcote (a proprietary bituminous preparation used to spray the undersides of motor vehicles).

Strips of cardboard, about four inches wide and as long as required are dipped into this brew and when impregnated they are dried on the ground and the ends fastened together to form a small fence around the seedling tree or garden plant.

The Flintcote presumably protects the strips from the weather and the mataldehyde first attracts the snails then kills them. Mataldehyde is an ingredient in those commercial snail-baits that look like green sawdust and are popular with home gardeners. This type of snail bait is effective against giant snails also; but it is expensive and areas of high rainfall has to be renewed constantly.

Mr. Bridgland recently attended a cocoa conference in Accra, Ghana, and on the way there attended another agricultural conference in Suva, Fiji.

W. Samoa's Bank Begins Functioning

The new Bank of Western Samoa which began functioning on April 1st has two directors appointed locally and three appointed by the Bank of New Zealand.

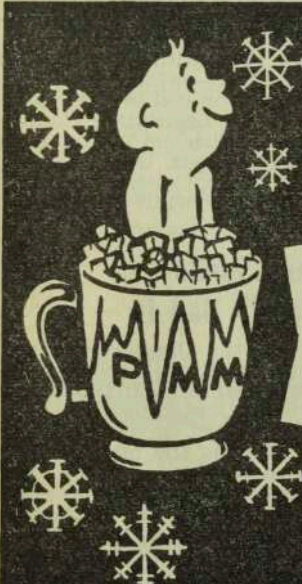
The two local directors were announced in Apia in mid-March and are the Hon. Tupa Tamasese, O.B.E. and Mr. J. B. Fonoti, well known Apia merchant. Mr. Fonoti's appointment is for three years but His Highness Chief Tamasese's term of office is for 18 months to fit in with constitutional developments, as he is a member of the Council of State.

The three directors appointed by the Bank of New Zealand—of which the new Bank of Western Samoa is a development—are Messrs. J. Grierson, R. D. Moore and J. Halligan.

They Won't Be Short Of Pillows

It was the biggest wedding in the history of Aitutaki Island, in the Cooks.

Practically the whole island (population 2,450) assisted in preparing the wedding feast, which



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More Beer For Some Solomon Islanders

The deliberations that took place in the Solomons last year over five drinking laws have resulted in what is officially described as a "right measure of relaxation".

The revisions will come into effect on May 5, in the form of Liquor Licence Permits, the most important effect of which will be to allow permit-holders to drink beer on licenced premises, as well as purchase a limited amount for home consumption, which was not permitted under the old system. (Once having purchased his limit of 12 large bottles of beer per month, the permit holder had previously to take the grog home before he could drink it.) Another modification is that the permit is not now have to be renewed annually. Once issued it is permanent unless the holder does something serious enough to have it revoked.

The new policy also applies to Fijians, Gilbertese, Ellice Islanders and New Hebrideans living in the Protectorate—although all Fijians have unrestricted right to drink beer as and when they like.

Initially the new type of permit will be restricted to Islanders holding an old one. The authorities will be watching to see the result of allowing these people to drink on licensed premises, and upon this will depend any subsequent increase in the number of holders.

Papua-New Guinea natives are now the only ones on whom there is a blanket ban against drink of any kind. Some Pacific Territories—such as Fiji, Netherlands New Guinea and New Caledonia—allow the natives to drink beer freely; most of the others follow a permit system of some sort, although in some places it is very restricted.

rised 217 pigs, 205 chickens, 10 goats and one bull.

The bridegroom was Joseph An, son of Mr. and Mrs. John An, of Mangaia Island, and the bride was Mikara Abera, daughter of Mr. and Mrs. M. A. Abera, of Matavera, Rarotonga.

After the ceremony and feast, a reception was held at night in the hall of the Islands Administration packed near Arutanga jetty.

Gifts to the newly-weds included: 21 patchwork quilts, nine spreads, 99 singlets, 515 kapok pillows, more than 1,000 lengths of cloth, materials, one live calf and one pig.

Methodist Mission Takes Over

The new Chairman of the BSIP Methodist Mission, the Rev. George Carter, has arrived with Mrs. Carter and their four children at Bougainville.

Mr. and Mrs. Carter have been working with the Mission in Bougainville for the last ten years, most of that period at Teop. Both Mr. and Mrs. Carter are trained teachers and their training has been one of their chief concerns during their years in Bougainville. Mr. Carter has also been a good deal of translation in the Teop language and recently the British and Foreign Bible Society published the Gospel of Mark in that tongue.

Mr. Carter made his first visit to the Protectorate during the war when he served with the RNZAF as a medical officer on Guadalcanal for a year. He was ten months with a medical unit, located opposite the American army hospital which became Honiara's first post-war hospital.

Mr. Carter will attend the SPC Conference in Rabaul in April as

an observer on behalf of the Commission on Overseas Missions and of the National Council of Churches of New Zealand.

Tarawa Deaths By Misadventure

Two people died by electrocution at Betio, Tarawa, recently in unusual circumstances.

When the telephone at the home of the Electrical Superintendent began to ring continuously late on a dark windy night, he received a severe shock on picking up the receiver. He realised that there must

be a power line down across the telephone line, so immediately left for the power station to have the power cut off.

But before he could reach there, Miss Noema Levita, one of two girls walking along the road in the dark, walked into a fallen wire and was electrocuted. The other girl, not realising what had happened, called for assistance and the first person on the scene, Mr. Tirae Roboam, father of four children, also walked into the wire and was killed. At this point the Superintendent arrived on the scene and the power was then quickly cut off.

An examination showed that a power line had come down across the telephone line at a point where the power line's insulation had been damaged. Even this would not have caused the fatality, but 250 yards along the road the telephone line had also come down, and it was this wire, now electrified, which the two people had contacted. The breakages had apparently been caused by falling coconut fronds.

As a result of an inquiry it was found that many private radio aerials passed over or under power lines. Action was taken to have all of these removed to prevent similar tragedies.

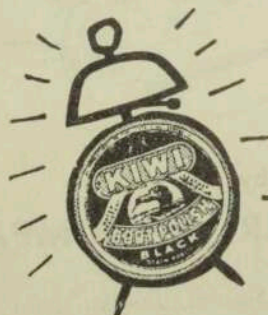
Developing A "NG Menace"

A "serious potential menace" was developing in Papua-New Guinea through the large number of native schoolchildren not attending schools, Rev. D. E. Ure told the P-NG Legislative Council in March.

He said scores of children around Port Moresby were receiving no education. In time these children

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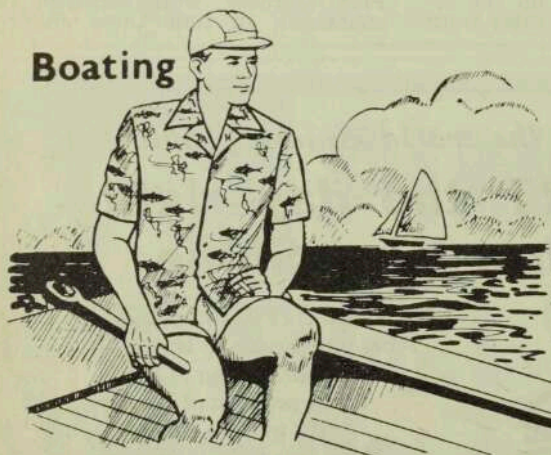
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Five Sibil Valley natives, close to the Star Mountains of NNG, in March watch a Twin Otter aircraft take off with a party attached to the big Star Mountains expedition. See story below.

resent most bitterly not having that Europeans regarded as a

Ure said that in about 15 a menace would develop when children became aware that had missed so much. He asked investigation be made into the tion of these children.

NNG Expedition Under Way

at things are hoped from the expedition that gets under way the Star Mountains region of lands New Guinea this month. the end of March, the two s (Dr. L. D. Brongersma, ific, and Commander G. F. na, technical) were in dia and by April 9 all 70 ers of the expedition were ex- to be in the Sibil Valley, to go.

airstrip, to take twin-engined Pioneer planes, was com- last year and in the last weeks before the main party d, the base-camp nearby was sy as an ant's nest. A huge barracks has been built and etc., have been erected.

Dutch freighter *Musi Lloyd* about 23 tons of equipment landia in mid-March and this, other cargo, was later trans- d to Tenah Merah on the River. From there small

craft will take the stores and nent a further 60 miles up ver to a point where East and Digoel Rivers form one main a. From this depot the cargo inish the trip to the Sibil in two Bell helicopters.

expeditions's equipment in- everything from food to

trade goods; from Geiger-counters to mosquito-nets. One item is 1,200 litres of 96 per cent. alcohol. But it is for preserving specimens—not to drink.

The region that the expedition will explore is not large, but it makes up for that in ruggedness. The distance between the Sibil Valley and the 15,000-ft high Antares Tops, on the border between Netherlands and Australian New Guineas, is no more than 16 miles, yet the expedition expects to spend six months in the locality at a cost of £A117,650.

Twenty Dutch Marines and 20 native police will provide cover for the main party as the area is still uncontrolled.

Apart from geologists and mining-engineers there are anthropologists, a linguist, zoologists and biologists. There are three pilots and two mechanics for the two helicopters.

A staff-writer and a photographer of *Time-Life* will cover part of the expedition.

It is anticipated that apart from new animals and plants, nickel, cobalt, wolfram and alluvial gold will probably be found.

In Netherlands New Guinea, a special stamp, marking the start of the big expedition, will be issued on April 10.

First Electric Petrol Pumps

Mr. Harry Hazelwinkle, previously manager of the BSI Trading Corporation's garage, Honiara, has taken over the workshop and allied facilities from the Corporation, and commenced trading on his own account under the name of Solomons Motors.

At present the garage is situated "down town", but Mr. Hazelwinkle has leased land in the business area on Mendana Avenue, and building of a modern service station, incorporating a showroom for car display, has already started there. It will feature the first electric petrol pumps in the Protectorate.

Mr. Hazelwinkle has been in the Solomons since before the war, when he was Lever's Chief Engineer on the *Kurimarau*.

Bishop and Anthropologist Share Outpost Drama

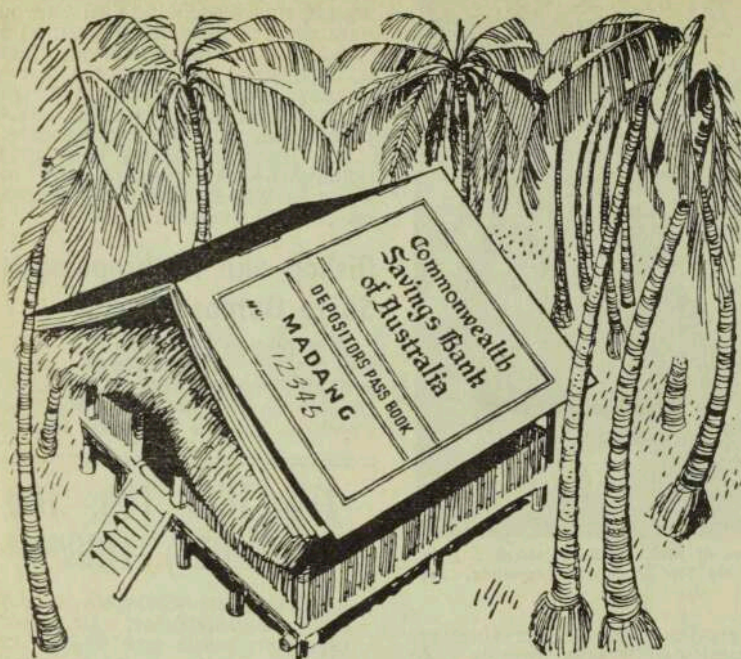
The Bishop of Melanesia (the Rt. Rev. A. T. Hill) returned to his headquarters in the British Solomons in February after almost a year's absence in the United Kingdom

IT'S JUST TOO, TOO (SADLY) TRUE

Papua-New Guinea's Assistant Administrator, Dr. John Gunther, made one of his unhappier—but, unfortunately, very true—pronouncements, recently when he said that even if the three elected members of the Legislative Council resigned over introduction of income tax on April 20 (as they have threatened they will), the Council would just "go on without them."

He said that resignations of elected members "could not be allowed to interfere with the proper conduct of Government." Cynics might pick a bone or two with the Doctor over what constitutes "proper", or even "Government", but leaving ethics right out of the matter, the fact is that the Legislative Council does just pursue its merry way in spite of what the elected members feel or say. Even when the nine nominated members join them, there are still 16 official members left to force any bill through. That, of course, is the whole crux of the tax fight: Once it goes to Legislative Council, what the Australian government feels is good for P-NG will go through.

There might be a very different answer to the tax and other hot questions if there were secret ballots in P-NG Legco. If it does come to a ye or nay vote on income tax at the forthcoming special Legco meeting on April 20, the official members will do their usual sheep act of following the Canberra bell-wether. But it's going to hurt them as much as it hurts other Territorians—right in the pocket.



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and New Zealand—and by getting back when he did, probably saving the life of an American anthropologist, Dr. W. Davenport, who was seriously ill at Graciosa Bay, Santa Cruz.

On his way home, Bishop I visited mission stations in the New Hebrides, Banks and Torres groups, and just happened to call in, in the Mission vessel *Southern Cross*, at Graciosa Bay. After his long absence he did not know that Dr. Davenport and his wife were at Santa Cruz, but before the ship had anchored, the headman had gone out in a canoe to tell Bishop that Dr. Davenport was unconscious.

The Bishop took the anthropologist and his wife on board immediately and sailed to Kira Kira where they were met by the Chief Medical Officer of the Protectorate and a sister from the Honiara hospital.

The Davenports went to Santa Cruz about last November and have been in regular radio communication with Honiara until the radio broke down. Early in February, Dr. Davenport developed a bad attack of malaria and had been seriously ill for two weeks before the arrival of the *Southern Cross*. When he was admitted to the Central Hospital, Honiara, he was found to be suffering from pneumonia as well. He has now recovered.

Bulk Fuel (Maybe) For W. Samoa

An application has been made to the Shell Company (Pacific Islands) Ltd. for permission to install a bulk fuel installation in Apia, Western Samoa, and invest in a capital expenditure programme for that purpose.

The project is to include handling of diesel fuel which should result in savings in fuel costs for local launch owners and cheaper freight and passenger rates.

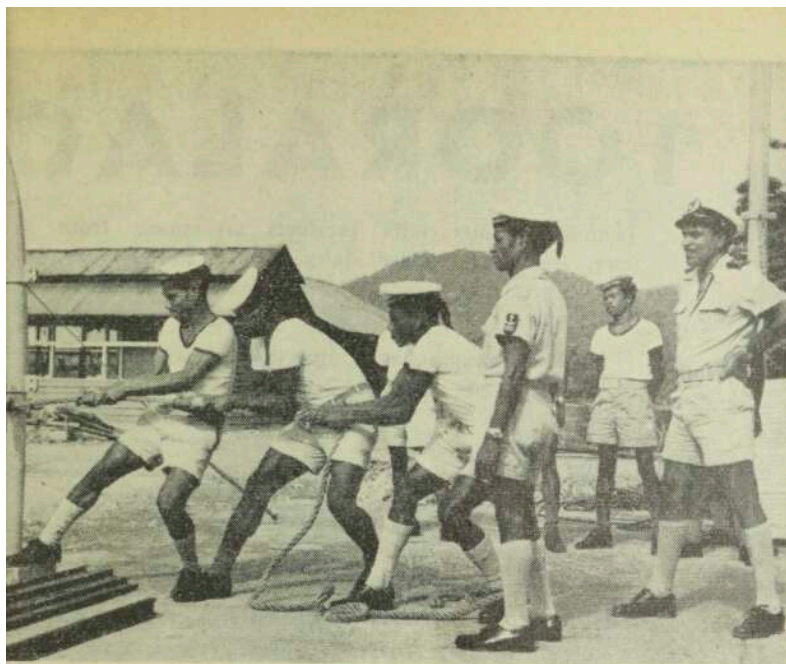
Later additional facilities would be erected for petrol, resulting in reductions of freight and passenger charges for motor vehicles.

The Company is negotiating with the Western Samoa Trust Estate Corporation for an area of land at Sogi, Apia. This area should eventually be declared an industrial zone and would fit in with other development plans.

The other major oil company operating in Samoa, the Vacuum Oil Co. Pty. Ltd., is also considering bulk fuel installations in Apia.

Honiara, Too, to Get Bulk Petroleum

The Shell Company, which is considering bulk fuel installations in Apia, Western Samoa, has already decided to build a bulk storage depot at Honiara, BSIP.



is "dry training" for native students at the Lower Nautical School at Hollandia, NNG, the lads are taught seamanship and elementary navigation to fit them for sea-going on the local smallships fleet. This was the school that so impressed the Administrator of Papua-New Guinea when he paid a visit to Hollandia a couple of years ago.

ee 25,000-gallon tanks will be at the Shell Co.'s present site at Cruz; two tanks will be for diesel and one for . They will be supplied from installations at Rabaul. There will be a bowser-type fill-service for ships right at the and a road tanker will be for distribution in the Honiara. To date all fuel has been ed to Honiara in drums.

Storm News Cook Is.

ther news of the three tropical s which passed through the a-Cooks-French Polynesia n January-February have been g in. The first of these de- ons originated near Suwarrow passed south-east, causing weather in French Polynesia. second originated between iiki and Pukapuka in the ern Cooks, moved first across is Samoa then backed south s close to Palmerston atoll and gh the Southern Cooks. Palmerston, where the wind usting to 50 mph, heavy seas ged boat sheds, copra driers, ther builings. One man lost s in the blow, as well as many ned coconuts. About 500 coco- alms were blown down and breadfruit trees destroyed or damaged. itaki, next in line, described blow as the worst for some Damage was mainly confined unches, canoes and whale- though some native and ean-type houses lost their

roofs. Damage was worst on the west side of the island.

Atiu reported the storm as the worst since 1936. The cargo boat launching ramps at Taunganui and Iotua-Iku landings were demolished, serious damage was caused to the roof of the LMS church. Plantations, especially bananas, suffered badly.

The storm which caused all the damage at the Manua Islands and Niue did not pass through the main Cook Group but moved south from Niue.

And Niue Takes Stock of its Damage

Meanwhile, in late April, little Niue was still taking stock of hurricane damage—and noting, with a feeling of warmth towards fellow man, that its pleas for help were being heeded from dozens of different directions.

Of Niue's 770 family dwellings, 320 will have to be completely rebuilt and another 160 repaired. Damage to Administration buildings—most of them were wrecked or partly wrecked—was £NZ60,000, and total damage, including damage to crops, was something in the nature of £750,000, for a population of only 4,700 (see Magazine section).

Niue itself began picking up the pieces in a vast self-help programme (special housing and relief committees were set up, and the island council made it clear that it expected no able bodied man to leave the island for the next six months). But outside help continued to flow in.

Public subscription lists were established throughout New Zealand by a dozen different organisations, including Red Cross, the churches (the London Misisonary Society on Niue retained intact only two of its 13 churches), the newspapers, the Territories Department.

The NZ Government earmarked funds for immediate rebuilding of Administration offices and sent senior Works Ministry Architect W. Ponder to Niue to start right in (a mellow task for Ponder, who has been travelling to Niue for years, watching and helping the island solve its building problems—most of which it had beaten when the hurricane struck).

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If In Fiji— Don't Compost

Some gardeners who make compost heaps aren't popular in Fiji and the Coconut Pests and Diseases Board is considering putting a ban on the practice.

The reason? Rhinoceros beetles, who like to breed in rotting vegetation, old tree stumps and compost heaps.

Compost heaps pass muster in Fiji if the owners turn them over a month, and search them. Some gardening enthusiasts cooperate, others don't and leave their compost heaps or pits for months without turning them. These people who don't are a threat to the Fiji copra industry, says an official.

Food and clothing to Niue, and the big-hearted United States Government, although faced with a year of expenses of its own in a hurricane-devastated Manua, gave \$2,500 dollars and eight tons of rice.

The US Navy icebreaker *Staten* went out of its way to defood and clothing it had picked up in NZ—creating at the same time something of an historical event by landing a helicopter in its landing operations. The helicopter was the first aircraft to land on rugged Niue, which is a coral outcrop and has no airfield.

About half the island's population met at Alofi green to meet the helicopter when it first put down—being in it Captain Price Lewis, commander of the icebreaker, and Captain Ponder, who had been on a passage on *Staten Island*.

After the Americans made a 40-mile circuit of the island, putting a flag on each village green, and they landed at the Residency for afternoon tea.

Economists Are Happy About NG Cocoa

It is anticipated that by 1963, New Guinea production of cocoa will be equal to Australia's requirements — 12,000 tons per annum.

It is not to say, of course, that New Guinea will be supplying all Australia's cocoa—the chocolate manufacturers will probably have something to say about that. Manufacturers like to blend their cocoas from present Samoan, African and New Guinea beans are used for the purpose.

Ready individual producers of cocoa in New Guinea are selling it to the United Kingdom and their product stands on its

own merits, and it is expected that this trade will increase.

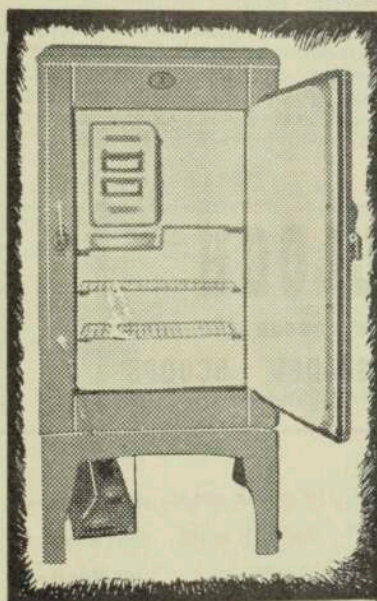
The growth of the New Guinea cocoa industry in the past 10 years has been sensational. Cocoa was grown, mainly in New Britain, before the war, but the trees were virtually wiped out during hostilities and planters started again from scratch after it.

Area under cocoa has grown from almost nil just after the war to about 40,000 acres at present. Some of this is interplanted in coconut plantations. Production for the year ending June 30, 1959, will be about 3,800 tons but within four years, trees already planted will

boost it by about four times this amount.

Native growers, particularly in the Gazelle Peninsula area of New Britain, have about 10,000 acres under cocoa and are producing about one-quarter of present production, the beans being processed in central fermentaries owned by Native Local Government Councils.

Long-term target set now for the New Guinea cocoa industry is 25,000 tons per annum. The Commonwealth Bureau of Agricultural Economics, after investigations into the industry are satisfied about the prospects of an industry on this scale.



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Bananas—In And Out Of Bunch

Though the major interests involved in the South Pacific banana industry seem generally opposed to any reversion to shipping bananas by the bunch rather than by the case, there is at least one important ambassador for the bunch. He is Mr. J. C. Gerlach, agriculture economist and adviser in tropical agriculture to New Zealand's tropical territories. Mr. Gerlach was making one of his routine rounds to the Islands in April—the first in over two years—from his headquarters at the New Zealand Department of Agriculture's experimental station near Hamilton, NZ.

PIM recently reported that substantial numbers of bananas from the Islands—and not from any specific area—were reaching the New Zealand consumer in very poor condition. Superficially such fruit

appears to be in its usual indifferent condition as regards skin blemish though otherwise often sound.

However, on peeling the fruit a large percentage have been found to be rotten at the ends, particularly the stem ends, or sometimes for the full length at heart. This latter condition is not evident until the fruit is broken in half.

Questioned on this, Mr. Gerlach said that the infection could be wind-born. It could be drawn in through the ventilation system of a ship while loading, and could thus infect a whole shipment, though this might not be the most common source of infection in the case of Pacific Islands shipments.

Naturally, said Mr. Gerlach, such infection entered the fruit via a wound or blemish—and the most obvious wound on a plucked banana was the stem. Eliminate that wound and you automatically reduce very

substantially this source of spoiling.

The answer: bananas in bunches. Whatever the present opposition from shippers, importers, distributors and retailers, Mr. Gerlach made clear that in his opinion the bunch system, once organised, is the better from the viewpoint of the consumer. Because New Zealand consumers have never seen unblemished bananas there is no real pressure for an improvement in quality, but that situation may not always apply.

Mr. Gerlach said that the possibilities for the marketing of the banana crop in processed form either as a by-product of the fresh fruit trade, or as separate self-contained industries, was not being lost sight of, but regularity of supplies would probably be essential for such industries.

Failure of supplies through natural and other causes is still a recurring problem.

Going's More Important Than Coming in Fiji

A passport and other travel documents were sufficient to see Ku Stoboy, of Berlin, through countries—and then he met Waterloo with the Fiji Immigration laws.

Mr. Stoboy appeared in the Magistrates Court in Lautoka, Fiji, in March to answer a charge of having entered Fiji illegally. He had asked to be brought before the court to clarify the position.

Stoboy is a travelling journalist. While passing through Australia as a transient he applied for and got a visa for a three months visitor's permit to Fiji, from the United Kingdom High Commissioner in Australia.

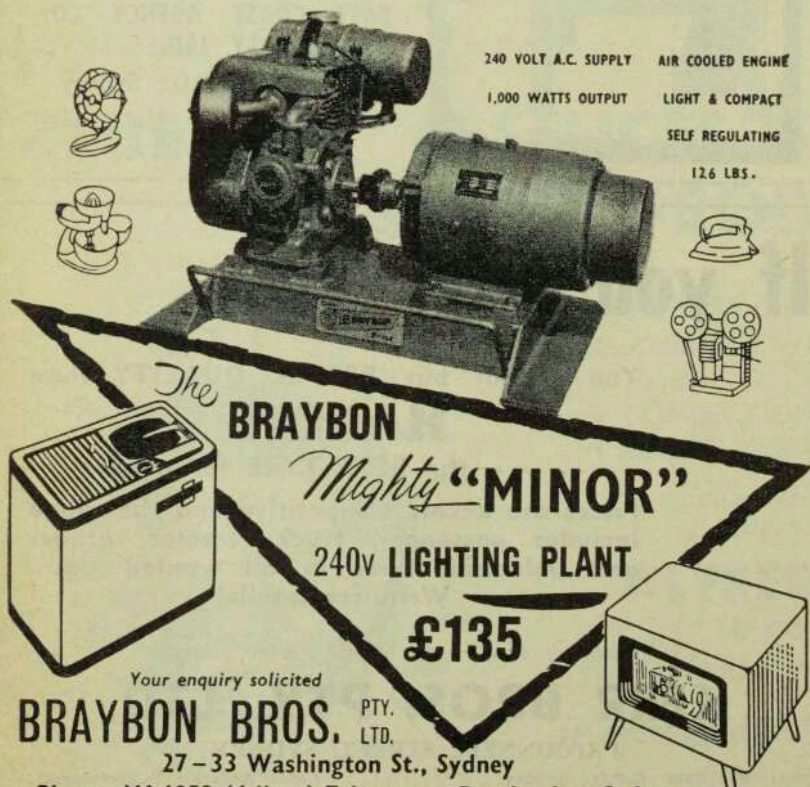
He then bought a single ticket to Fiji. Assistant Superintendent Marlow, who appeared in the court for the Immigration authorities, said that the Immigration Ordinance demanded a monetary security or an onward air or sea ticket. The airlines were well aware of this. After the court had adjourned, allow Mr. Marlow to consult the airline which had carried the German journalist to Fiji, Stoboy was released into the care of the airline.

Good Market for Samoan Coffee in Aust.

Increasing interest is being shown by European and Samoan planters of the Territory of Western Samoa in the cultivation of coffee beans for which, reports our Apia correspondent, there exists a good market in New Zealand and Australia and also locally.

Large areas of land both Upolu and Savai'i are at present being planted in coffee, mostly the Arabica variety. The Western

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New DC For The Turbulent Tolais

Mr. J. R. Foldi, who has been District Commissioner, New Britain, with headquarters at Rabaul, since 1954, will proceed on leave next August. After that, he will not return to New Britain, but will go to Samarai, as District Commissioner, New Guinea.

The new District Commissioner, New Britain, will be Mr. H. P. Seale, at present District Commissioner, Eastern Highlands, headquarters Goroka.

The New Britain assignment is the toughest in the Papua-New Guinea Territory because of its special problem—the New Britain natives, particularly the Tolai people of the Gazelle Peninsula.

The Tolais are "natural politicians", and have been longest in contact with Europeans, and are classed, politically, as the most sophisticated natives on the New Guinea side of the combined Territory.

Mr. Seale is credited with having a natural gift for dealing with natives, and efforts in New Britain will be watched with more than usual interest.

His three post-war predecessors have been: The late Charles Bates; Mr. J. K. McCarthy; and Mr. Foldi. Mr. Foldi was the only one of the four who came originally from the old Papuan service.

Experienced residents of New Guinea have criticised the Administration's system of moving the chief man away from New Britain before he really gets to know the very difficult and unpredictable natives. They say that a real knowledge of the Tolais can be acquired only in half a lifetime of study.

Charles Bates was sent away from Rabaul to Madang, without apparent rhyme or reason, just when he was reaching real usefulness; Keith McCarthy was moved to an ill-defined job in Port Moresby soon after the Raluana Incident; and now, following the Navuneram Incident, J. R. Foldi departs for Samarai, to give the Milne Bay natives the benefit of his five years' experience among the turbulent Tolais. It is a queer system.

Maybe that highly-respected veteran District Officer, Mr. Ted Taylor, whom Canberra brought quietly out of retirement a few months ago, and established temporarily in Rabaul as an observer and reporter on the ways of the natives, will be able to give Canberra some really helpful practical advice.

the Trust Estates are at present testing their first large crop of coffee beans and have altogether cleared 375 acres of coffee. They intend to increase their area under coffee considerably during the next few years. It appears certain that coffee exports will be a major part of Western Samoa's economy.

The index is used as a guide for the fixing of salary scales and allowances of the Western Samoa Public Service.

The Island Bug—And Bugs

Talk of an island and there'll always be an interested, if not envious, audience; and somehow or other the more isolated and less inhabited they are, the greater their

pull. At least to those who've never set foot on one.

Mr. Frank Hanley—a one-time BP engineer, mentioned in this month's shipping news—who passed through Suva in the *Southern Cross* in April, should have known better as an ex-resident of Fiji of the 1920's, but his case illustrates the tenaciousness of that Island Bug.

After 30 intervening years in the newspaper and other business in Australia, he was more than ready to "get away from it all" and his mind turned to that normally unattainable vision which lurks at the back of many minds—an uninhabited island.

By now he was financially capable of realising such a dream. His wife was more than willing. A Queensland land agent did the rest.

Timana Island, 4½ miles off the coast, plus a 12-mile road journey from Tully, was the result. Out there, away from it all, was a two-storied house, a caretaker's cottage, endless supplies of bananas, pineapples, the choicest oysters, and in fact all that range of tropical produce listed in the novels—plus a few others unlisted. As for instance, the colony of ten thousand flying foxes close to the house, that screeched all night and every night; and the parakeets that took over when even the flying foxes eased up; and the millions of ants of several varieties, and all the other insects that bit, invaded the food supplies, or otherwise made life a misery; and the snakes.

Then there was the often risky voyage across open water to the mainland, with the back-breaking job of winching the launch up above the high-water mark after first getting it into its cradle—for the mainland's foods, newspapers, and

Falls Into With a Club

Minj, Western Highlands of New Guinea, is following the pattern of Territory settlements. As one said in *PIM* last month—soon as there are half a dozen families grouped together in one place they build a club.

The club at Minj will have a good position at the top of the hill, and is being built by voluntary labour of people living near the station and the plantations. They hope to have it complete by the end of June. It will be used for screening films, as well as for other social events.

Samoa C-o-L But Not Much

The annual report of the Western Samoa Commissioner of Labour for 1958, contains the information that the Consumer's Price Index, compiled by the Labour Department, shows an increase of two per cent. The cost of living for seconded Government employees, and of 25 per cent. for local employees.

The index comprises 168 items and is subject to quarterly review.



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- (C) Manley Roto Trimmer 12 volt including 30 feet flex . . . 26 gns.
- (D) Air Compressor Unit mounted on base plate including pulley belt, etc. . . 52 gns.

Compressor Unit includes spray gun, plastic and rubber hose with tyre chuck, etc.

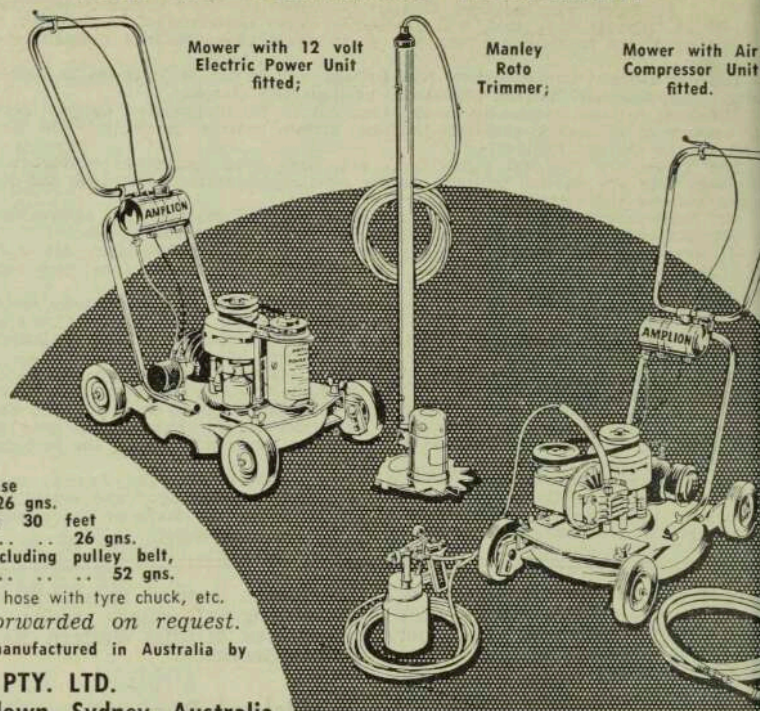
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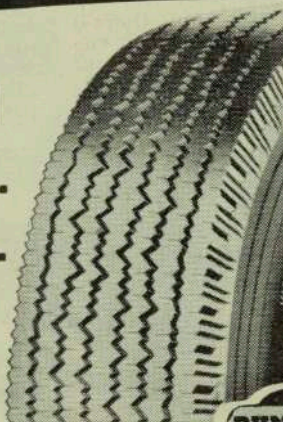
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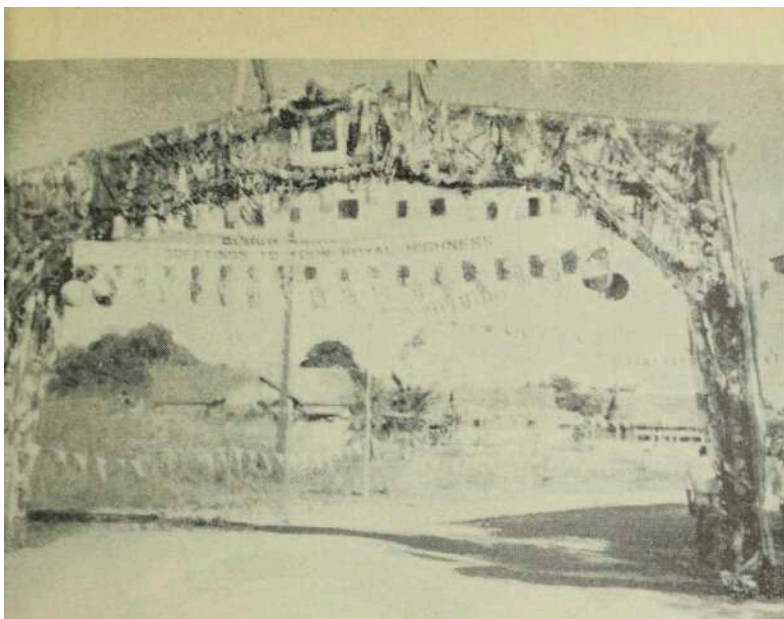


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Honiara Goes Gay For the Duke

Honiara dressed up for its Royal visit in March, but first prize for the most colourful arrangements—if there had been any prizes—would undoubtedly have gone to those in Chinatown.

Prince Philip drove through two archways like this, one at the entrance and one at the exit.

He made his Chinatown visit after having earlier taken a look at Ruanu plantation, where manager Jim Symes answered the Duke's many questions.

Here, he sees nuts being opened as the first stage in the making of copra.

commodities still had their

the idyll lasted rather less than months—that was ample time for the cure. The only happy side of all was that there were plenty of other mainlanders with satisfactory finances who were clamouring to be purged of the Island Bug, there was no difficulty in disposing of the unhappy mess at the price paid for it.

Frank Hanley and his wife have bought their islands. "And I hope you won't mind me telling you this," said to a PIM representative in Honiara, "but it was the copies of PIM in the home of a Queensland friend that really started it. Some of the idea of an island seemed very answer to the way we felt at the time."

Copra Boom May Last Longer Than Expected

The average price for Philippines copra on the London market during March was £Stg.94/7/6 c.i.f. and this is the price that Papua-New Guinea Copra Board payments will be based on, when accounts are finally squared off.

The average copra price for the first three months of 1959 is £93/16/8 c.i.f. London, and hence, says the Chairman of the Papua-New Guinea Copra Marketing Board, it will be seen that "an early advance in the Board's tentative copra purchase price is indicated".

The Board's "tentative price" fixed to be £A55 per ton for hot grade, this might be regarded as a slight understatement.

The P-NG Copra Marketing Board was meeting this month, so copra buyers can expect better things in the future.

Papua-New Guinea planters have



not yet been fully paid for copra delivered to the Board during 1958. It is expected that the final adjustment will be around £6 per ton, which will bring the average price of hot-air grade delivered during 1958 to £A64 per ton.

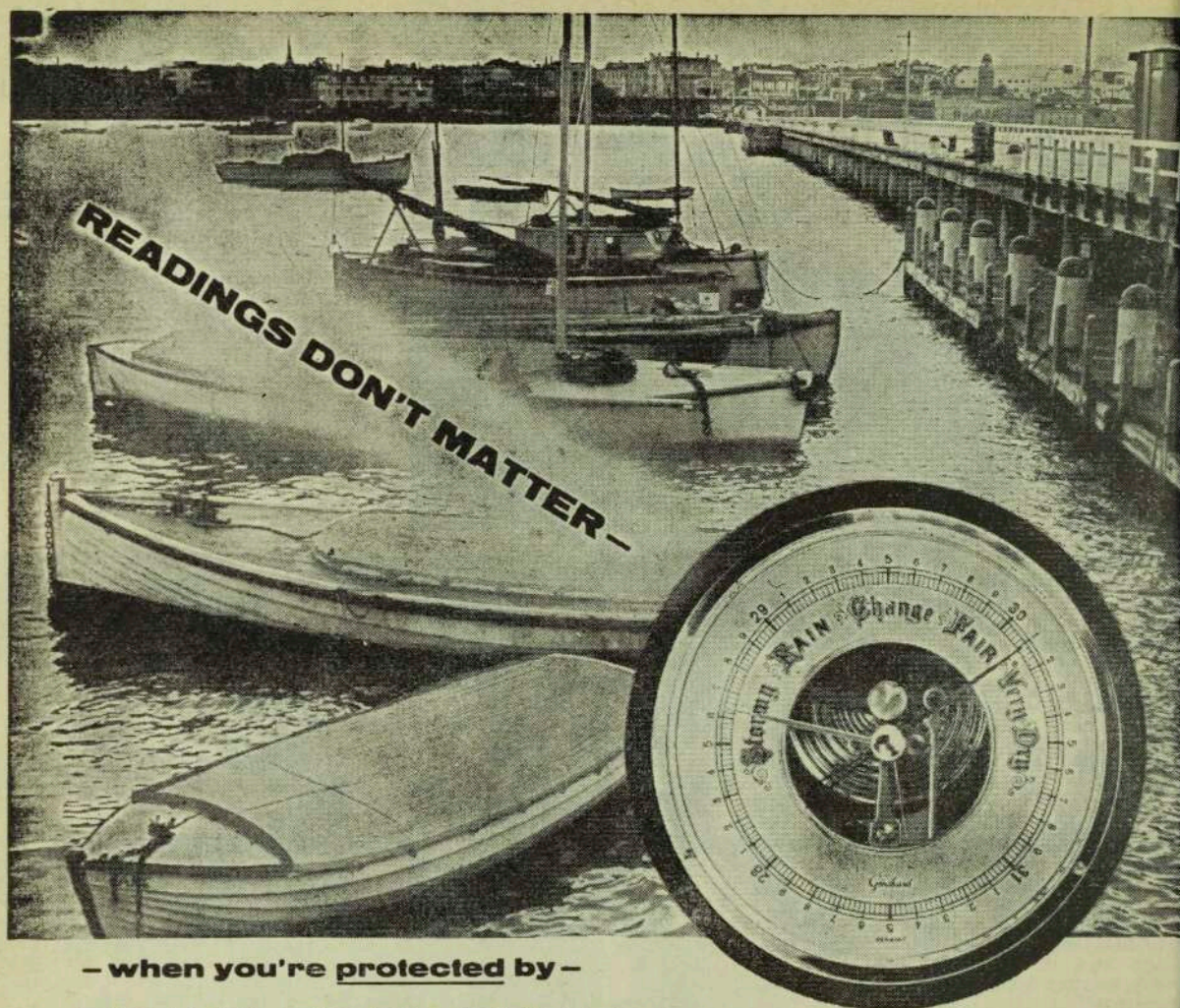
In his report to planters at the end of March, the Board's Chairman, Mr. Ian McDonald, reported that the European market was very dull at the beginning of the month; had showed a slight improvement by mid-month, and at the end of the month was quite active in "afloat" copra at around £Stg.92/10/- per ton.

His report continued:

"Reports have been received that

the official Indonesian Selling Agency has made sales of about 7,000 tons for April shipment, but that no more would be sold in that position. In fact, it is presently rumoured that the Indonesian Government is temporarily banning the export of copra. This almost certainly indicates a very short supply in Europe, with perhaps a price reaction, although buyers are said to be expecting some "unofficial" Indonesian copra to appear.

"Some European dealers are also beginning to feel that the copra shortage will continue longer than has been anticipated, and are ready to back their judgment by going long for the next few months.



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A Bronze Bell For Biak

The Protestant Church in Biak has got a new bronze bell which the native parishioners, who on the night in June, 1957, paddled their canoes back and forth along the wreckage of a KLM plane Constellation and rescued survivors.

The aircraft had just taken off from Biak bound Amsterdam via Manila and Middle East, when it crashed in the sea. Over 50 people lost their lives.

The bell was made especially for Heiligerlee, Holland, and bears an inscription in the native vernacular.

It is interesting to note that the Kingdom (and this, for all practical purposes, means Unilever) is troubled with where her copra is coming from, as all her requirements are covered from British Commonwealth origins.

Imports into the United Kingdom are around 175,000 tons per year, whereas exports from Commonwealth countries (excluding India and Ceylon) amount to about 200,000 tons.

Contracts entered into between the United Kingdom and Pacific Producers in 1957 and it is assumed that these (mostly still in force) accounted for 1,000 tons, and in addition, locally all coconut oil produced in copra crushed in the Pacific to the United Kingdom—a total of 75,000 tons copra equivalent. Other sources of Commonwealth copra include: Ghana, 5,000 tons; India, 5,000 tons; Seychelles, 6,000 tons; Tanganyika, 5,000 tons; and Zanzibar, 6,000 tons."

(article on page 20).

Congress Discusses Papua New Guinea

The president of the Papua-New Guinea Branch of the RSSAILA, Mr. Bunting, believes that it is "absolutely necessary" for the Islands Regiment, a unit of troops with European officers and senior NCO's, to be doubled in strength immediately.

Bunting made his statement at the annual congress of the P-NG Branch, held in Lae, New Guinea, on the week-end of April 4-6.

Bunting said that after serving with the PIR, natives should be encouraged to join the PNGVR, the militia unit, so that they were not left to the forces.

The RSL was continually reminding the Commonwealth Government

of the inadequacy of the defence forces of the Territory.

"Though realising modern warfare would be on a major scale," he said, "and that we would be under the wings of ANZUS and SEATO Forces, we nevertheless insist that the Territory could be attacked by manpower using conventional weapons, so we need a strong unit like the Pacific Islands Regiment".

Mr. Bunting is also in favour of the establishment of civil defence training so that Territorians would know what to do in the event of war.

The policy of the RSL in relation to neighbouring Dutch New Guinea had been recently stated by the national executive to the effect that it cannot agree in any circum-

stances to Indonesia taking control of that territory, Mr. Bunting said. The RSL maintained that should Holland decide to forego control of that territory, it should be taken over and administered by Australia.

Air Viti Lands Float-Plane

A Cessna float-plane was unloaded at Suva from the *Tofua* in late March and will go into service for Air Viti, the company formed about a year ago by pilot Brian McCook and his associates to operate charter services in Fiji.

Air Viti already has a Piper Cub in Fiji and has undertaken crop

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dusting work for the CSR Co. It is thought that the new float-plane will offer greater flexibility than a land plane in watery Fiji when landing strips are few.

The small Cessnas, which will carry three passengers and their gear, or an equivalent amount of freight, are popular in New Guinea. They operate in the Highlands, and into the most inaccessible airstrips in Sepik, Western and Southern Highlands districts.

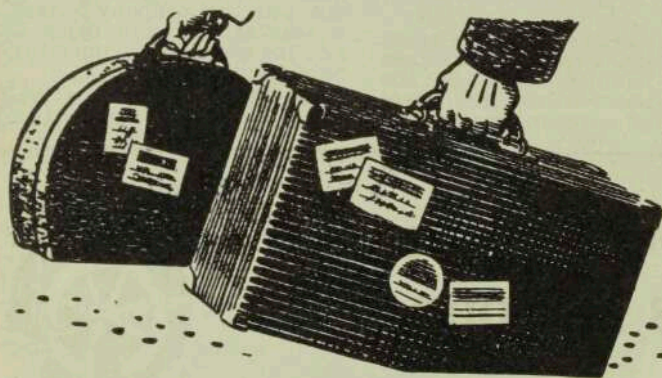
How Tahiti Got Its Pomelos

Because in 1919 a passenger on a coastal steamer passing along the coast of Borneo gave the captain a hair-cut, Tahitians today can enjoy the large and luscious fruits of a variety of pomelo which now grows widely there.

The passenger was the well-known explorer Harrison W. Smith, who

later settled in Tahiti. He offered the loan of a pair of clippers to the captain, but when the latter's steward found he could not use them, Harrison Smith volunteered for the task.

In return, the captain presented him at the next port of call a case of pomelos. Harrison Smith sent some seeds to the British Consul in Tahiti, who was able two years later to hand him back thousands of seedlings. Of these only one reached maturity, but it was sufficient for propagation purposes, and today the pomelo trees of this variety in Tahiti are descended from it.



Going places?

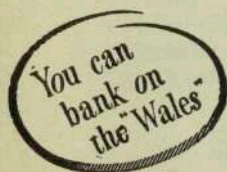
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Fiji Pays More For Foreign Postage

Like the British Solomons, Fiji also had some increases in its postal rates from April 1. Changes in Fiji affect surface, foreign rates only, with the basic rate rising from 6d to 7d.

There will also be small increases for postcards, printed papers, commercial papers, etc., to foreign destinations.

Letter rate to Commonwealth countries is unchanged at a basic rate of 2½d although there will be increases in a number of postage charges, as a result of decisions by the Universal Postal Union.

Fiji subscribers are also promised an increase in telephone and telegraph charges, but just exactly what and how much was not stated.

NG's Going to Have A University—Maybe

What eventually will, it is hoped, turn into a full-scale agricultural University got off to a modest start recently when six New Guinean natives commenced studies for a P-NG Diploma of Agriculture.

This modern version of pump-and-iron into gold coach isn't by favour of the Fairy Godmother, but has been ministered for Territories Hasluck de-

So Now NG is Exporting Ducks!

Ten pairs of rare Salvador ducks—only found in the Central Highlands of New Guinea—will be shipped to Britain for exhibition in the London Zoo.

A representative of Sydney Taronga Park Zoo, Mr. David Bush, was in New Guinea in March taking delivery of the ducks at Nondugl, in the Highlands, and arranging for their crating and transport to Sydney. From Sydney they will be shipped to Britain under the care of a London Zoo keeper sent out specially to ensure their safe passage.

Another Mr. X On £6,000 p.a.

Since the income-tax flap has been on in Papua New Guinea, there has been no word of mysterious Mr. X's who said to have been appointed to the Territory, for this or that purpose. The inference is that there are some sort of income commissioner.

In Sydney, in March, "PIM" was told by a friend of a niece of the fellow's wife, that a mysterious Man is to proceed to Port Moresby end of April, to do one of the top jobs in the Territory at £6,000 per annum! We haven't heard that the present Administrator is leaving, so if true it seems that income taxation must be going to pay bigger dividends than anyone has yet admitted.

In the P-NG Public Service, £6,000 is a lot of money.

and-waving. He conceived the plan a year or so ago.

The college (or university) is to be at Kerevat, chief agricultural experiment station in New Britain, at a cost of £120,000, and with accommodation for 90 students. It is to be open to all races, and students from Australia and other Pacific islands may attend. to specialise in tropical agriculture. The college is to be completed by 1961, but who is paying for it (P-NG or Australia), is not stated.

There are already 11 native officer-training centres in the Territory with, in 1959, 480 natives attending them. The students take a year's course, then they go back to show their friends how things are done back in the Big Island.

In 1961, it is expected that 1,000 natives a year will be attending the training centres.

Airstrip On Dancing Ground

When a P-NG Administration team moved into the Southern Highlands, near Mendi, and started to cut down trees and knock pegs into the ground to mark out a new airstrip, they almost bought into a tribal war. The team had to be drawn under cover from four angry police-boys.

J. K. McCarthy, Senior Administration Officer from Port Moresby, happened to be visiting the area and was responsible for getting the team out. He said the angry party was at fault for not getting permission of the natives to

go into the area, part of which was a ceremonial dancing ground.

Mr. McCarthy said that he had seen the survey team early in the morning, but by the time he passed that way again in late afternoon, he heard women wailing in the undergrowth, while the tribal elders watching the surveyors were pulling tufts out of their beards and haranguing the younger men and urging them to fight. The police on guard had warned him that trouble was brewing.

Interviewed later in Port Moresby, Mr. McCarthy said that the Administration was starting over again to obtain the land, on which there were several native longhouses, about five feet high and up to 60 yards long, which were used for ceremonial purposes. The Mendi tribe had been paid for damage to trees on the land and a wide range of trade goods was being sent in to show the natives the good faith of the Administration in adhering to any bargain struck. Mr. McCarthy said negotiations for the land might now take up to a year.

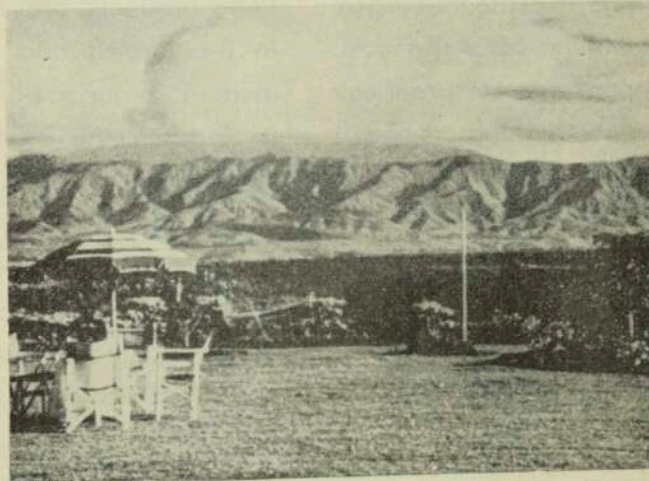
For Chimbus Problems Come With Peace

A very different kind of land problem is occurring amongst the Chimbus of the New Guinea Eastern Highlands, where peace of one sort has brought war of another.

When Europeans first went to the New Guinea Highlands, they found the valley floors denuded of both population and trees. The natives lived on the higher ground and the grass lands below were used for a little mild hunting and as fighting lands.

Since the Administration brought peace to the warring tribes, these no-man's lands have been able to be used for agriculture, but the Chimbus who are efficient though primitive farmers but who like to fight, have been wrangling amongst themselves and with neighbouring tribes as to the ownership of the land.

Several bashings have occurred and after one recent clash more



View of the Ranges from the Goroka Hotel

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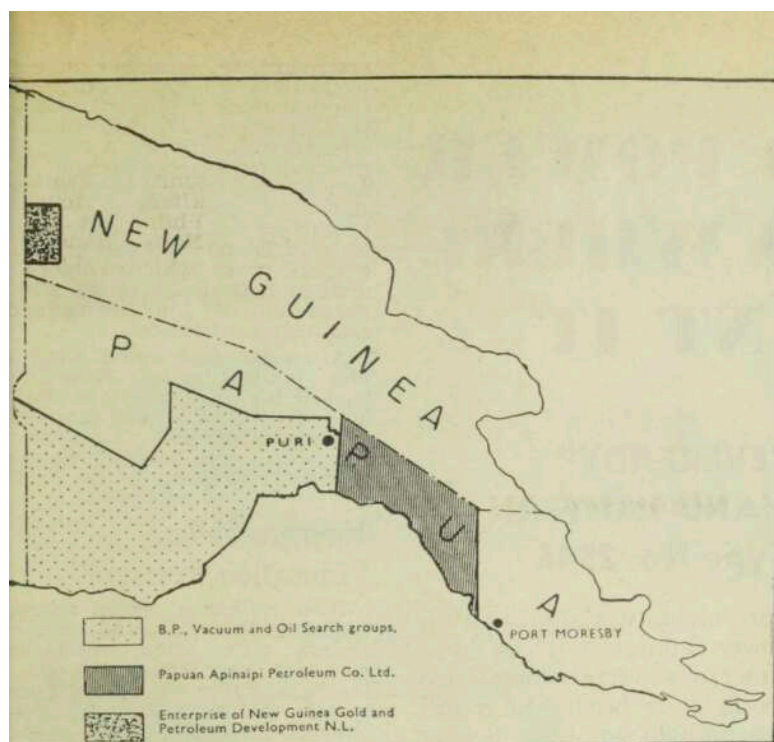
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the disposition of the various oil exploration companies in Papua-New Guinea. See below.

300 natives were gaoled for a days.

Administration is considering a Lands officer to the to arbitrate.

Oil Search Gets New Charter

ua, in March, was at last details of how the continued for oil in that territory to be financed.

The major partners — BP ration Co. Ltd. and Vacuum o. Ltd.—will allow Oil Search to increase its interest in the ting companies (APC and by five per cent., to make per cent.

Oil Search will make a new at par of 11,340,000 ordinary ares, in the proportion of four shares for every five registered.

Geological surveys and other ical work will be carried out year around the Puri-Kereru-a area; a deviated hole will rilled from Puri No. 1 well, ved by drilling of a well at a, and then Puri No. 2 will rilled—although the order of ng might be changed according hat is discovered.

ne new financial arrangements ved last year's off-again, on- oil search schemes in Papua, at one stage it looked as if major companies would com- y abandon any further search

for oil there because of the dis- appointing results.

They did in fact—last October— announce that they would withdraw at the end of the then current drilling programme. Share prices then dropped virtually to nothing, despite a game announcement by Oil Search that that company still had faith, and that it would attempt to form a new company, raise new capital and carry on.

But just before the proposed new company began to raise the new capital last November, there was breathtaking news from Puri—oil was flowing!

There wasn't much oil, but it was soon clear that there was enough of it to make the major partners change their minds. They agreed to stay on.

In Papua and Australia most people hoped that the big partners would allow Oil Search to take a 20 per cent. interest in the new financial arrangements, as a kind of reward for its faith.

But 15 per cent. is the best they are going to get—and, in fact, the big companies have apparently come so far in their re-thinking of the new set-up that they even regard as generous their decision to let Oil Search have the 15 per cent. instead of the previous 10.

A Press conference in Sydney in early April revealed these facts—all of them good news for Oil Search shareholders:—

• If the oil is found in com- mercial quantities, there will be no serious problem in getting it out—"merely an engineering

problem no worse than others that have been faced in other parts of the world".

• There is no worry about any of the recent—even high—prices of Oil Search shares representing an over-capitalisation of the venture—"a good field would wipe out all losses in two or three years".

• The oil from the Puri well had been a high-grade oil, called a sweet oil—"one of the sweetest oils ever found".

• Commercial quantities of this oil would reduce refining costs by the first £2-million of the usual expenditure needed to eliminate the heavier impurities.

• Prospects exist of forming a commercial enterprise to exploit the huge gas deposits found at Kuru and Barikewa. This should entail substantial expenditure in proving the deposit.

APC and IEC are not the only companies exploring for oil in Papua-New Guinea. The map indicates the others.

Norfolk Is. Has 171st Birthday

Norfolk Island, which is just a few months "younger" than Sydney, celebrated the 171st anniversary of its settlement with its usual public holiday of March 6.

The *Norfolk News* published this paragraph to mark the anniversary this year:

When the British Government was

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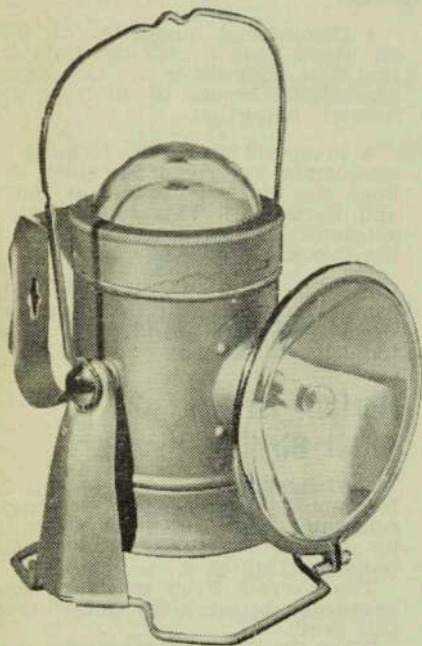
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Manager: O. S. Pudney.

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E189

preparing to establish a conv settlement in New South Wa Captain Arthur Phillip, who been appointed First Governor, v ordered to secure Norfolk Island the Crown at the earliest opp tunity. On February 14, 1788, shor after the foundation of Sydn Phillip sent Lieut. P. G. King Norfolk Island in HMS Supply w a small party, which included n male and six female convicts, to possession of the Island and establish a settlement.

After five days search for a su able landing place, King disembarked his small party at the he of Sydney Bay, on the south of Island, on March 6. This settleme Kingston, thus became the seco British settlement in the Pacific

Noumea Suffers "Education Pressure"

Noumea has a record school tendance this year, and as a res classes are overcrowded—desp recent recruitment of 23 n teachers, and a whopping educati budget to help relieve the posit (more than £A500,000 was spent l year and £A750,000 is earmarked 1959).

A Noumea correspondent says N Caledonia will soon be forced make greater efforts merely to hoi students, let alone instruct ther

A Communist member of t Territorial Assembly recent criticised New Caledonia's educ tion efforts on the basis that t territory was spending too mu (£A175,000 this year) on subsid for religious private schools—be Catholic and Protestant.

A New Industry Could Make More Than Peanuts

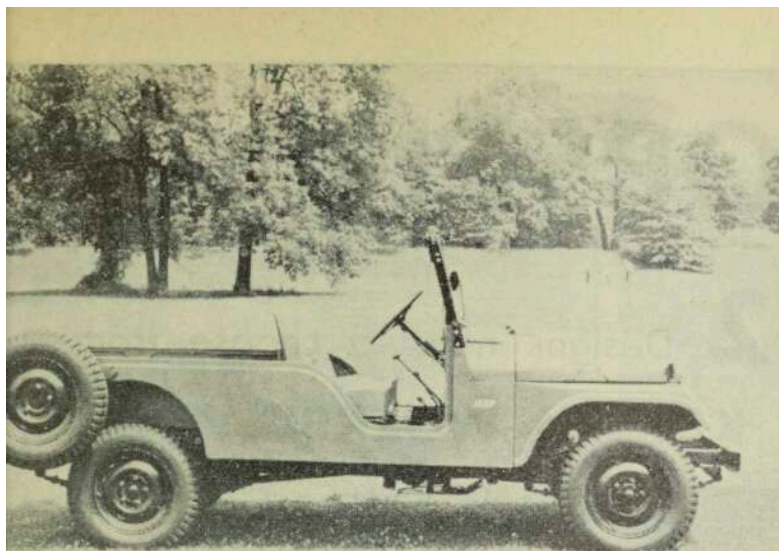
Peanuts growing near Lae and Erap, near the old war-time airba of Nadzab, are of the high quality, visiting members of t Queensland Peanut Marketing Boa said in Lae in March.

The chairman of the Board, N N. J. McAlister, said: "At Kingar Queensland, they grow the Virgin type, but the country here suits t types grown—red, white and Spanish."

Mr. McAlister, together with M J. A. Bond, a Board member, and Mr. J. S. D. Nesbit, manager of t Queensland Peanut Marketing Boar made the tour.

At present, 2,500 tons of peanu are being shipped from the L area to Australia yearly. With t present land available, this can lifted to 4,000 tons, but other lan may be made available for this i dustry.

More and more NG people a taking an interest in peanuts, at even members of the Lae Bowlit Club are growing them to help cl funds (see page 20).



The new model jeep—longer and more rounded—to be produced soon at Willys' Brisbane factory. At left, is the jeep four-wheel drive ambulance, also soon to be produced in Brisbane.

Jeep Will Wear New Uniform

Papua-New Guinea's 8,000 vehicles, only 2,737 are cars, from 600 motor cycles and less 200 farm tractors, virtually all rest of that figure comprises "commercial vehicles", including utilities that rank in popularity almost with the cars. And a relatively large number of those cars have always been jeeps—American war-time jeeps, now mere relics of the days of their best glory, with their canvas tops and windscreen wipers missing their speedometers—and seats—since gone; yet still identifiable as the self-same vehicle that functioned as a war for the infantry-

the ranks of these old NG fighters have been closing up in the last few years, for age is catching them, and there have been dollars to spend on replacements. Until last year, only one or two of the post-war models had found their way to NG.

At the end of last year, the story began to see new models

in greater numbers. They were coming not from America, but from the Brisbane plant of Willys Motors (Aust.) Pty. Ltd., which is half-owned by Australian capital.

The Brisbane-produced jeeps started off with an Australian content of 30 per cent., which has now grown to 60 per cent., and will be increased again by the end of the year.

And next month Willys' Brisbane factory aims to give the Australian and Islands' markets something else to talk about—by introducing a new and glamourised model.

To be known as Model CJ6, it will have a longer wheel base (101 inches) than the 80 inches of the present Model CJ3B. New payload capacity is 15 cwt.

Rounded mudguards and other alterations to the bodywork are still functional, but probably more pleasing.

A full bench seat replaces the bucketseats of the CJ3B, and cargo space behind the seat is increased by about a third.

And a major departure is the decision to change the jeep's uniform—from the traditional deep green to a variety of colours.

The new model will retain the 4-

cylinder F-head hurricane motor which develops 75 b.h.p.—with six gear ratios when the vehicle is in four-wheel drive. No grades up to 60 per cent. will stop the jeep.

As with the present model the CJ6 will have three power take-off points in front, centre and rear.

Samoan Airlines' Pilot Loses Case

SAMOAN Airlines pilot Captain Jack Gardner lost his court case against the airline in March. Captain Gardner had sued the airline (whose director, Lawrence Coleman, is brother of American Samoa's Governor, Hon. Peter Coleman), in February (*PIM*, Feb., p. 143), claiming that Samoan owed him \$7,000 dollars.

The amount, he claimed, included wages and other expenses due to him in East Samoa after he had been brought from America by the company.

Finding in favour of Samoan Airlines, the court allowed Gardner \$1,260, for wages between November and January, plus a return fare for him and his wife to California.

Meanwhile, Samoan Airlines' chartered DC3 which was damaged on the ground in a severe blow in February, has been repaired and has made a successful test flight.

Samoa Mission

(Continued from page 21)

favourable consideration to the subject uppermost in the minds of all Samoans—their desire to govern themselves as an independent State.

"Have Confidence"

The Mission's appreciation of the warm and colourful welcome, and of the Samoans' hospitality and entertainment, was expressed by the chairman, Mr. Lall. He asked them to have confidence in the Mission—it was conscious of its responsibility under the UN Charter which, clearly and without ambiguity, set out the goal of self-government and independence for the Trust Territories. The mission had found the same viewpoint among the members of the Government in New Zealand. The traditions and customs of Samoa would be fully respected in the creation of the new Constitution and government.

The Mission, said Mr. Lall, was there to determine what further steps were now necessary for the attainment of the objective of the Trusteeship system.

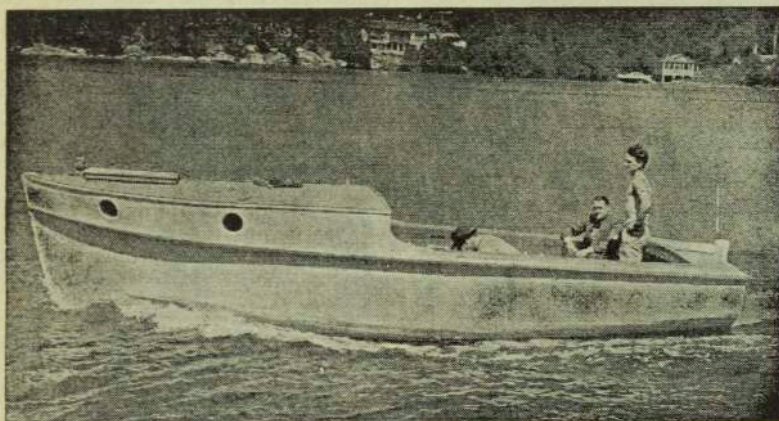
"So the future is in your hands," he said. "It is a future where, I feel, the Samoan people will give

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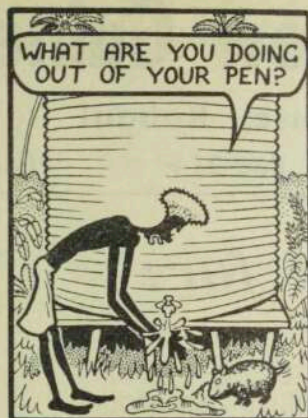
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everyone, whose home is in
oa, an equality before the law,
human rights, and the treat-
t which all of us would like to
to our neighbours, and of which
ould like to be the recipients
elves".
ere was a series of formal
ings on March 31; and on April
e Mission settled down to its
of meeting and talking with
lasses of the people, in all parts
e Territory.
e Mission departs, for USA, on
16. (See article on page 61).

Citizenship Rights In The New Samoa

From a Special Correspondent
number of resolutions on the
ect of citizenship in the new
oa, and related matters, have
adopted by the Government's
king Committee on Self-Gov-
ment; but the publication of a
mary of the resolutions does
to allay the natural anxiety
erning the future of the few
peans and the 6,000 or 7,000
-Europeans who now are per-
cent residents of Western Samoa.
eir ideas and proposals are for
guidance of the UN Mission, and
r constitution framers, now at

ie Working Committee appar-
is trying to define the people
are automatically entitled to
enship, and the rights of that
enship; but nothing that has
been published shows whether
the intention of the Samoans
the person of mixed race, born
moa, shall have the same rights
amoan citizenship as the person
holly Samoan blood.

would seem to go without say-
that the citizenship rights of
former are the same as the
r; but there has been such
ng feeling shown by certain
ses of Samoans towards both
peans and part-Europeans in
at times that anxiety and

suspicion will remain until this part
of the new Constitution is definitely
framed and adopted.

The Committee has said that
"Samoan citizens will be those per-
sons whose allegiance is to Western
Samoa and not to any foreign
country". As such they will travel
abroad as Samoan citizens (under
the protection of New Zealand);
and have the right to re-enter
Western Samoa and reside there
any time they wish. Provision will
be made for renunciation or de-
privation of citizenship, for citizen-
ship by registration, and for citizen-
ship by naturalisation.

The Committee has been giving
much thought to the future
Judiciary, under self-government. It
has decided that a considerable
time must elapse before Samoa will
have educated Samoans with suf-
ficient training and experience to

act as judges; and, in the mean-
time, it recommends that Samoa
continue to look to New Zealand for
help in this regard.

The Committee thinks it essential
that the Premier and Cabinet Min-
isters of the new State shall have
competent help from qualified de-
partmental heads and other trained
officials, and it recommends:

- That all future vacancies in
departmental headships (and other
key positions concerned with the
development of policy), should be
referred to the Executive Council
for an opinion on the qualifications
to be sought in an appointee to any
such vacant post.

- That no appointment to such a
post should be made until the
Executive Council has had an
opportunity of expressing its opinion
on the suitability of the proposed
appointee.

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Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
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Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby Madang and Lae.
Société Franco Océanienne, Papeete, Tahiti.
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorong, Manokwari, Biak, Seroei.

See also advertisement on page 28.

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This record will appeal to everyone interested in exotic and out of the way music, as well as to specialists. Map and notes included.

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BUYERS OF ISLANDS PRODUCE

How Rugged Can You Get?

Rev. Father Edmar Vergouwen, a Dutch priest of the Franciscan Order in Netherlands New Guinea, left Brisbane by air for Hollandia last month, with a smile on his face and a new Australian commercial pilot's licence in his pocket.

The smile probably was in wonderment that he had to travel 4,000 miles to obtain a licence to fly a light plane in NNG when he already held a private pilot's licence.

Civil Aviation authorities in Hollandia would not recognise this

because it maintains that jungle flying to the 30 outlying Franciscan mission stations requires bush flying training.

However, Civil Aviation recognises an Australian commercial licence, so Father Vergouwen got around the problem by going down to Toowoomba, Queensland, demonstrating his flying ability, and getting one.

The first Catholic Enclosed Order of religious to be established in Western Samoa will soon be founded there by Carmelite Sisters from Christchurch, NZ.

French Defences

(Continued from page 20)

expenditure on these plans may be expected in New Caledonia.

Similar expenditure in other French Territories (he presumably meant French Polynesia) would follow, as soon as funds permitted.

This is an important development, so far as the defence security of the South Pacific concerned. It also is important news for New Caledonia, because the expenditure of large overfunds on the defence projects will materially assist New Caledonia's economy.

Ever since the tired old government of France's Fourth Republic was driven out of Indo-China, Metropolitan France had shown little beyond a casual interest in South Pacific Territories. This SEATO development indicates the new Government of the Fifth Republic will take a more energetic part in South Pacific affairs.

Copra Boom

(Continued from page 20)

Apart from some feeling of obligation towards planters, the Suva is operating under different circumstances to that of Rabaul, although owned by the same interests. Copra is paid for on delivery in Suva, and that is the end of the transaction. In New Guinea the final price of copra delivered during any one month is not known for some time and this involves a larger risk for the crushers who are already operating on a time-lag of about two months between receiving copra and delivering the oil to overseas markets.

The Rabaul mill agreed to take 45,000 tons of copra from Papua-New Guinea Copra Marketing Board during 1959. However, there is no obligation upon the Board to take it in regular monthly quantities. It is anticipated that before 1959 is complete the mill will have absorbed its full quota from the Board.

There was no indication in early April when the Rabaul mill might reopen, although the situation will be reviewed at the end of the month.

The Board announced in early March that it anticipated no difficulty in disposing of copra; that it was having storage problems. About 1,850 tons of copra per week were piling into Board's stores during March, and at the same time there was a "drought" of over ships. However, the Board's chairman believes that the accumulation will be cleared by June or July.

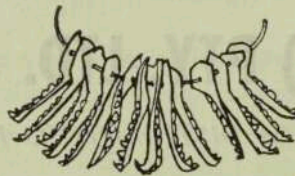
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Lae	-	Mr. E. N. Stone, Manager
Rabaul	-	Mr. G. M. White, Manager
Suva	-	Mr. E. B. Povey, Manager
Lautoka	-	Mr. R. J. Hogan, Manager



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

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

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

Our free booklet, "Bank Accounts for Everyone," is now available at all A.N.Z. Bank branches. Ask for your copy.

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DEATHS OF ISLANDS PEOPLE

REV. J. B. PONCELET, SM

Rev. Father J. B. Poncelet, SM, of the Catholic Missions of the Northern Solomons, died at a convalescent home in Suva recently at the age of 74.

Belgian, Father Poncelet was born in 1912 and was sent to the Solomons soon after, spending most of his time at Turiboiru. With his brother Bruno, he was a prisoner of the Japanese from 1942 to 1945 in New Britain. Upon release he went to Sydney for a time, then Belgium.

EUGENE CHOBLET, MSC

Rev. Father Choblet, MSC, came to the Gilbert Islands from France as a Sacred Heart missionary in 1905, died at Teapoe, Tarawa, recently.

Mentioned in Sir Arthur Grimble's *Pattern Of Islands*, Father Choblet contracted leprosy in 1929 while in the Colony leper station in 1932, after which he returned to Suva. In 1938, he was admitted to Makogai, and returned to the Islands from there in 1955 and had been living in retirement.

U SAVENACA TAMAIBEKA

One of the first Fijians to excel himself at rugby football and to be named in the first Fijian representative rugby football and to be named in the first Fijian representative rugby team to travel overseas in 1924, Ratu Savenaca Tamaibeka, a former Roko Tui of Viti (Vanua Levu), died at Suva on March 6.

Ratu Savenaca started his football career in 1914.

He later captained a second tour of England, in 1928.

During his club football days at Suva he was one of the most outstanding Fijians playing in the local competitions.

Ratu Savenaca has been described as the first Fijian to use his powerful leg ability to football advantage.

MRS. OLIVE HENNINGS

Olive Hennings, wife of one of the best known copra planters on Suva, Fiji, Mr. Ted Hennings, died at her husband's estate, Vureni, on March 3. She was 65.

Hennings was formerly a nurse, of Waikava, Vanua Levu.

Mr. Ted Hennings is a son of the late Mr. James Hennings, a member of the well known Levuka building family of last century. His wife, Mrs. Hennings, was survived by eight children and grandchildren.

CAPTAIN J. L. LUMSDALE

Captain J. L. Lumsdale, well known in the South Pacific Islands shipping industry as a member of the marine staffs of the Union SS Co. Ltd. and of Burns Philp (SS) Co. Ltd., died at his home in Suva on April 6 at the early age of 45. He was an Englishman who went to New Zealand just before World War II, and served in various Union SS Co. ships. He was first in Fiji as

Assistant Harbour Master; and he had had some years of service as master of the *Yanawai*. He is survived by his wife.

MR. HENRY ROBINSON

Mr. Henry Robinson, well-known in the Ba and Lautoka areas of Fiji, where he once worked with the CSR, died suddenly at Labasa, Fiji, on April 6.

He was at the time of his death employed by the Fiji Public Works Department, and was staying at Labasa with his sister, Mrs. Alex Chute, while on leave.

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H94/QP

SALE OF FERRY BOATS BY TENDER

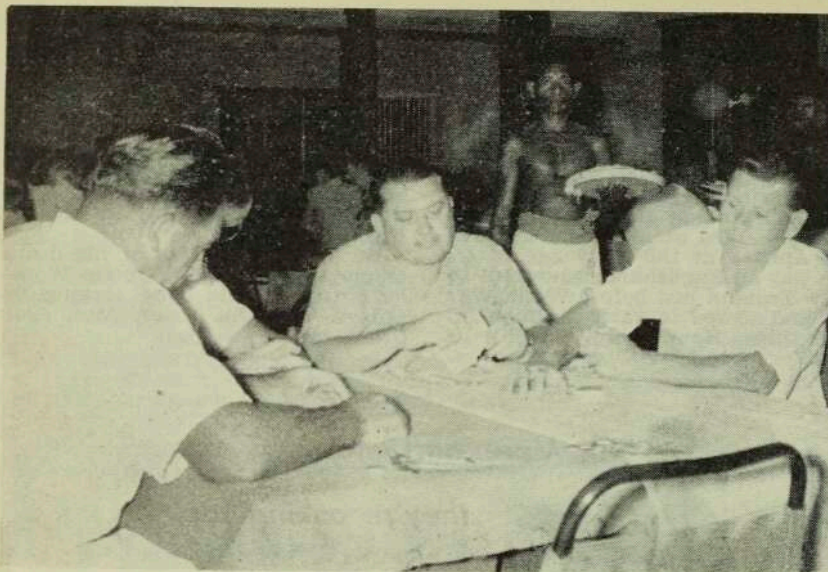
THE DEVONPORT STEAM FERRY CO. LTD. of Auckland, is offering for sale by Tender:—

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- (iii) 2 Steel vehicular vessels (Diesel) carrying capacity 35 vehicles each.

Tenders close with the Company at Auckland on May 26, 1959.

Vessels will be available for delivery after May 30, 1959.

For copy of conditions of sale and specifications of vessels apply to THE DEVONPORT STEAM FERRY CO. LTD., P.O. Box 505, Auckland, C.I., New Zealand



YES, BUT IS IT SPORT? It's a point that's been argued for years, but so long as the cards aren't marked there seems to be no reason why a good game of poker shouldn't get the sporting blood up. And the blood was up in Lae, NG, in March when sporting gentlemen adjourned to the RSL club for a poker game that raised funds for the P-NG Red Cross March Appeal. Here, Arthur Strachan, facing camera, studies his move for the next hand while John Smith takes time off to move some of that cash out of the way. In a smoke-filled ante-room, another band of adherents headed by Dr. Tony Tonaki, continued to play in grim silence. But it was all for a good cause.

Photo: Pat Robertson.

The Batting Brothers

GEORGE MAWI, a Fijian who works for the Inland Revenue Department at Suva, is a versatile young man. When he is helping Inland Revenue Commissioner Barnes to collect taxes he is along at Albert Park collecting batsmen's wickets.

He has collected so many wickets this season that he would be a man chosen for a Fiji representative cricket team. In recent weeks his specialty has been collecting tricks.

He did one in his last grade match before Easter and on Easter Monday, playing for a Suva representative team, bundled out the Nadi batsmen in succession to give him another hat trick.

George has a younger brother, Paula Sigeve, who also works for the Inland Revenue Department, and this young brother is almost as adept at collecting wickets as George. George is a right-hander, Paula bowls left-handed.

Mr. Barnes is a keen sportsman and would probably be the last to put any obstacles in their way when the tour comes off and they are in the side.

Sports Review

An On-Again Off-Again Win

From Correspondents in Noumea and Suva

NEW CALEDONIA's heavyweight champ., Doudie, who is a Loyalty Islander, got in the ring in Noumea on March 7 against South Seas champion, Sakiusa Cawaru, of Fiji, but it wasn't exactly an incident-free event.

The bout was to decide the South Seas' title, and Doudie appeared to have the advantage during the early rounds—but from the ninth round in the 12-round bout, the advantage went to the Fijian. By the end of the eleventh round Doudie was groggy on the ropes.

He recovered in the final round, but it was too late—and the match went to the Fijian.

But not for long. The crowd became instantly hostile, fighting broke out, bottles were thrown into the ring, and the police were called in.

The next day the boxing committee had a meeting, checked the reports of the judges and declared that a point in Doudie's favour had

been overlooked. The decision was reversed and Doudie declared winner by one point.

Mathematically speaking, it might seem that if Doudie was awarded an extra point, that would have put him on par with Sakiusa, and the match would have been a draw.

It's difficult to know who or what was responsible for the decision. But sport generally has been at a low ebb in New Caledonia in the last few months.

There have been persistent disagreements, especially in the ranks of the footballers and basketball players. Teams have walked out on umpires' decisions and acts of violence committed. About the only branch of sport where there have been no upsets is spear-fishing!

In Fiji, news of the turnabout decision caused "astonishment". Reports that reached there said that Sakiusa had clearly been the winner on points, and that the referee had acted correctly.

Sakiusa is due back in Suva in time to meet Tongan heavyweight Kitione Lave at an open-air bout at Buckhurst Park on April 18. The 12 months ban on Lave imposed by the British Boxing Board of Control expired on April 8.



Not So Nuts

The Lae (NG) Bowling Club hopes to provide itself with a new clubhouse and some new greens with the proceeds from buried treasure. And here is the latest crop of treasure—peanuts drying in the sun on the club's property, prior to bagging. Club members are growing them as a unique method of helping to swell club funds.

Photo: Pat Robertson.

Handy Kind Leaf

a Port Moresby Correspondent

THE was a cry of "foul" here against the Papuan Cricket Association in March.

The schoolteacher M. Roua malpractice against Papuan Association president Toua. His complaint was that none of the Kila Kila club members had been chosen for a Papuan representative eleven which recently a representative European Port Moresby. The reason, according to schoolteacher, was that president Toua believed that the Kila Kila men had using a magic leaf as a "secret" against opposing sides. Because of this alleged belief, he had not allowed any Kila Kila to be represented in the side. President Toua, an Administration wasn't very impressed when the Kila Kila allegations were referred to him.

He had heard of that bit of rite. The story was part of old rites.

The idea is that you mix a certain bark and juice with the leaf and use it," said Toua. "As you use it you say magic words, and the result your opponents are supposed to become weaker and so you defeat them.

It's straight sorcery—and it's true."

The real reason for the Kila Kila was simple, explained. None of the players was good enough.

My Of Fight Lave

ONE LAVE came to Fiji, and conquered all local opposition in a series of exhibition matches. The Tongan's first were classed as "exhibition" was still under a British Boxing of Control suspension for failing to take part in a bare-knuckle fight.

Fiji Boxing and Wrestling Association say they recognise the fact that they turned a blind eye to the exhibitions. In fact association president, Trevor Frost, agreed to have one of the exhibitions. He put paid to plans for this outdoor bout, and the next time Trevor was down with the 'flu, he was not, after all, in the position of condoning it.

His experience was too much for the Fijians, who went into the ring against him, and he won each of the two or three rounds. Eventually, these exhibitions did go as expected.

and commentary for Fiji box-

ing is the fact that out of the three bouts he fought he KO'd the heavy-weight champion of Fiji, Mike Ravula, within two rounds on two occasions.

It took a comparative newcomer, and a tough youngster named Tawake, to give Lave the shock of his life at Lautoka on March 28. Though Tawake went down in the third round he shook the Tongan on a couple of occasions with powerful right crosses.

Lave took no chances with the naughty lad after that and went for the "kill".

SUVA, April, 12.
Kitione Lave, was knocked out

within three minutes of the first round of his fight with veteran Fijian boxer Moses Varasikete, known as the hardest hitting Fijian boxer, at Nadi, last night.

Varasikete went for Lave from the bell and floored him twice, the second time for a count of eight. When Lave rose he was hit with a terrific right to the temple and fell like a log. While he was writhing and groaning on the mat the referee crowned Varasikete the winner.

The fight was the first for Lave since the expiry of the British ban on April 8. He is due to meet Sakiusa, Fijian champion, on Monday, but it is not known whether Lave will be fit.

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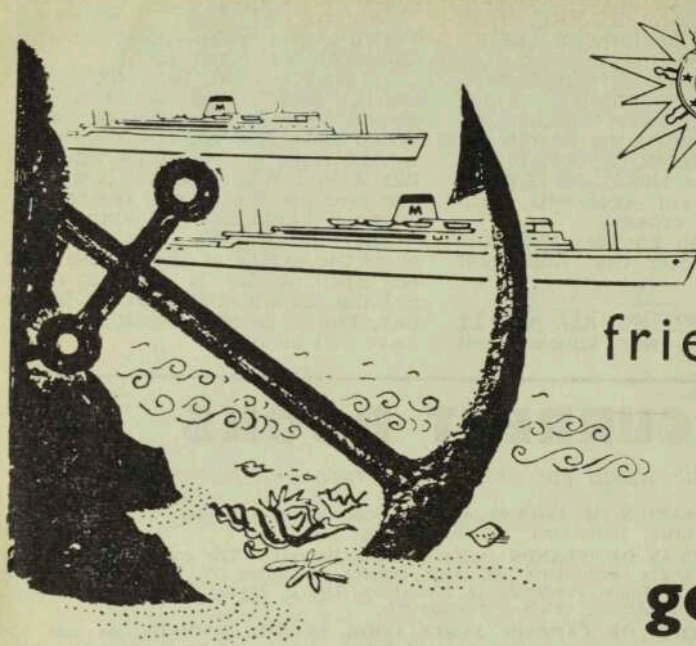
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Sailing Dates Northbound

Leave:	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MARIPOSA	April 15	April 18	April 21	April 22
MONTEREY	May 6	May 9	May 12	May 13
MARIPOSA	May 29	June 2	June 5	June 6
MONTEREY	June 19	June 23	June 26	June 27
MARIPOSA	July 15	July 18	July 21	July 22

And sailings approx. every three weeks thereafter.

Matson Lines

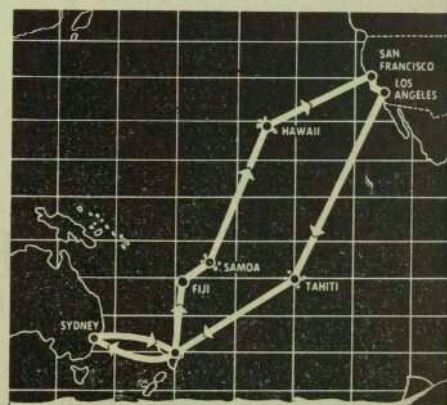
SYDNEY: 82 Elizabeth Street.

FIJI: Morris Hedstrom Ltd., Suva.

AUCKLAND: 73 Queen Street.

SAMOA: B. F. Kneubuhl, Pago Pago.

TAHITI: Etablissements Baldwin, Papeete.



The Oceanic Steamship Company (Limited Liability, Inc. in U.S.A.)

N105

IPPING TIME-TABLES

Sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Madang, Lae, Port Moresby (al). Next Sydney sailings May 15, 16, 17.

Malekula sails from Sydney for Port Moresby, Samarai, Rabaul, Alexishafen, Madang, Lae, Sydney. Sailing April 21. Next sailing June 2. Malaita sails from Sydney for Port Moresby, Samarai, Rabaul, Lombrum, Lorengau, Madang, Samarai, Sydney. Last Sydney sailing April 15. Next Sydney sailing May 25. Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Last Sydney sailing April 15. Next Sydney sailing May 20. Sails from Burns, Philp and Co., Ltd., George Street, Sydney.

Pak Hoi: Leaves Sydney for Port Moresby, Rabaul, Lae. Last sailing April 11. Next sailing June 15.

Soochow: Leaves Sydney for Port Moresby, Samarai. Last Sydney sailing April 15. Next sailing May 8. Sinkiang: Leaves Sydney for Port Moresby, Samarai, Rabaul, Madang, Lae. Next Sydney sailings April 24, 25 (approx.).

Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Madang, Kavieng, Rabaul. Last sailing April 3. Next sailings May 9, July 3 (approx.). Sails from Swire and Yull Pty., Ltd., George St., Sydney.

Sydney-Dutch N.G.

Two weeks service by MV's Sigli, Silindang, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence to Java direct. Next Sydney sailings: May 14, Sinabang June 2, Silindang June 9, Sibigo July 10. Sails from Royal InterOcean Lines, 255 George St., Sydney.

East-S.W. Pacific-Fiji-Australia

Regular S.W. Pacific ports on south-bound journeys only.)

Yokohama: Dep. Japan March 12, Hong Kong, thence Sandakan, Tarakan, New Guinea ports, Suva, Lautoka, Noumea, Sydney May 7.

Yokohama: Dep. Japan March 31, thence Hong Kong, Sandakan, Tarakan, New Guinea ports, Vila, Suva, thence Australia ports, arrive Sydney June 1.

Yokohama: Departs Japan May 17, Hong Kong, May 25, Sandakan June 1, thence New Guinea ports, Santo, Suva, Lautoka, Vila, arrive Sydney July 8.

Three vessels call at all four Australian ports, Brisbane, Sydney, Melbourne, Adelaide, and load there cargo for East including Shanghai where a call is made (if inducement) on the south-bound voyage between Japan and Hong Kong.

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1959

		ORCADES	ORSOVA	ORONSAY	HIMALAYA
SYDNEY	depart	Apl. 28	May 22	June 23	Aug. 7
AUCKLAND	arr/dep	May 1	May 25	June 26	Aug. 10
SUVA	arr/dep	May 4	May 28	June 29	Aug. 13
HONOLULU	arr/dep	May 9	June 2	July 4	Aug. 18
VANCOUVER	arr/dep	May 15	June 8	July 10	Aug. 23-24
SAN FRANCISCO	arr/dep	May 17-18	June 10-11	July 12-13	Aug. 26-29
LOS ANGELES	arr/dep	May 19	June 12	July 14	Aug. 30
HONOLULU	arr/dep	May 24	June 17	July 19	Sept. 4
SUVA	arr/dep	May 31	June 24	July 26	Thence North
AUCKLAND	arr/dep	June 3	June 27	July 29	Pacific*
SYDNEY	arrive	June 6	June 30	Aug. 1	Sept. 28

* From Honolulu thence Japan, Hongkong, Manila, arr. Sydney Sept. 28.

Details from New Guinea Australia Line (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne.

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For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

When in
SUVA stay at



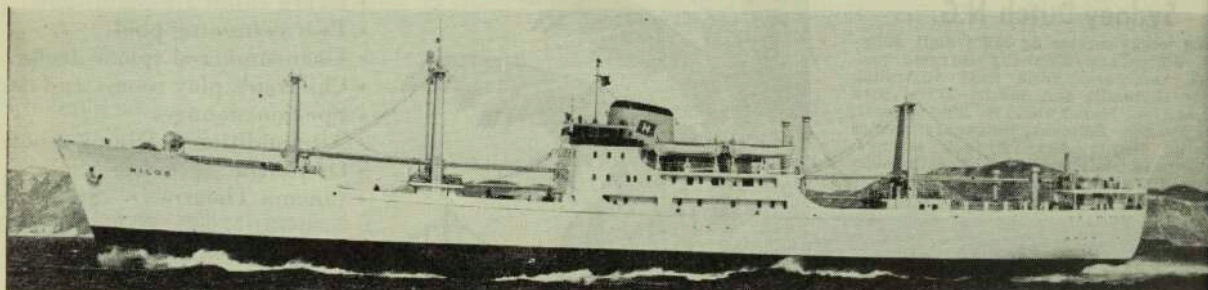
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Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 6301. Branch Office at Melbourne: 51 William St. Phone: MA 3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.

ISLAND AGENTS: Madang (New Guinea)—Allan Strachan. Lae (New Guinea)—R. W. Tebb. Rabaul (New Britain)—Town Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Wm. Breckwoldt & Co.

FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

delade, with quarterly calls at Gizo
Honiara and Vanikoro, in BSIP;
Santo and Vila, New Hebrides.
Dep. Rabaul April 18, Honiara
22, Lae April 26, Brisbane April 30,
Sydney May 4.
Dep. Rabaul May 22, Lae May 26,
ne May 30, arr. Sydney June 3.
Dep. Madang May 22, Rabaul
5, Honiara May 29, Vanikoro June
to June 4, Vila June 6, Brisbane
Sydney June 12.
Dep. Rabaul July 7, Lae July 11,
ne July 15, arr. Sydney July 18.
ills from Wilh. Wilhelmsen Agency
Ltd., 30 Pitt St., Sydney, or Islands
(R. Tebb, Lae; Town Transport,
; A. Strachan, Madang; BSIP Trad-
rp., Honiara; D. J. Gubbay and Co.,
Wm. Breckwoldt and Co., Vila).

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from
nd to Suva, Nukualofa, Vavau,
Pago Pago, Apia, Suva and return
kland. Next sailings from Auckland:
9, June 16 (undergoes survey on re-
o Auckland on July 5).

Matua maintains a service from
nd to Lautoka, Suva, Apia, Nuku-
Lyttleton, Wellington, and return
kland. Next sailings from Auckland:
(undergoes survey on return to
nd on May 29), June 30.

ills from all offices of Union Steam
Co. of NZ.

dney-New Hebrides-BSI- Bougainville, Etc.

Fulagi, 10 passengers, makes a round
Norfolk Is., Vila, Santo, Honiara
SI ports, Bougainville ports, leaving
about once every six weeks. Last
sailing: April 23. Next sailing
1.

ills from Burns, Philp and Co., 7
Street, Sydney.

dney-N. Caledonia-Tahiti

ills of Messageries Maritimes Line,
from Marseilles, via West Indies
anama, call about every six weeks
eete, Vila (New Hebrides), Noumea
ydney, and return by same route.
sent on this run are the motor-
Tahitien and Caledonien and a
ed vessel, Melanesien. Next Sydney
Caledonien May 16, Tahitien June
lanesien Aug. 12.

Polynesie (Messageries Maritimes)
ins about monthly passenger sail-
between Sydney and Noumea and
w Hebrides. Next Sydney sailings:
May 22, June 19.

ills from Sydney agents: Messageries
nes, 36 Grosvenor Street, Sydney.

dney-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger
Southern Cross makes four round-
world voyages per year, two west-
then two east-bound, calling at
nd Papeete every trip. Next voyage:
Southampton May 28, via South
for Sydney, arriving July 3. Dep.
July 5, bound Liverpool, via Suva
14), Papeete (July 18-19) and
a.

ills from agents: Shaw Savill and
Co., Ltd., 8a Castlereagh Street,

LONDON-SUVA

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VIA
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San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC.,
215 Market St.
London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

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General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti. **APIA**—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd. **NOUMEA**—Etablissements Ballande.
PORT VILA—Comptoirs Francais des **LAE**—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides. **SYDNEY**—Birt & Co. (Pty.) Ltd.

Sydney; Burns Philp (SS) Co., Ltd., Suva, Fiji; Etablissements Donald Tahiti, Papeete, Tahiti.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union SS Co. of NZ, Ltd.

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some ports depend on cargoes offering.

Thorsisle: Dep. New Westminster May 19, San Francisco May 27, Los Angeles May 29, Papeete June 9-10, Pago Pago June 14-16, Apia June 17-18, Suva June 21-23, Noumea June 25-27, Pago Pago July 2-3, Los Angeles July 18.

Thorshall: Dep. New Westminster June 1, San Francisco June 9, Los Angeles June 12, Papeete June 23-24, Pago Pago June 28-30, Apia July 1-2, Suva July 5-7, Noumea July 9-11, Pago Pago July 16-17, Los Angeles July 28.

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 Sydney sailings (approx.): Sierra April 28, Sonoma May 31.

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, Gulf) on Australia - Panama - US Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and 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 30.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

The cargo vessels, Waihemu and Waitomo, owned and operated by 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. Waihemu sails from Sydney April 22; Waitomo due in Sydney end of June.

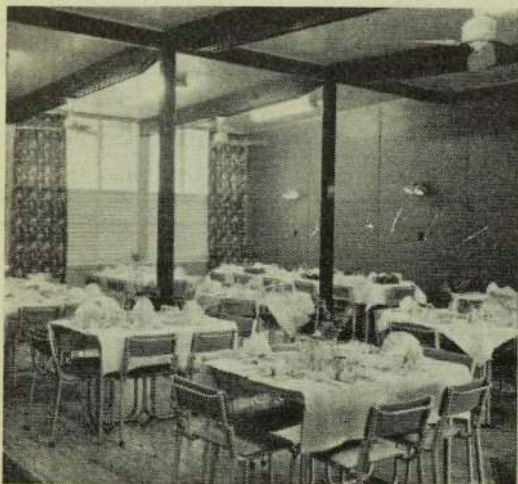
The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rongotonga and Papeete).

N. America-Hawaii-Fiji-Samoa Tahiti-N. Zealand-Australia

Matson Line's Mariposa and Monterey make round passenger trips from Pacific Coast American ports to Australia via Pacific Islands ports and New Zealand. Monterey: Dep. San Francisco May 19, Los Angeles May 28, Papeete June 1, Auckland June 13, Sydney June 15, Auckland June 22-23, Suva June 26, 1, Pago Pago June 27, Honolulu July 2-3, San Francisco July 8.

Mariposa: Dep. San Francisco May 21, Los Angeles June 22, Papeete June 30-July 2, Auckland July 8-9, Sydney July 12-15, Auckland July 18, Suva July 21, Pago Pago July 22, Honolulu July 28, San Francisco Aug. 2.

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Italian Sitmar Line (Panama flag)
Castel Felice, a twin-screw turbine
ger liner of 12,150 tons, fully air-
oned, will sail from Sydney for
via Auckland, Papeete, and
a on May 8 and has accom-
on available to Papeete. The Sitmar
which recently commenced an ir-
service along this route, providing
moderately priced sea connection
eastbound direction only with
has arranged the extra sailing as
lt of heavy bookings. Also on this
the Line's Fairsea, which sailed in
y and will sail again in December.

ited Kingdom-Australia- Port Moresby

Federal Steam Navigation Co., Ltd.,
extended its regular quarterly UK-
lia service to Port Moresby.
vessels sail from Liverpool via Suez
dney, Brisbane, Townsville, Cairns,
Moresby.
stala: Left Liverpool April 1, due
Moresby June 5.
ey agents: Birt and Co. Pty., Ltd.,
ge St. Port Moresby agents: Burns
(New Guinea), Ltd.

nga-Fiji Shipping Service

Tonga Shipping Agency, as agents
e Tonga Copra Board, operates a
monthly cargo and passenger
between Nukualofa and Suva with
oni, 500 tons gross. Turn-round in
s usually two days, and the Agents
are W. R. Carpenter and Co. (Fiji).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji- Hawaii-N. America

(First and Tourist Class available
all Services)

BY PAN-AMERICAN AIRWAYS
(With Super 7 Clippers, using Sleeperettes
and Berths*)

Sun., Tues., Thurs., Fri.: Dep. Melbourne
for Sydney, Nadi, Honolulu, San
Francisco or Los Angeles.

Sun.—Departs San Francisco for Hono-
lulu, Nadi, Sydney and Melbourne.

Wed., Fri.: Dep. Los Angeles for Melbourne
(same route).

Mon.: Dep. Seattle for Melbourne via
Portland (same route).

* PAA Skymasters are used on a con-
necting service between Auckland and
Nadi (see table 18); and also twice
monthly between Nadi and Tafuna,
American Samoa (see table 20).

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

Tues. and Sat.: Melbourne, Sydney, Nadi
(Fiji), Honolulu, San Francisco, New
York, London.

Wed.: Melbourne, Sydney, Nadi, Honolulu,
San Francisco.

Fri.: Sydney, Nadi, Honolulu, San Fran-
cisco extending to Vancouver.

Sun.: Sydney, Nadi, Honolulu, San
Francisco.

SOUTHWARDS

Tues. and Fri.: London, New York, San
Francisco, Honolulu, Nadi, Sydney, Mel-
bourne (Tues. service only).

Thurs.: San Francisco, Honolulu, Nadi,
Sydney.

Sun.: San Francisco, Honolulu, Nadi,
Sydney, Melbourne (commencing at
Vancouver on Saturdays).

Mon.: San Francisco, Honolulu, Nadi,
Sydney.

(Note: International Dateline crossed be-
tween 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 Auck-
land, NZ, connect with the Qantas north-
bound 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 ser-
vices.

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)

Every Fri.: Sydney (dep. 5.20 p.m.), Nadi,
Honolulu, Vancouver, Amsterdam.

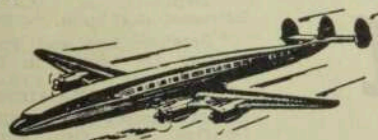
Every Fri.: Dep. Auckland 9.45 p.m. for
Nadi, Honolulu, Vancouver, Amsterdam.

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from Biak to Manila and Tokyo as
well as Bangkok and all ports en
route to Europe.



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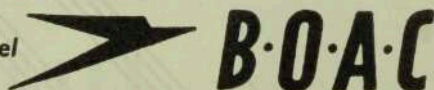


First and finest across the Atlantic with a "pure jet" service, the BOAC Comet 4 Jetliner is the most tested airliner the world has ever known. And BOAC has more years of experience with jets than any other airline. *Consider the record . . .* one hundred and twenty BOAC pilots have logged a total of 15 million *Comet* flying miles. In 1958 alone, BOAC Comets logged 3,700 flying hours and made some 50 more trans-Atlantic jet crossings than any other commercial jet airliner.

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BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A3/AU

Every Sat.: Dep. Amsterdam at 11.30 a.m. for Vancouver (dep. 1.30 p.m. Honolulu, Fiji and Sydney.
(Note Crosses International Date line route.)

SECTIONAL SERVICES PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Super-Constellations)

NORTHBOUND

First Class

Tues. & Sat.
Dep. Sydney, 9.30 p.m. Arr. Brisbane, 11.45 a.m.
Wed. & Sun.
Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

First & Tourist Class

Mon.
Dep. Sydney, 9.30 p.m. Arr. Brisbane, 11.45 a.m.
Tues.
Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

First & Tourist Class

Thurs.
Dep. Sydney, 8 p.m. Arr. Brisbane, 10.15 a.m.
Dep. Brisbane, 11.15 a.m. Arr. Townsville, 2.15 p.m.
Dep. Townsville, 3.15 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

SOUTHBOUND

First & Tourist

Fri.
Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. T'ville, 2.10 p.m.
Dep. Townsville, 3.10 p.m. Arr. Brisbane, 6 a.m.
Dep. Brisbane, 7 p.m. Arr. Sydney, 9 p.m.

First Class

Wed. & Sun.
Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.
Dep. Brisbane, 5.45 p.m. Arr. Sydney, 7.45 p.m.

First & Tourist Class

Tues.
Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.
Dep. Brisbane, 5.45 p.m. Arr. Sydney, 7.45 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 12.15 p.m., arr. Cairns 3.05 p.m., dep. Cairns 3.50 p.m., arr. Townsville 5 p.m., dep. Townsville Mon. 9.15 a.m., arr. Cairns 10.25 a.m., dep. Cairns 11.15 a.m., Port Moresby 2.05 p.m.

P-NG Internal Services

Operated by Qantas

HOLLANDIA (Dutch New Guinea) (DC3)

Wed. (April 29, May 13, 27, June 10, etc.) dep. Lae 9.45 a.m., calls at Madang and Wewak, and arrives at Hollandia 5 p.m. Every alternative Thurs. (April 30, May 14, 28, June 11, etc.) dep. Hollandia at 10 a.m., and, with calls at Wewak and Madang, arrives Lae at 5 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Yule Island, Kerema, Baimuru, Kikori, etc. Tues., returning same day via Baimuru, Kerema, Yule Is. (May 5, 19, etc. 2, 16, etc.).

PORT MORESBY-KIKORI (DH Otter)

Yule Is., Baimuru: Alt. Tues. returning same day (May 12, 26, June 8, 22, etc.).

Kerema, Baimuru, Kikori, Baimuru, etc. Thurs. (May 7, 21, June 4, 18, etc.). Returning via Baimuru, Kikori, Kerema following day (May 8, 22, June 5, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs. returning same day via Balimo (May 7, 21, June 4, etc.).

Kerema, Baimuru: Alt. Weds. (May 27, June 10, 24, etc.), returning alt. (May 15, 29, June 12, 26, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (May 6, 20, June 3, 17, etc.).

Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (May 2, 16, 30, June 13, etc.).

Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (May 9, 23, June 6, etc.).

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Dep. Lae 6.30 a.m., Madang arr. 8.15 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 8.15 p.m.

Dep. Lae 6.30 a.m., Madang, Samarai, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 8.15 p.m.

CENTRAL HIGHLANDS (DC3)

Lae (7.45 a.m.) to Baiyer River, arriving at any of: Goroka, Nondugl, Mt. Hagen, Baiyer R., Kainantu. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (DH Otter)

Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Gusap, Aliyura, Rinne, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAKE-BULOLO-WAU (DH Otter)

Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Sat.: Dep. Lae 8.45 a.m., arr. Wau 9.5 a.m.

Wed., Sat.: Dep. Wau 9.40 a.m., via Bulolo, arr. Lae 10.45 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sat.: Dep. Pt. Moresby 7.35 a.m., arr. Bulolo 8.45 a.m.

Wed., Sat.: Dep. Bulolo 9.05 a.m., arr. Wau 9.20 a.m., dep. Wau 9.40 a.m., arr. Pt. Moresby 10.45 a.m.

MADANG-GOROKA-MADANG (DC3)

Thurs., Mon.: Dep. Madang 10 a.m., via Mt. Hagen and Minj, arr. Goroka 12.30 p.m., dep. Goroka 12.50 p.m., arr. Madang 1.25 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Mon. and Fri.: Dep. Pt. Moresby 7.45 a.m., via Goroka, Minj, arr. Mt. Hagen 11.25 a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 11.55 a.m.

MADANG-PT. MORESBY (DC3)

Tues. and Fri.: Dep. Madang 7.30 a.m., via Goroka, arr. Port Moresby 10.20 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

Wed., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.

Tues.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

Fri.: Dep. Rabaul 5.45 a.m., Finschhafen, Lae, arr. 8.45 a.m.

Fri.: Depart Lae 10.30 a.m., Finschhafen 11.30 a.m., arrive Rabaul 1.45 p.m.

RABAUL-BUIN-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. Buka 10.20 a.m., dep. Buka 10.50 a.m., arr. Buin 11.45 a.m., dep. Buin 12.15 p.m., arr. Buka 1.10 p.m., dep. Buka 1.40 p.m., arr. Rabaul 3 p.m. (May 14, 28, June 11, 25, etc.).

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (May 7, 21, June 4, 18, etc.).

SERVICES BY MANDATED AIRLINES (Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Optional call at Goroka on this flight.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tanah Merah, Manokwari, Niemoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Rabaul, Buka, Munda, Yandina, Honiara (BSI), arriving 5 p.m.

Every Tuesday depart Honiara 7 a.m.: Yandina, Munda, Buka, Rabaul, Lae, arriving 3.45 p.m.

6. Paris-Saigon-Brisbane-Noumea-Auckland-Papeete

By Transports Aeriens Intercontinentaux

DC6B aircraft depart Paris every Sun. for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Noumea, thence Auckland, Noumea, Nadi, Bora Bora. Transfer to flying-boat for flight to Papeete. Dep. Papeete on return flight (omitting Auckland) every Thurs.

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 Skymasters

Alt. Fri. (May 8, 22, June 5, 19, etc.). Dep. Sydney midnight, arr. NI 6.45 a.m. Sat.: dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. (Flight extends NI-Auckland-NI. See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters

Dep. Sydney alt. Thurs. 8.45 a.m., arr. Noumea 4 p.m. Dep. Noumea 5 p.m., arr. Sydney 10.30 p.m. Service operates on April 30, May 14, 28, June 11, etc.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft

Tues. and Fri.: 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 Sat. each month (May 9, June 13, July 11, etc.). arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m., dep. Wallis 7 a.m. following Mon. (May 11, June 15, July 13, etc.), arr. Noumea 2.45 same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (Charter)

Alt. Sat. (May 9, 23, June 6, 20, etc.). Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

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PAN AMERICAN

WORLD'S MOST EXPERIENCED AIRLINE

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft

Service: Dep. Auckland 9.30 a.m., Sydney 1.15 p.m.
Sun.: Dep. Auckland 6 p.m., arr. Sydney 9.45 p.m.
Service: Dep. Sydney 3 p.m., arr. Auckland 9.55 p.m.
Dep. Sydney 7 a.m., arr. Auckland p.m.
Fri., Sun.: Dep. Sydney 11.30 p.m., Auckland 6.20 a.m. following day.
Dep. Sydney 10 a.m., arr. Auckland p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft

Thurs.: Dep. Christchurch 7.45 p.m., Sydney 11.20 p.m.
Dep. Christchurch 5 p.m., arr. Sydney p.m.
Wed., Fri.: Dep. Sydney 8 a.m., arr. Christchurch 3.05 p.m.

Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft

Dep. Christchurch 5 p.m., arr. Melbourne 9.35 p.m.
Dep. Melbourne 10.15 a.m., arr. Christchurch 5.50 p.m.

15. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft

Dep. Auckland 8 a.m., arr. Melbourne 1 p.m.
Dep. Melbourne 2.30 p.m., arr. Auckland 10.15 p.m.

16. Melbourne-Auckland-Nadi (Fiji)

Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

Dep. Melbourne 7.30 a.m., arr. Auckland 3 p.m., dep. Auckland 4 a.m., arr. Nadi 9 p.m. Return, same day, following day.

This service connects with Qantas Constellation service from Sydney

18. New Zealand-Fiji

Tasman Empire Airways, with Super DC6 and Qantas Super Constellations

Fri., Sun.: Dep. Auckland 4 p.m., Nadi 9 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., Auckland 3.30 p.m.
Day flights ex-Auckland, and Monday ex-Nadi are operated by Qantas charter to TEAL (see above).

American Airways, with Skymasters

Tues., Thurs.: Dep. Auckland 10.50 a.m., arr. Nadi 5.55 a.m.
Tues., Thurs.: Dep. Nadi, 5.30 a.m., Auckland 12.50 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats

(Three Flights Monthly)

Suva Thurs., 9 a.m., crosses Dateline, arr. Satapuala (Western Samoa) 1.55 p.m.

Dep. Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.

(Dep. Suva May 7, 14, 28, June 11, 18, 25.)

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 1.30 p.m., arr. Nadi 5.05 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

(Three Flights Monthly)

Dep. Suva 9 a.m. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 2 a.m. Thurs., arr. Aitutaki (Cook Is.) 7.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m. Services dep. Suva May 7, 14, 28, June 11, 18, 25, etc.

Dep. Papeete 7.30 a.m. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline, arr. Suva 10.55 a.m. Tues. Services dep. Papeete May 3, 10, 17, 31, June 14, 21, 28.

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily—morning and afternoon.

Suva-Labasa-Suva: One flight daily.

Suva-Labasa-Suva (via Savusavu): One flight—Mon., Wed., Thurs., Sat., Sun.

Suva-Taveuni-Suva (via Labasa): One Mon., Wed., Sat.

Suva-Savusavu-Taveuni-Suva: One flight—Tues.

Suva-Taveuni-Savusavu-Suva: One flight—Fri.

23. 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.), Thurs. (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 Galacs if required.

24. 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.

Thurs.: Papeete, Bora Bora, Papeete.

Booking agents in Papeete: Messageries Maritimes.

25. Micronesia

Trans Ocean Airlines

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airlines, Agana, Guam.

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 167.

FROM SYDNEY (Aust. currency) TO—

	Single			Return Table		
	£	s.	d.	£	s.	d. 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
Blak . . .	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 to points east of Nadi include air connection to Suva by Fiji Airways, Ltd.

Classified Advertisements

Per line, 3/-; Minimum, 4 lines.

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BICYCLES, ¾ genuine B.S.A. paratroopers, unused, £NZ11 f.o.b. Auckland. **Surplus Cycles**, Box 469, Auckland, New Zealand.

FLEETS, 28 ft. diesel sloop, coppered, 4 bunks, toilet, galley, etc., fully found, £1,500. 45 ft. diesel, general purpose carvel, in survey, £6,300. 66 ft. wooden cargo vessel, in survey, £7,000. 62 ft. fast supply boat, coppered, three diesels, 165 h.p. each, 17 berths, gas stove, etc., under-going passenger survey now £14,700. **Fleets**, 525 Stanley St., South Brisbane, Queensland, Australia.

ISLAND VESSELS under construction. 40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: **Wynne S. Breden Pty. Ltd.**, "Phoenix Shipyards", Newcastle, N.S.W.

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M.V. MICHAEL

The MICHAEL is now ready for re-survey at Alexishafen wharf. Originally built in 1937 by Lars Halvorsen Sons, and named the PANUCO, it was used in Papuan waters pre-war by the Island Exploration Co. Approximately 77 ton gross, 46 ton net, has an auxiliary lighting plant, and pump; separate winch engine; single, double and three berth cabins; with separate accommodation for the Master, and forward bunks for the crew. Will carry between 400-500 bags copra. Speed approximately 8½ knots; this flat-bottomed, wooden-hulled, copper-sheathed vessel, was acquired by the Catholic Mission after the war, and worked along the New Guinea Coast until it was completely re-built and equipped with a new 154 h.p. 8L3 Gardner Engine two years ago.

Enquiries to:

Catholic Mission of the Holy Ghost
ALEXISHAFEN, MADANG, T.N.G.

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FIJI SOCIETY

Volume 5 (1951-1954) of the **TRANSACTIONS** is now available and Volume 6 (1955-1957) will be published by mid-1959. Price: £1/5/- (Fiji currency) per volume, including postage.

Volumes 2, 3 and 4 of the **TRANSACTIONS** are still available. Price: £3/3/- for the set of three volumes.

Orders should be addressed to:

P.O. Box 358, Suva, Fiji.

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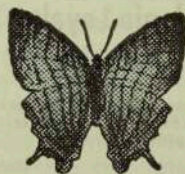
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Pacific Commerce and Produce

Search Increases Participation In APC

Good news of the month was the Oil Search announcement that it would make a four-for-five issue at par (5/-) and raise £35,000 from its shareholders. Finance increased participation in search for oil in Papua.

IS is the outcome of a promise made by the major partners in Australasian Petroleum Company last November that it would enable give Australian investors chance for greater participation in the company.

At that time the big partners, Shell Petroleum and Vacuum Oil, just reconsidered their decision to pull out of Papua (following a drop of oil at Puri No. 1), and Oil Search had just rescinded a prospectus for a new company (Ocean Oil Search) to carry on.

The new Oil Search funds, £100,000 will be used to increase Oil Search's holding in APC from present 10 per cent. to 15 per cent.

The remaining £1,100,000 will be held by Oil Search for future development—in particular, for the exploitation, if possible, of the huge reservoir of gas discovered several miles ago when drilling was in progress at Kuru and Barikewa.

April 1, when the announcement was made, Oil Search shares were 8/8. By April 9 they were 10/3, and on the price on April 9, the rights price would be 7/11, giving a theoretical value to the rights of 11.

"Interesting Zone"

shareholders at April 14 will be able to participate. However, it is unlikely that all will be able to participate to the extent of selling their holdings, and in the normal course of events there would be a less heavy selling of rights. However, it is expected that around April 14, the deviated drill, which is being made from the Puri hole, will be reaching an interesting zone. There have already been hints of oil—and if it did flow again, there would undoubtedly be another boom.

Speculators therefore, early April, presented with the interest—conundrum—whether to buy Oil Search now, or to wait for the opening in rights to take up the new shares. Enough of them followed the first course to raise the price

of Oil Search shares by a couple of shillings in the first week in April.

Subscribers to shares in the new Oil Search issue will get full Australian taxation benefits. Under existing legislation, taxpayers will be able to deduct the whole 5/- a share from taxable income—and profits derived from any oil discovery are also tax deductible up to the total amount expended by the oil prospecting company—getting close to £30,000,000, in this case.

The issue is being underwritten by Messrs. Ian Potter & Co., of Melbourne Stock Exchange, and Messrs. Hordern, Utz and Bode, of Sydney Stock Exchange.

Fiji Raises £1 Million Development Loan

Fiji's £F1,000,000 "local" development loan opened on March 16 and closed on April 13, fully subscribed.

Price of issue is £F98/10/- for £100 stock and interest is payable at 5 per cent. for a currency of 5-7 years; and 5 2/3 per cent. for 11 to 13 years.

To attract small investors in the Colony, a minimum subscription of £50 was accepted.

The loan has been underwritten by Australian Stockbrokers, Messrs. Ian Potter and Co., and the stock was listed on the Melbourne and Sydney Stock Exchanges.

In 1957 and 1958, Fiji raised loans locally and in Australia and New Zealand, to a total of £2,250,000 Fijian. It has not raised a loan in London since before the war, but it is anticipated that a prospectus for a loan of £2,000,000 will be issued in London shortly.

Proceeds of the London and the local loan will be used to finance Fiji development up till the end of 1960.

Kerema Rubber in Strong Position

At their seventh annual general meeting in Port Moresby on April 7, directors of Kerema Rubber, Ltd., recommended a final dividend of 10 per cent. thus bringing the total dividend for the year ending December 31, 1958, to 20 per cent. (unchanged from the previous year).

Directors report a net profit for the 12 months of £15,545 after providing for amortisation of plantation property, depreciation, and directors' fees.

In common with other rubber plantations in the Gulf area of Papua, Kerema Rubber was plagued by wet weather in the year under review and production fell as a consequence. Average cost of production was consequently higher than in the previous year. Average price received

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for rubber was, at 27.75d per lb, 5.72d less than for 1957. (Since the closing of the company's books, there has been a slight increase in the Singapore rubber market.)

In spite of difficulties during 1958, this company is in an exceedingly strong position. Total shareholders' funds are shown at £166,240 (including £48,000 in accumulated profit and loss, and £45,000 in general reserve). At the same time, the liquid assets of the company (shown as "Current Assets") are £172,682—of which £6,100 is actual cash; £9,384 in rubber on hand and in transit; and £40,000 on interest-bearing loans at call.

Assay Office Will Aid PNG Prospectors

Late—considering the present state of the gold industry in Papua-New Guinea—but probably better than never, is the plan to build and equip an assay office in Port Moresby. The Department of Lands, Mines and Surveys, which will build and staff the office, calculates that it will cost about £8,000.

At present no assay service is available to the private individual in the Territory. Specimens sent to the Department are forwarded on to Government departments or private firms in Australia, and the prospector has usually got tired of waiting by the time the result has come back.

Bulolo's Gold Is Petering Out

The Bulolo River flats, in New Guinea, from which fabulous profits were gathered by Bulolo Gold Dredging, Ltd., in the years after 1929, now are slowly petering out. One dredge now operates, where once there were eight.

In the six months ended November 30, 1958, a total of 2,784,000 yards were dredged, compared with 3,075,000 in the corresponding period of the previous year; and the ounces of fine gold obtained were 11,168, compared with 17,315 in the previous period.

With gold worth \$35US per ounce, the company earned \$390,880 in the six months, compared with \$606,025 in the similar period of the previous year.

Later figures for nine months show:

	Nine Months Ended February 28	
	1959	1958
Yardage dredged		
and sluiced	3,702,005	4,273,900
Ounces fine gold	15,442	20,524
Value at \$35 US		
per ounce	\$540,470	\$718,340
Value per yard in		
US cents	14.59c	16.81c
Est. net profit	\$325,000	\$345,000

Sandy Creek Production Falls

Advice has been received that during the month of March, 1959, approximately 75 oz 10 dwt of gold were recovered from 3,564 cubic yards of material treated at Sandy Creek, N.G. (February production, 106 oz from 2,825 yards.)

Steamships Trading Anticipates Good Year

Prevailing high prices for copra are expected to be reflected in the balance sheet of Steamships Trading Co., of Papua. Directors report that sales for first half of their current financial year (to January 31), compared favourably with the same period in the previous year.

An interim ordinary dividend of 6% per

cent. for ordinary shares was declared—the same as for the same period last year.

Enterprise Works Hard For Small Returns

The mine manager of Enterprise of New Guinea Gold and Petroleum Development reported mid-March that No. 1 mine level had been extended to 164 feet on an 18 inch lode and was showing fair values on the hanging-wall side. A west cross-cut from this level had been extended to 54 feet but at that stage no parallel lode had been encountered, which was not as had been hoped a month previously. A sub-level between Nos. 1 and 2 levels was extended to 78 feet, in lode 20 inches wide, showing good values. On the production side, 81 tons of ore were crushed in the four weeks ended March 19 for a recovery of 52½ oz; in the same period 24¾ oz were recovered from alluvial workings.

Papuan Apinaipi's Upper Purari Survey

The underwater gravity survey of the Gulf of Papua for Papuan Apinaipi was temporarily interrupted in early March by cyclonic weather.

The company has announced that a geological survey in the Upper Purari River area (where the company's permit area adjoins that of APC near the Puri well) is well advanced.

Mr. E. N. Avery, managing director of both Associated Australian Oilfields, NL, and Associated Freney Oil Fields, NL, has joined the board of directors of Papuan Apinaipi as a nominated director for Associated Australian Oilfields. He replaces Mr. R. R. Sanderson.

The Stock Market

WOOL is a very comforting commodity—particularly when the price is going up, as it has been at Australian wool sales during the first week in April. At the end of the week, values had recovered all of the ground lost since the opening of the season in August, 1958—about 10 per cent. to 12½ per cent. in all. Brisk demand from East European countries was the power behind the boost.

Although the share market has apparently learned to do without the wool market—it did not seem to be unduly affected during the wool slump, anyway—there is nothing like wool to give a good fleecy-lined feeling, and Stock Exchanges in Sydney and Melbourne reacted accordingly during early April with a definite upward movement in all price indices.

Sydney Stock Exchange price index for ordinary shares, which was 229.34 when we mentioned it last, in early March, stood at 234.72 on April 9.

The "Incentive" Budget in the United Kingdom has been generally welcomed in Australia—a "change from stagnation of internal production," was how the *Financial Review*, of Sydney, put it. It is generally accepted that it will stimulate inter-Commonwealth (and other) trade.

SYDNEY SALES PRICES

	March 5	April
Burns Philp	63/9	65/-
Burns Philp (SS)	50/-	50/-
C.S.R.	£43/17/6	£44/-
Dylup Plantations	17/3	18/-
Hackshalls	49/-	50/-
Kauri Timber	19/9	20/-
Kerema Rubber	10/3	11/-
Koitaki	13/3	14/-
Lolorua	6/6	7/-
Mariboi	6/-	6/-
Norfolk Is. Whaling	3/4	3/-
Queensland Insurance	69/6	69/-
Rubberlands	5/-	5/-
Sthn. Pac. Insurance	16/-	16/-
Steamships Trading	50/-	50/-
W. R. Carpenter Hold.	15/6	15/-
Timor Oil	5/9	6/-

OIL AND MINING SHARES

FIJI

	July 9, '58	Mar. 5, '59	April
Emperor	b5/9		b7/-
Loloma		b31/9	b33/-

PAPUA-NEW GUINEA

Bulolo	b35/-	b33/-	b35/-
N.G.G. Ltd.	b1/9½	b2/9	b2/7
Oil Search	b2/6	b8/7	b10/-
Ent. of N.G.	b7d	b6d	b6d
Papuan Apin	b9d	b4/6	b3/1
do. opt.	b6½d	b2/3	b2/2
Placer Dev.	b86/6	b90/-	b100
Sandy Creek	b4d	s5d	b2½

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COPRA

British Ministry of Food 9-years act, which governed Copra prices in Australia and New Guinea, Fiji, Western Solomon Islands, and Gilbert and Ellice Colonies (and, to some extent, in the Cook Islands) expired on Dec. 31, 1957; since when each Territory has made its own arrangements for importation and marketing of copra.

FIJI-NEW GUINEA:—All production is marketed to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes contracts with the producers. Production is mainly to (a) Unilever (under contract covering 1959), (b) Australia (for consumption) and (c) crushing-mill in Suva. Prices generally arranged in accordance with ruling rate in Philippines, with premiums for hot-air dried.

On January 1, 1959, P-N.G. Copra announced "Tentative Prices", for the following main ports: Hot-Air Dried, per ton; FMS, £A54 per ton; Dried £A53/7/6.

—No Government control—producers are free to sell as they wish. Bulk of copra goes to crushing-mill in Suva, whose price for copra is announced each week. On Feb. 6, prices were, HAD, £F81/5/-; £F80/10/-; FM2, £F79/2/6.

SOUTHERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at prices FM grade rates, plus premium up to £Stg.3 per ton for hot-dried. Prices announced in March. To operate till further notice: Hot-dried, £S67/13/8 per ton; sun-dried, £S65/3/8; sun-dried, No. 2, £S63/8.

GA:—Sales are under Government control. Part of production goes to Europe, arrangement with Unilever company Philippines prices, and part open market.

OMONS:—All production marketed through official Copra Board, at prices on Philippines market. Price decreased April: 1st grade, £A75; 2nd £A73; 3rd grade, £A69 per ton, BSIP ports.

BERT AND ELLICE:—Production marketed in Europe through official Copra, at prices based on Philippines, less "stabilisation fund" charges.

AMOA:—Producers receive 4 cents lb. (0.6 or £A40 approx. per long ton). No bonus, if average proceeds exceed buying price and expenses.

HEBRIDES:—On March 31, local price rose to £A69 per ton, de Vila/Santo. On same date, price £6,750 Metrop. francs per metric ton, Marseilles.

UK IS./NIUE/TOKELAU: Price fixed at half of 1959, by Abels, Ltd., of London, who mill it, was announced in May as follows: Standard Grade: 5/15/6 plus £1 for bags, plus premium, totalling £NZ69/0/6. Grade: £NZ66/15/6 plus £1 for plus £1/5/- premium, plus £1/5/- premium for hot air dried, total £NZ70/5/6, f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which, on April 8, was £Stg.283/10/- per ton, c.i.f., London.

W. SAMOA:—Nominal price quoted in Sydney April 8, £S285, f.o.b., Apia.

P.-N.G.: April 8, £A335 ex-wharf, Sydney.

COFFEE:—P.-N.G.: April 9, 4/1½ per lb c.i.f., Sydney, was generally quoted. Early April, quotes for Kenya coffee were: A grade, none available; B grade, £Stg.440; C grade, £Stg.373; undergradings, £Stg.290; all per ton, c.i.f., Sydney.

PEANUTS:—P.-N.G.: April 9: Kernels 1/9 lb ex-wharf; virtually no sale in Sydney at present for nuts in shell—nominal price, 1/1 lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on April 7 was: No. 1 RSS, spot, 92½ Straits cents per lb (31.98d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on April 9: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 73/-, Green 71/-.

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:—April quotations by independent pearl shivers were: Sound, £A750; D, £A550; E, £A225; EE, £A150 (in store Sydney). Manihiki lagoon still closed; Penrhyn, £Stg.415, f.o.b., Rarotonga, nominal.

TROCHUS:—No demand at present—nominal £A320, ex-wharf, Sydney.

GREEN SNAIL:—Small parcel from N.G. sold at £A360 per ton, ex-wharf, during the month.

London and US Quotations

Copra: London, April 3, Philippines in bulk, \$262, c.i.f. UK/Nth. European ports. Straits/Borneo, FMS, del. weights, c.i.f.

UK/Nth. European ports, £Stg.93/15/-, New York: April 3, Philippines \$260, c.i.f., Pacific Coast ports. (£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil:—London, April 3, Ceylon in bulk, £S138/10/-, per ton, c.i.f., UK/Nth. European ports. Straits/Borneo, £Stg.133/10/- per ton c.i.f.

Rubber: London, c.i.f., April 7, RSS No. 1, spot, 27½d Stg. per lb; July-Sept., 27½d Stg. per lb; Feb., 1960, 27d 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 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 Apr., 1959, quotes: Selling, Noumea, 195 Pac. francs to £ Aust.; Papeete, 194.75 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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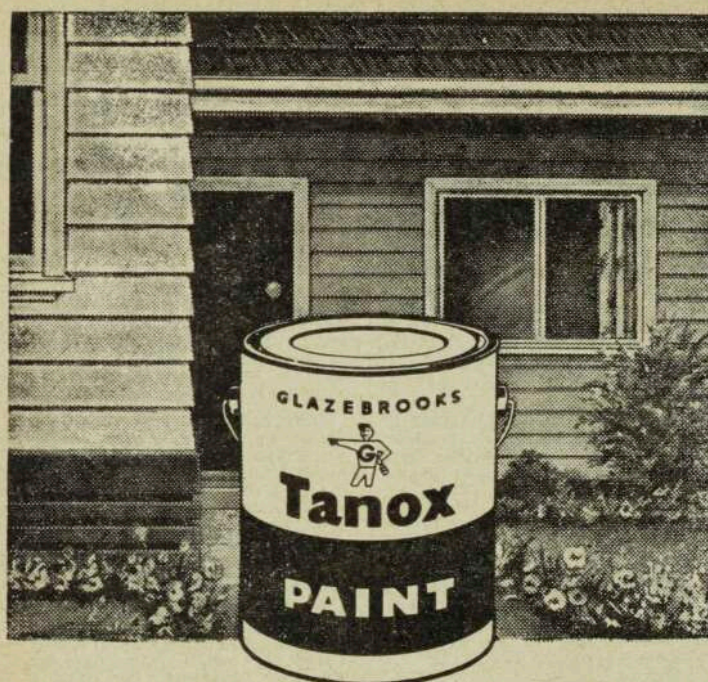
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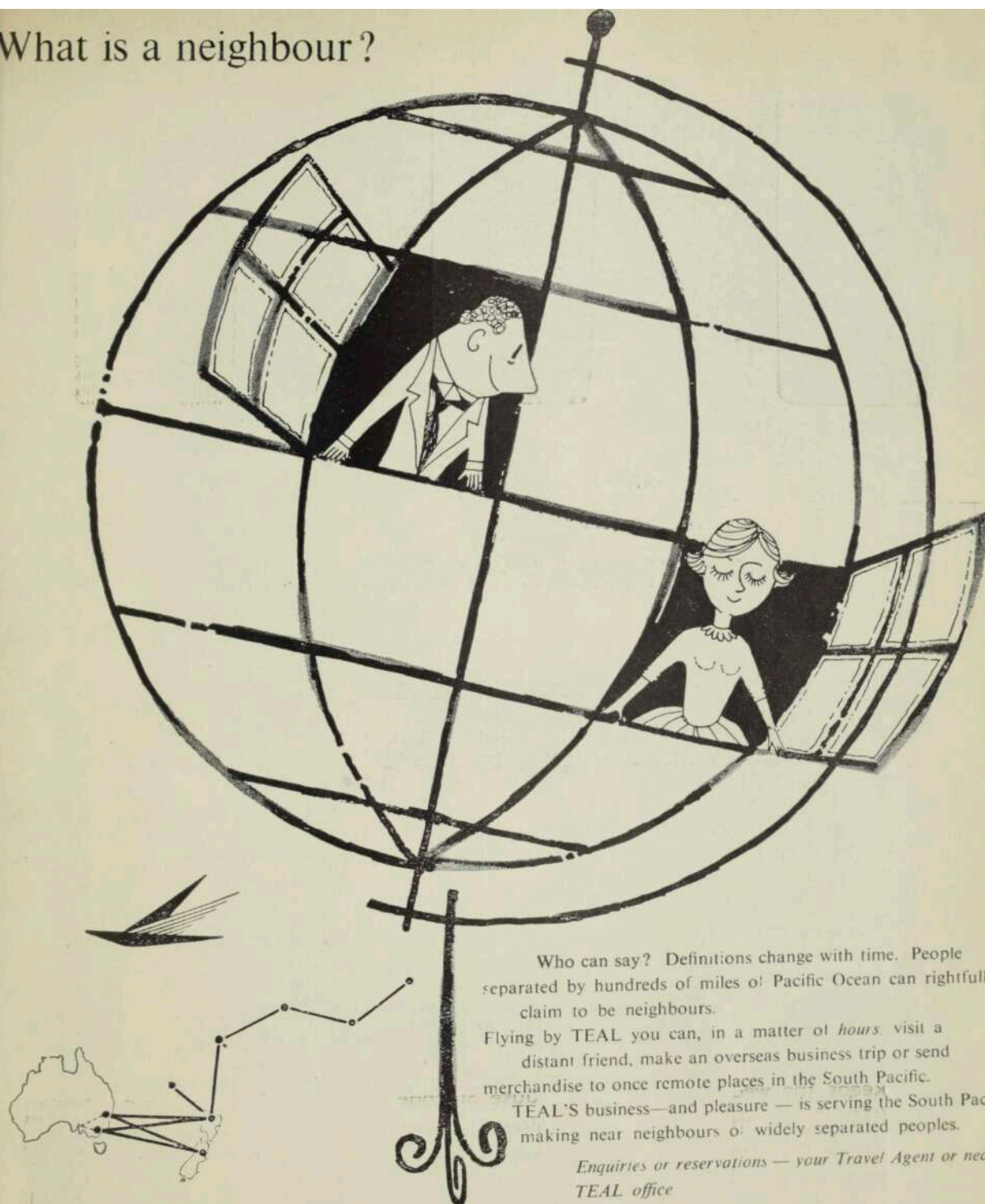
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