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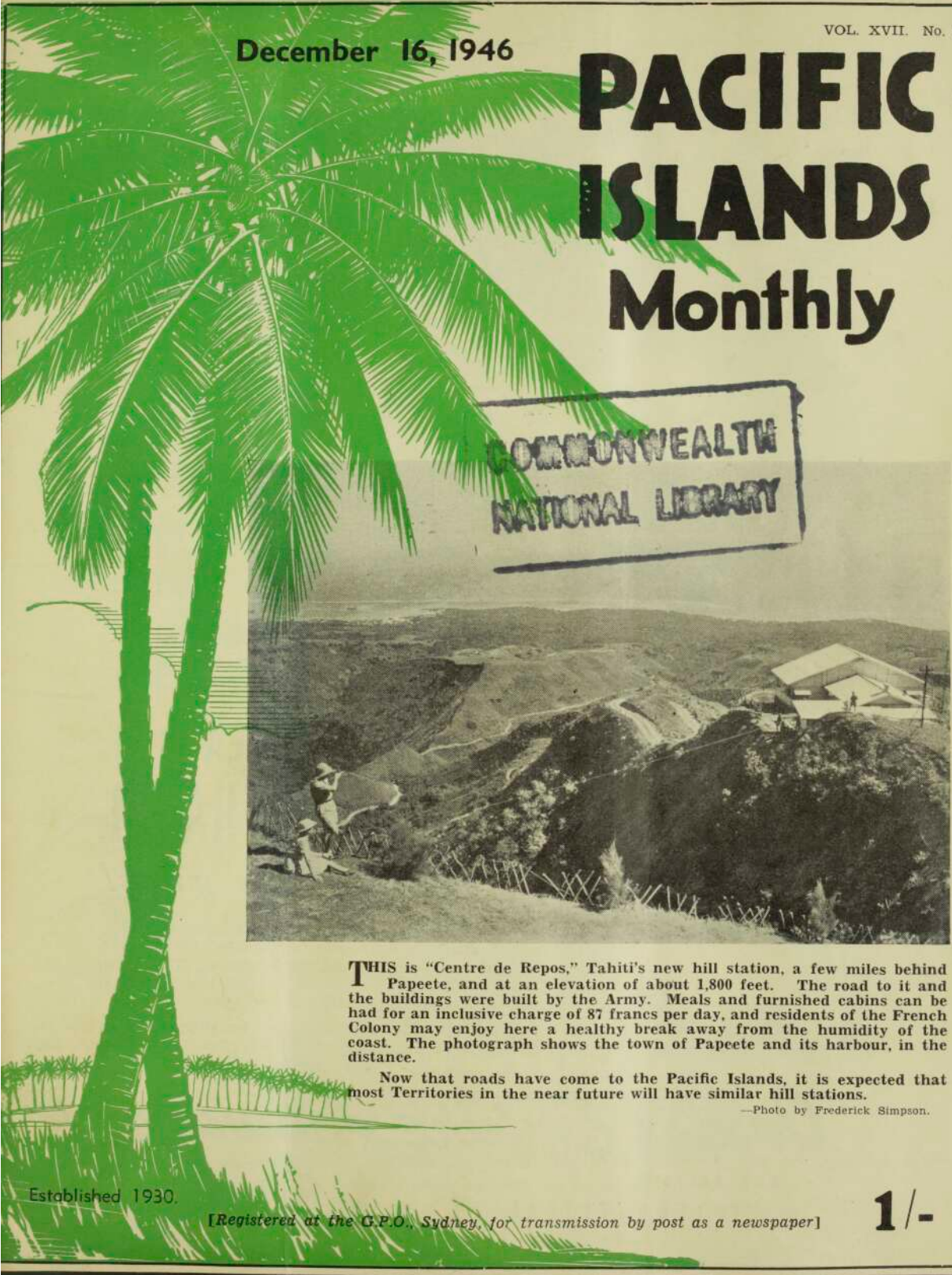
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December 16, 1946

VOL. XVII. No. 5.

PACIFIC ISLANDS Monthly

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Now that roads have come to the Pacific Islands, it is expected that most Territories in the near future will have similar hill stations.

—Photo by Frederick Simpson.

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PACIFIC ISLANDS MONTHLY—DECEMBER, 1946



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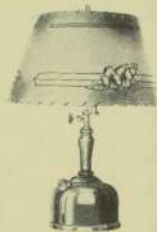
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ADVERTISERS

Amaigamated Hatcheries	21	Merrillees, J. C. & Co.	19
Angliss & Co.	36	Miscellaneous	26
Angus & Coote, Ltd.	23	"Mum" Deodorant	67
Aust. Fishing in- dustries	69	"Mendaco"	60
A. G. Andrews Co., Inc.	73	McIlraiths Pty., Ltd.	22
Atkins Pty., Ltd., Wm.	71	Nelson & Robertson Pty., Ltd.	52
Baker, W. Jno.	58	Newman, M.	78
Brown & Co., Ltd.	13	NSW Bookstall Co. Pty., Ltd.	3
Brunton's Flour	34	"Nixoderm"	75
Burns, Philip Trust Co., Ltd.	35	Pacific Islands Trading Co., Ltd.	30, 33
Broomfields	3	Pacific Islands Monthly	51
BP (SS) Co.	13	Pacific Is. Society	69
Carlton & United Breweries, Ltd.	45	"Pinkettes"	46
Carpenter, Ltd., W. R.	cov. iv.	Papuan Electrical Co.	30
Chivers, Ltd.	28	Proprietary Products	17
Church, R. H., & Sons	32	Qantas Empire Air- ways	cov. ii.
Coleman Lamp & Stove Co.	47	Queensland Insur- ance Co.	4
Corlett, R.	26	RSS & ILA	17
"Cystex"	34	Robinson, G. H.	26
Commonwealth Trading Co. Pty., Ltd.	3	Rose's Eye Lotion	15, 48
Crosse & Blackwell, Ltd.	33	Rohu, Sil	73
Dalmore Preserving Donaghy & Sons	62	Scott, Ltd., J.	56
Donald, Ltd., A. B.	62	Shell Co.	57
Paul, A. Dorn	47	Southern Pacific Insurance Co.	18
Dr. Williams Pink Pills	79	Steamships Trading Co., Ltd.	64
Dangar, Gedy & Malloch	27	Sullivan & Co., C.	66
Dunlop Rubber (A/sia), Ltd.	49	Swallow & Ariel	72
Electrolux	29	South Sea Islands Club	31
Refrigerators	29	Taylor & Co., A.	59
Ford Sherington Pty., Ltd.	58	"Tenax" Soap	56
Foster Clark	51	Tillock & Co., Ltd.	79
Garrett & Davidson	50	Thornycroft (Aust.) Pty., Ltd.	20
Gibson & Co., Ltd., J. A. D.	50	Tooth & Co., Ltd.	cov. iii.
Gillespie Pty., Ltd., Robert	1 & 25	Toogood, J. J.	69
Robert Gillespie (NG), Ltd.	63	Tullochs Pty., Ltd.	77
Gilbey's Gin	53	Tilley's Lamps	65
Gilbespie's Flour	26	Ventura Trading Co. Pty., Ltd.	23
Gough & Co., E. J.	46	"Vitalis" Hair Tonic	68
Grand Pacific Hotel	4	Vacuum Oil Co., Ltd.	70
Grove & Sons, W. H.	22	Watson, Wm. H.	74
Heinz & Co., Pty., Ltd., H. J.	55	Widdop, H., & Co., Ltd.	76
Hemingway & Robertson	18	A. Willson	74
Horlicks	61	Wright & Co.	16
Hyde, Victor	14	Willis, W. D. & H. O.	24
Ingram Shaving Cream	59	Wright & Co., Ltd., E.	20
Ipana Tooth Paste	2	Young Pty., Ltd., Harry J.	15
Kopsen & Co., Ltd.	48	Wunderlich, Ltd.	32
Lockyer, Geo. J.	46	Yorkshire Insur- ance Co., Ltd.	13

There are complaints because passengers arriving in New Caledonia by air are not subject to any medical examination. As a health measure, examination is necessary to protect the population, states the "Bulletin de Commerce."

Mr. H. J. Morgan has been appointed a Judge of the Native Land Court of the Cook Islands, as from September 27, 1946. He retains his position as a Commissioner of the High Court. The duties of Registrar of the High Court and Native Land Court, vacated by Mr. Morgan, will be taken over by Mr. L. Trenn, lately the Resident Agent at Mangaia.

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IN THIS ISSUE:

Editorial: "What is Happening in Relation to Pacific Trusteeships"	5	Wau Road—There and Back by Weapon-Carrier, Ambulance and Jeep	38
P.A.A. Staff Leaving Fiji	6	South Pacific Airways Network	40
The Pacific Air-Age Now Becomes a Reality—New Agreement Smooths Out International Difficulties	7	Tropicalities	42
"United States of Indonesia" — Betrayal of Dutch by Democracies	3	Fiji's Two Wartime Mysteries	44
New Signs and Portents in S.W. Pacific Politics	9	Big Money for Torres Strait Islanders	47
U.S.A. Reduces Pacific Air Mail Rate	9	Samoan Missionaries in Papua	49
Who Will Protect the Samoans?	10	Native Problems of Modern New Guinea	50
Samoans Reject Trusteeship (N.Z.) Agreement	12	A.P.C. Plans for Papua	53
Better Outlook for Pacific Travellers in 1947	12	Heavy Programme for New Guinea P.W.D.	55
30 Per Cent. Increase in Fiji Population	12	How a Missionary was Killed by Japs	56
A Modern Sinbad Comes to Grief in Fiji—Wreck in the Lau Islands	13	Lae Forms a Citizens' Assn.	56
Legislative Council for Cook Islands	14	Territorial Preference in All C.D.C. Sales—Statement by Minister	57
Fiji Plans for Tourism	16	Chemical War on Fiji's Weeds	60
BSI Claims for War Damage	17	Abuse of N.Z. Student-Permits	64
Cost of Running Australian Pacific Territories is £3 Million	17	N.G. Scholarship Funds	66
Payments for Fiji Sugar Growers	19	When S. Pacific Trade Boomed	67
Nadi Has a United Nations Flavour	20	Fiji Peanuts for N.Z.	67
Fiji's 10-Year Development Plan	21	Sugar Boiling in Mangaia	71
Remembrance Day	23, 64	Rarotongans' Escape from Plane Accident	72
Jeep Allocations Disappoint in N.G.	25	"Rum Business"—Short Story	73
Solomons in the Doldrums—No Rehabilitation	26	Madang is Battered but Still Beautiful	78
Award to Young W.P.H.C. Officer	27	Commercial Markets, Etc.	80
Four B.G.D. Dredges Operating by Mid-1947	28	Obituary:	
Giant Snails in New Guinea	30	W. Murcutt, 1; A. L. Braisby, 9; Miss M. Betham, 74; H. Syddall, 74; J. Bogan, 75; N. Engler, 79.	
Rehabilitation of Thursday Island	31		
Vernon Memorial	32		
S.D.A. Vessel for Solomons	32		
Coast Watchers in New Guinea Jungles—Keeping Tabs on the Japs in 1942	33		
Territorians' Talk-Talk	37		

Mr. W. Murcutt, who held timber rights in the Lae district of New Guinea, was killed instantly in an accident in Lae on December 4. The vehicle which he was driving at night had a head-on collision with a truck.



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What Is Happening in Relation to "Pacific Trusteeships"

THERE has been much in the news-
papers during the month about
the new Trusteeship Agreements,
presented to the United Nations,
which are to take the place of the
Mandates (mostly C-Class) granted
by the League of Nations in respect
of former German colonies.

So far as the Pacific area is con-
cerned, there is no vital difference
between Trusteeship Agreement and
Mandate, except that the administer-
ing nations will now have the right
to maintain armed bases and armed
forces within their trusteeship areas.

The League of Nations Mandated
Areas were New Guinea, the Bismarck
Archipelago and Bougainville (in the
care of Australia); Western Samoa
(New Zealand); Caroline, Marshall
and Mariana Islands (Japan); and
the phosphate island of Nauru, for
which Britain, New Zealand and
Australia held a joint mandate. All
were C-Class Mandates—meaning
that the natives were held to be in-
capable of self-government.

There is little doubt that Australia
will be granted the Trusteeship over
New Guinea, as heretofore. But there
is some doubt about what is to hap-
pen to Western Samoa (see report
elsewhere), to the late Jap Mandate,
and to Nauru.*

THE Samoans have rejected the
Agreement proposed by New Zea-
land, and ask for (a) union between

Western and Eastern Samoa; and (b)
a larger measure of self-government.
Both are perfectly reasonable re-
quests. It is ridiculous to put the
Samoans in the same category as the
primitive peoples of the New Guinea
mandated islands.

Samoan native opinion, if left to
crystallise itself without outside
interference, almost certainly would
ask that Samoa be united, and that
the protecting and administering
power should be either Britain or the
United States. However, under very
strong persuasion, the Samoans ex-
pressed themselves in favour of con-
tinued association with New Zealand
—probably on the ground that New
Zealand is only Britain in a watered-
down form, after all.

It really does not matter much
whether the Samoans are protected
in future by either Britain or the
United States. What is of importance
is that the Samoans should seize this
opportunity of demanding national
unity. It is a reflection upon the
wisdom and justice of the Anglo-
Saxon Powers that this fine race, now
numbering some 70,000 people, should
be completely divided between Eastern
and Western Samoa. If that partition
of the country is maintained, despite
Samoan pleas, it will be a mockery of
all the high-sounding principles
heard nowadays at UNO.

The history of it all goes back one
hundred years. British, German and
American traders were first into the
Samoan Archipelago, and they com-
peted bitterly for the favours of the
warring Samoan kings and chiefs. In

the last half of the last century, the
United States flag was established in
Pago-Pago (centre of Eastern Samoa);
Germany obtained Western Samoa;
and Britain withdrew altogether, on
condition that Germany abandoned
her claims in relation to Tonga and
the Solomons.

American and German (followed by
New Zealand) rule was exceedingly
beneficial to the Samoans. Their in-
born readiness to fight among them-
selves was discouraged and sup-
pressed; the several factors which had
led to a tragic decrease in their num-
bers were removed, and the popu-
lation began steadily to increase; and
they were effectively instructed in
the arts of industry and good local
government.

To-day, the Samoans are quite cap-
able of governing themselves, with
only light supervision from some
administering authority. But, if they
are to attain the nationhood to which
they are entitled by their qualities,
they must be united. The set-up
created by the Three-Powers Treaty
of 1899, which divided Samoa be-
tween two separate nations (Germany
and United States) should be wiped
out. To allow that to be done, either
the United States or Britain (through
New Zealand), or both, must sur-
render sovereignty.

THE Americans appear to be ready
to enter into a Trusteeship Agree-
ment with UNO in respect of the
Carolines, Marshalls and Marianas;
but they are determined to make
their own terms. It is right and
proper that they should.

Because they were attacked by an
Asiatic Power, they were forced, in
order to protect themselves, and get
to grips with Japan, to conquer the

*As we go to press, acceptance of the New
Guinea and Samoan Agreements by UNO is
announced.

Japanese Mandated Islands. And a bloody business it was, in which the United States lost many thousands of her best men. Those islands now belong to America by right of conquest. They must be held by America, as protection against further aggression from Asia. They cannot be returned to Japan; and no other nation has any claim to them.

America is quite willing that they should be under Trusteeship, so that they may be open to a periodical check-up by UNO emissaries; but America will listen to no challenge concerning her rights there.

There has been no challenge, except from Russia. That Power, as part of her deliberate policy of sowing suspicion and unease among the democratic nations—and so preparing the ground for the overthrow of Western civilisation by the Soviet's Red hordes—has been offering opposition and offensive criticism, at all points of the Trusteeship debates. Russia cannot cripple the Trusteeship plan, under which the old League Mandates will be liquidated and the administrations rearranged; but she will do her best—or worst.

EXCEPT for some pointless snarling by Russia—which insisted that the British were late with their proposed Agreement, and therefore were trying to hide something—little has been heard at UNO about Nauru.

There may be a good reason for that. This may be regarded as an opportunity to bring the two phosphate islands of Nauru and Ocean (the latter now part of the Gilbert and Ellice Colony) under the one administration. There are several arguments in favour of a change—the chief being that the paramount interest and activity in both islands is the industry directed and controlled by the British Phosphate Commission. The BPC must find the present administrative set-up (Nauru under a Joint Mandate, and Ocean through the High Commission for the Western Pacific and the G. and E. Government, under the British Colonial Office) both awkward and embarrassing.

In any event, UNO need not worry about the natives of Nauru. The British authority has seen to it most scrupulously that the Nauruans, and the Banabans of Ocean Island, as the native owners of the land carrying the phosphatic rock, receive a royalty on every ton that was carried away. There are no richer Islanders in the Pacific.

There may be some interesting changes in the boundaries of Pacific Territories before UNO gets its Pacific Trusteeship Agreements all completed. But little change is expected in relation to the biggest of them—what is now called the Mandated Territory of New Guinea.

If it were not that Australian control of the "defensive perimeter" of South-west Pacific Islands is vital to the future existence of Australia, no good purpose would be served by a continuance of the present arrange-

ment, either as Mandate or Trusteeship. Apart from the defence consideration, Australian administration of New Guinea is of no use to either Australia or New Guinea. But Australian administration must remain, because those chains of islands are a screen for under-populated Australia against the countless millions of over-populated Asia.

THE most significant development in Trusteeship discussions at UNO was the demand of the Indian delegates that the "White Australian Policy" should not be carried on into the New Guinea Agreement—in other words, that New Guinea, under the new set-up, should be open to Asiatic immigration.

An Indian motion, to that effect, was defeated by only 16 to 11; and 11 delegates abstained from voting. Those figures are disconcerting.

India, having been granted self-government, is going to make a great effort to break down the barriers, set by Europeans for their own survival, against Asiatic immigration; and New Guinea has felt one of the first onslaughts. UNO, of course, could do no other than keep the Asiatic flood out of New Guinea. It would be absurd to allow the Territories, held by Australia as a barrier against Asia, to be penetrated by masses of Indians—especially in the light of what has happened in South Africa and Fiji.

This is only the opening of the campaign. We are going to hear much of the Asiatics' demand for "the open door" in the Pacific. It will not be easy to keep the door closed. The really white nations represented at UNO are few. Our anti-Asiatic policy can depend upon support from only two members of The Big Five—Britain and America. Russia and China almost certainly will be for the open door. Communist-ridden France now is uncertain and unpredictable.

The opening of the door to Asiatics would mean the end, not only of the white communities in the Pacific Islands, but of Australia and New Zealand as European nations.

P.A.A. Staff Leaving Fiji

Result of Mutual Servicing Agreement with A.N.A.

A REPORT reached Sydney, as we go to press, that "Pan American Airways staff are pulling out of Nadi (Fiji airport)." It was assumed that this had a sinister significance.

Actually, it means only that the mutual servicing agreement between Pan American Airways and Australian National Airways is being implemented. PAA will service ANA machines in Canton Island, Honolulu and San Francisco. ANA will service PAA machines in Fiji, Auckland and Sydney.

As a result, the meteorological, supply and mechanical staffs of PAA are leaving Fiji. When the new services are running (probably in January) PAA personnel on Fiji, Auckland and Sydney stations will comprise only a staff manager, a chief mechanic, a traffic representative and a ticket-selling staff.

(See references to new Trans-Pacific services on pages 7 and 20.)

MISSION LAUNCH TAKEN FROM SYDNEY TO N. GUINEA

MANNED by half a dozen Australian Lutheran Missionaries, the newly-acquired Lutheran Mission vessel "Umboi II" left Sydney Harbour early on November 12; and, after a non-stop run of 81 hours, arrived safely in Moreton Bay.

The Rev. A. P. H. Freund reports that they were "tossed about fairly well" in the first two or three days, feeling something of the gale that was reported off the southern NSW coast; but both ship and engine behaved splendidly, and the voyage was uneventful.

The vessel left Brisbane on November 27 for the North Queensland coast. Her destination was Rooke Island, in Vitiaz Strait, New Guinea, which is the headquarters of this Mission.

When Dr. D. W. Hoodless retires from his position as principal of the Central Medical School, Suva, shortly, he will be succeeded by Dr. A. S. Frater, who formerly spent several years with the Presbyterian Overseas Mission in the New Hebrides.



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THE PACIFIC AIR AGE NOW BECOMES A REALITY

New British Commonwealth-American Agreement Smooths Out International Difficulties

AFTER months of haggling, the Pacific Air Service Agreement, which gives reciprocal landing rights to the countries concerned, was signed in Washington by representatives of Australia and the United States, on December 3.

Almost identical agreements have also been signed between representatives of the United States and New Zealand, and the United States and Britain.

Regular trans-Pacific services have been maintained across the Pacific between New Zealand and San Francisco since June, 1946, when Pan American Airways resumed the service which had been interrupted by war in 1942. An "interim" service from Sydney to San Francisco run by Australian National Airways Pty., Ltd., on behalf of British Commonwealth Pacific Airlines, was to have commenced about the same time; but, due to technical difficulties over landing rights, this service did not commence until last September. Since then, ANA has maintained a fortnightly schedule between Sydney and Vancouver.

The position up to the signing of the Agreement was briefly that PAA could not pick up or set down passengers in Fiji or extend its service to Australia; and that ANA (operating on behalf of BCPA) could not pick up or set down passengers in Honolulu or San Francisco. These restrictions will now be removed from both companies.

Neither PAA or BCPA have announced new schedules; but it is expected that PAA will extend their service to Australia early in the New Year, and that by January both BCPA and PAA will be operating under the new agreement. These new schedules will be published in the "PIM" when they are available.

It is likely that Pan American Airways will, in the initial stages, run one trip per week, going alternately from Noumea to Auckland and from Noumea to Sydney. Their route will be Sydney (or Auckland), Noumea, Nadi (Fiji), Canton Island, Honolulu, San Francisco.

All ground and service arrangements

in Australia have been made but details of the air agreement and other formalities have prevented the announcement of schedules, and fares from Sydney, at this writing.

THE BCPA service will presumably be continued with ANA as the operating company. When ANA was selected by the BCPA early this year, the contract provided for three round-trips, Sydney to San Francisco fortnightly, with one trip fortnightly, San Francisco to Auckland.

Since the interim service has been operating, however, ANA officials have been of the opinion that their once-fortnightly service from Australia to Vancouver has been adequate to cope with those members of the travelling public who have £214A to spend on the one-way Government-fixed fare between Sydney and the American Continent.

When the Australian Minister for Air (Mr. Drakeford) announced the signing of the agreement in Canberra, he said that it was anticipated that there would shortly be a more frequent service than the present once-a-fortnightly one; two trips a week were, in fact, envisaged, he said. To an Australian Cabinet Minister, £214 is, of course, of little moment; but it is unlikely that sufficient travellers to maintain a twice-weekly service will be forthcoming at that price.

Mr. Drakeford also stated that it was hoped to reach an agreement with the French Government, so that the British service could carry traffic to Noumea.

Apparently—until the Canadian air line starts its proposed trans-Pacific service—the British service will continue to go on from San Francisco to Vancouver.

THERE has been no indication that fares will be reduced and it is therefore assumed that the countries concerned in the Air Agreement have agreed that fares shall not be competitive. PAA it is believed, is more than willing to compete in fares; ANA announced al-

most a year ago, that that company was willing to carry passengers between Sydney and San Francisco for £150 (Australian currency). On their first proving flights, ANA did, in fact, carry passengers for this fare.

The extraordinary attitude of the three British Socialistic Governments in fixing such exorbitant fares has been referred to in previous issues of the "PIM." The main purpose of Government monopoly of transportation is to keep fares down to a reasonable level. The exact opposite has been the case with Government monopolised airways. However, when the large reserve of desperate international travellers has been worked off either fares come down, or the airways become the private preserve of gallivanting politicians and Government servants, to whom money means nothing.

REGIONAL air-services in the areas dominated by the various Governments have now become very important. An elaborate system is already running out of Auckland to the South Pacific Islands (see article on page 40 of this issue). These are at present maintained by the RNZAF, but will shortly be taken over by the New Zealand National Airways Corporation, on a civilian basis.

A somewhat similar plan is apparently contemplated by Qantas Empire Airways and, when this net-work is completed, Australia will be linked by air to most of the contiguous territories of the South West Pacific.

It is believed that air links with Fiji (through Noumea), New Hebrides, British Solomon Islands and the phosphate islands of Ocean and Nauru are being planned. This is likely if these groups (see article on page 9 of this issue) are to come under Australian Administration after UNO has dealt with trusteeship in relation to South-West Pacific territories.

These airways extensions would be facilitated by the fact that Qantas is now 50 per cent. Australian Government owned. It was announced from Canberra on December 4 that the purchase by Australia of Qantas shares from the British Overseas Airways Corporation had been finalised.

THE extension of the Qantas service from Lae, its present terminal point in New Guinea, to Rabaul, should come into operation this month. December 18 was a tentative date fixed for this extension but it is believed that technical details concerned in Australian Civil Aviation's resumption of control of the Rabaul airfield may cause short delay.

It is believed that Qantas will operate internal air-services in New Guinea; but a date for this has not yet been mentioned.

It would be easy to link the service to Rabaul with the service to the Solomon Islands.

The Tasman link in the Pacific's international air services is provided by Tasman Empire Airways, which is controlled by Australian and New Zealand governments. This service now runs trips each way every day except Sunday. It too is a monopoly, and indications are that it is intended to keep it so. The flying-boats are comfortable, but slow. Skymaster aircraft of the type used by both PAA and ANA could do the journey in almost half the time now taken by the flying-boats.

PACIFIC AIR SERVICES IN OPERATION.

OPERATOR:	ROUTE:
Pan American Airways	Auckland to San Francisco, via Noumea, Nadi (Fiji), Canton Island, Honolulu. Skymaster aircraft capable of carrying 40 passengers are used. Sydney to San Francisco, following same route and using same aircraft as above will be operating soon.
British Commonwealth Pacific Airlines .. .	Operated by Australian National Airways Pty., Ltd., with Skymaster aircraft, carrying 38 passengers and a crew of 10. Route is Sydney, Nadi, Canton Island, Honolulu, San Francisco and Vancouver. Probably Auckland will be an alternative southern terminal in near future.
Qantas Empire Airways .. .	Sydney to Lae, New Guinea (to be extended to Rabaul in near future), via Queensland airports and Port Moresby, Papua. Sydney to Suva (Fiji), via Noumea, New Caledonia, with flying-boats. This is an unofficial service, although it has been running more or less regularly for 12 months. It cannot become a regular scheduled service until agreements with the French Government are finalised.
New Zealand National Airways Corporation ..	At present run by RNZAF from Auckland to Suva (Fiji) (flying-boats), and with Dakota aircraft from Auckland to Nausori (Fiji), and airports in Western Samoa, Cook Island, Tonga and Norfolk Island.
Tasman Empire Airways .. .	Flying-boat service, Sydney to Auckland, and Auckland-Sydney daily, except Sunday.

TRAVELLED IN NOVEMBER "MONTORO"



AMONG passengers who returned to Papua-New Guinea on the "Montoro" which left Sydney on November 15, were:

Miss J. C. Askew and Mrs. L. E. Askew, bound for Samarai, where they will join Mr. Askew, of the Steamships Trading Company.

Mr. George Mitchell Rio, formerly of "Bulolo," now returning to "Vaivivi" Plantation, Papua, after four years spent crocodile-shooting in the Cape York Peninsula area. Mrs. J. Duncan, on her way to Madang to rejoin her husband, who is on the WRC staff there.

Mrs. I. Johnstone, also going to Madang, where her husband, too, is on WRC's staff. Mr. P. Ward, who was on his way to Port Moresby, where he will "look around" before making any further rehabilitation plans.

ELEPHANTIASIS

Success of Campaign Against Filarial Mosquito

THE campaign conducted against the filarial mosquito (cause of elephantiasis) in recent months, in Rarotonga, by Mr. D. W. Amos, has had remarkable results. Mr. Amos departed by plane on November 20, but he has left behind an organisation that should do much to control the greatest curse of the Polynesian islands—filaria.

The campaign will be extended to Tonga and Samoa.

An article describing Mr. Amos's work and methods will be published in the "PIM" in January.

Mr. A. G. Forbes, who has been Solicitor-General in Fiji, has now been transferred to the Malayan Union as Legal Draughtsman. He and his wife left the Colony early in December to spend a period of leave in the United Kingdom.

'UNITED STATES OF INDONESIA'

Story of the Betrayal of the Dutch by the Democracies

BECAUSE Indonesia offers the only effective barrier between Asia and the South Pacific Territories, the Government of Indonesia is a matter of deep interest to us.

Before 1942, Indonesia was governed most efficiently by a strong and friendly people, the Dutch, who settled there 300 years ago.

To-day, the Leftist influences which dominate most democracies, have compelled the Dutch to establish in Indonesia a hybrid Government, which probably will be run by native Indonesians. No one, except Socialist visionaries, would regard a native Indonesian Government as an efficient gate-keeper for the South Pacific.

This all happened only because of the Jap invasion, and because the Dutch were not supported by the British after the Jap surrender, when they naturally expected the democratic forces to help them in re-establishing orderly government in Indonesia. The following gives the sequence of events:—

MAY, 1939—A general coalition or federation of Indonesian nationalist parties (GAPI) was created. This marked the culmination of a political struggle between rival parties extending over 30 years.

March, 1940—Holland occupied by Germany, and Dutch officials, isolated in NEI, play safe by sternly repressing every nationalist movement.

April, 1942—Japanese occupy NEI; and Indonesian Nationalists are split on questions of collaboration with Japs.

Dec., 1942—Queen Wilhelmina gave a solemn undertaking that all parts of her kingdom (in which she specifically referred to NEI) should enjoy self-government. The plan could not be implemented owing to war.

Aug. 17, 1945—"Independent Republic of Indonesia" proclaimed by "President" Soekarno, who had a long history as a revolutionary, seeking the overthrow of

the Dutch. The constitution was written by the Jap-sponsored "Indonesian Independence Preparatory Committee." A period of great confusion and uncertainty ensued while Japanese and Indonesians tried to collaborate. Indonesians eagerly assisted by Communists.

Sept., 1946—Australian Reds persuade waterside unions to declare unofficial war on Dutch, with result that Dutch ships are held up everywhere in Australian ports. Australian Socialist government does nothing.

Oct.-Nov., 1945—Bodies of British and Dutch troops arrive. Explosive incidents between Dutch and Indonesians. The British, instead of assisting the Dutch to restore government, insisted that the Dutch and Indonesians "negotiate." Soekarno, notorious collaborator with Japs, retired from Premiership (retaining Presidency) and Sjahrir headed an "All-resistance" Cabinet as Premier, which entered into long-winded negotiations with the British and Dutch.

1946—Under British influence, the Dutch were obliged gradually to accept the idea that the Indonesian nationalist movement should be recognised; and a series of conferences was held. Progress was slow; but, by the middle of 1946, it was evident that Dutch and Indonesians would reach some kind of compromise. The position was complicated by the appearance of a strong Red element in the Dutch Parliament, which favoured Indonesian nationalism.

July, 1946—First full conference to seek compromise between Dutch and Indonesians held at Malino.

NOV. 12, 1946—The Netherlands-Indonesian Agreement was signed at Cheribon. The Netherlands Government recognised the Republic Government as the de facto government of Java, Sumatra and Madura; and both undertook to co-operate in the establishment of a sovereign democratic State, to be called United States of Indonesia (USI).

USI is to contain all Indonesia; but should any part desire not to join USI, there will be a special relationship be-

(Continued on page 75)

TRAVELLING TO N. CALEDONIA

PASSENGERS who left Sydney on the "Capitaine Illaquer" for Noumea, New Caledonia, on November 20, were:

TOP: H. Guillemot, a former resident of New Caledonia, returning for a brief visit; he now has a manufacturing business in Sydney. Madame Sautot and M. Henri Sautot, New Caledonia's popular wartime Governor, who made history as the first French Colonial Governor to declare for de Gaulle. He later became Governor of a French Colony in Africa, but has now retired and will live in New Caledonia. **LOWER:** Mlle. C. Debien, who returned to a coffee plantation near Noumea, after a vacation in Sydney. M. Roger Thenard, en route to the New Hebrides. He has been serving in the Fighting French Navy.



NEW POLITICAL SET-UP?

Signs and Portents in S.W. Pacific

SOME shrewd observers of Pacific affairs profess to see a connection between the following conditions and events:

- Nothing has been done by the British Administration in the Solomons to encourage the return to the Group of private enterprise. This may be because the British Colonial Office does not expect to hold the Group much longer.

- It is expected that the Conference on Southwest Pacific Regional Affairs, which will assemble in Canberra about January 21, will be instrumental in establishing the South Seas Regional Commission; and that the Commission, in its turn, will approve of the plan that Australia should control "Australia's protective perimeter"—namely New Guinea, Bismark Archipelago, Solomon Islands and New Hebrides. This should mean the transfer to Australia of the Solomons and, perhaps, of the New Hebrides.

- The managing director of Qantas (the Australian aviation company) announced early in October that Qantas contemplates the establishment of Pacific Island air-lines connecting Sydney with the New Hebrides, the British Solomons, Nauru and Ocean Island. There is very poor communication between Australia and those Islands now.

- The headquarters of the Gilbert and Ellice Colony are being removed from Ocean Island to Abemama, leaving the way clear for Ocean Island to be linked in one administration with its fellow phosphate-producing island of Nauru (180 miles away). The two phosphate Islands in their turn, could be most conveniently tied in with the extended Australian Pacific Islands administration, referred to above.

- Qantas has made no further statement about its contemplated Islands services; but a party of eight experts, under Chief Engineer Fricker, from the Australian Department of Civil Aviation, travelling in a Catalina, has just returned to Melbourne from a close survey of available and possible airfields in the Solomons and New Hebrides. This survey obviously was carried out with the approval of the British High Commissioner for the Western Pacific. It is believed that Qantas will make no further move, pending the report of the survey party. Meanwhile the Australian Government has bought the British Government's shares in Qantas.

The indications are that there is going to be a closer political connection in the future between Australia and all the Islands of the Southwest Pacific; and that communications will be maintained by air—just as communications between New Zealand and all the Islands of the Central South Pacific are being maintained now by the New Zealand Air Force (see article page 40).

EDITORIAL NOTE

The South Pacific seems to be on the eve of interesting political developments. The pity of it is that these plans are being made by Governments and bureaucrats in an atmosphere of strict "Hush-hush," from which private enterprise and all non-official interests are being strictly ex-

MR. A. L. BRAISBY

Samoa's Well-known Police Inspector Dies Suddenly

From Our Own Correspondent

WESTERN SAMOA'S best-known European, Police Inspector A. L. Braisby, died in an Auckland hospital on November 11, soon after he had undergone a severe operation. He had resided in Samoa for 26 years; he had been in charge of the police for 20 years; and he was the Territory's senior official. He had intended to retire next February.

Inspector Braisby represented the forces of law through some of the most turbulent periods in the stormy history of Samoa and, as was natural, he was frequently criticised and at times vociferously hated. But the best commentary on the character of the man is the fact that he held his difficult job throughout, and retained the goodwill of the people generally. Old residents regarded him as a thoroughly good mixer and a genial entertainer. He was a famous rifle and pistol shot, and was keenly interested in horse-racing.

Arthur Leslie Braisby was born in England, but was a youth in South Africa when the Boer War came. He enlisted, and served throughout, and was decorated. As a member of a travelling circus in North America (where he was the crack shot, and the tattooing artist) he wandered all over United States and Canada. He was in New Zealand when World War I came, and he was put in charge of the military police at an aliens' internment camp. In 1919, the Samoan Constabulary was formed, and he went to Samoa as a sergeant, under Inspector Cruickshank. He became Inspector in 1925.

The news of the Inspector's death was received in Samoa with general and sincere regret. Many messages of sympathy went out to his widow, and to his daughter—who is the wife of Mr. R. N. Low, of the Bank of New Zealand staff, Suva.

Madame Hagen, president of the New Caledonian committee which raised considerable funds for the Free French cause, during her visit to France has been officially received at the war-damaged town of Haguenau, adopted by Noumea. She received a great reception from the inhabitants. No woman in this French colony worked harder for the Allied cause than she, and her work deserves the warmest recognition.

cluded; pitiful, because that means inevitable failure.

The idea seems to be that Governments, and not companies or individuals, shall develop the resources of these Islands Territories, for the benefit of the native inhabitants. The European interests which heretofore have supplied the impetus, facilities and finance for transportation, planting, mining, and trading are now dismissed as "exploiters": the job will be done not by private enterprise, but with instrumentalities supplied by the Socialist Governments of Britain, Australia and New Zealand, at the cost of the over-burdened taxpayers of those countries. That will go on until the taxpayers rebel—and then we shall all come down to earth again.

U.S.A. Reduces Trans-Pacific Air Mail Rate

But South Pacific Territories Have Not Yet Fallen Into Line

THE United States Post Office has recently announced that air-mail postage rates from the States to Fiji, New Zealand and Australia will in future be at the rate of 25 cents per half-ounce (equivalent of 1/3 Fijian currency and 1/6 Australian currency).

In making the announcement, the Postmaster General of the USA said that "Foreign nations were enthusiastic about plans to reduce air postage rates . . . they are only waiting for us to show the way."

So far, however, South Pacific countries have not shown the enthusiasm quoted by the American PMG. The rate from Australia to USA is still 2/6 per half-ounce, although the postal authorities acknowledge the cut recently made in rates by the USA.

Official History of Fiji Now Available

SUVA, Nov. 12.

THE first volume of a history of Fiji, by R. A. Derrick (he has written several text books for Fijian schools) has now been published by the Government Printer in Fiji.

This book was to have been published four years ago, but war time conditions and paper shortages delayed its production.

The Fiji Public Relations Office says that the book is the result of years of research and personal observation by Mr. Derrick, and that it must become the standard work of reference for all interested in Fiji and the Fijians. This volume covers the period up to the cession of Fiji to Great Britain in 1874. Presumably there will later be a second volume with events up to the present day.

A cheap edition of the book is being produced first; a library edition, well bound and containing extra illustrations, will be produced later when book-binding materials are more easily procurable. The present edition is bound in stiff boards, with an attractive dust-cover and is on sale at the Government Printing Office, Suva, Fiji for 5/- (Postage extra).

PROMISING NEW OILFIELD IN NORTHERN BORNEO

A NEW oilfield, possibly the Empire's largest, will soon be in production on Muara Island, between Brunei and Labuan, Northern Borneo, according to the London "Observer." Muara has the advantage that tankers can anchor right inshore. This activity, it is stated, will affect all the west coast and its limited labour supplies.

Albert Debels, a New Caledonian outlaw, and his accomplice, a native woman named Marie Therese, have been arrested in the region of Bourail, west coast, where they had committed a number of thefts. He was armed with an automatic carbine. As long ago as March, the police were after Debels, when they wounded him in the Dumbéa region near Noumea, but he succeeded in escaping, and took to the bush.

Who Will "Protect" The Samoans?

New Zealand, United States and
Britain Are Named

WE learn on good authority, from correspondents in Western Samoa, that a piquant international situation is developing in relation to the future of Samoa.

Samoa, politically, is divided into Western Samoa (a former German colony, mandated by the League of Nations to New Zealand); the Tokelau Islands (formerly part of the Gilbert and Ellice Colony, but transferred to New Zealand, and attached to the Samoan administration, in 1926); and Eastern Samoa (which has been under American protection since 1870, and directly under the rule of the United States Navy since 1899).

The natives of Western Samoa recently received a copy of the proposed Trusteeship Agreement, to be made under U.N.O. auspices to replace the Mandate. A report of the proceedings, and an outline of the Agreement, are published elsewhere in this issue.

The Samoans held meetings for a week, before reaching a decision. Their feelings apparently changed from day to day. Early it was definitely reported that the majority were against any further association with New Zealand. They were in favour of administration by Britain; a substantial minority wanted to join up with America; while only a few expressed themselves openly for continuance of New Zealand administration.

The Western Samoans, however, were unanimous in demanding that, on this occasion, opportunity should be taken to wipe out the political division of the Group, so that Western Samoa (50,000 people, under New Zealand) and Eastern Samoa (12,000 people, under United States) could be united as one people, under one administration.

In the end, the Western Samoans went into private conference with the Administrator (Colonel F. W. Voelcker) and a representative of the New Zealand Government who arrived by plane; and, as the outcome of this, they asked for self-government, for consideration of the "unnatural division" in the group, and that New Zealand should be "Protector of Samoa." But they rejected the Agreement. (See article on page 12.) This does not clarify the position.

BUT the situation in the outlying group, the Tokelaus, inhabited by about 1,000 Polynesians, closely akin to Samoans, was more difficult. Tokelau

never has liked the 1926 arrangement, under which it was tacked onto Samoa.

Travelling in the N.Z. Corvette "Arbutus," the Samoan Administrator visited the Tokelaus early in November, and was coldly received. It appears that the native chiefs had held a meeting and, with only three dissentients, had decided to ask that the islands be transferred from New Zealand to American rule. Usually, when the warship makes her periodical visit, the Tokelau people send away their finely woven hats and mats. This time, they shipped nothing. Colonel Voelcker used the arts of diplomacy—and not unsuccessfully.

There are no reports from Eastern Samoa—but it is known that the natives there are as eager as their fellows in the west for a political union of the whole group.

The situation has been handled with great delicacy up to the present. But that will not last long, once the bright lads of the American Press are "onto it."

The Samoans are fully as capable of self-government as the Tongans; and there is no reason why the group should be politically divided—except that officials in Wellington, Washington and London fear "loss of face."

It looks like a minor headache for U.N.O. Probably, the situation will be discussed by the "Conference on South-western Pacific Affairs" in Canberra in January.

VOTES FOR FIJI CIVIL SERVANTS

SUVA, Nov. 12.

THE old regulation, that no person drawing a salary from Colonial funds could vote at Fiji Legislative Council elections, will soon be a thing of the past.

The rescinding of this piece of social injustice was approved recently by the Secretary of State for the Colonies, on the recommendation of the Governor of the Colony.

But before franchise in the Colony is actually extended to civil servants, an amendment to the Fiji Letters Patent will be necessary.

Mr. Arthur Dellit, of 11c Castlereagh Street, Sydney, (B 3192) advises that the MV "Miena" will load for the Solomon Islands about January 10.

Mr. F. R. Isom, at a small printing-press in Sydney, is carrying on the printing work of the Melanesian Mission. When transport is again available, Mr. Isom will return to the British Solomons, and re-establish the Melanesian Mission printery, destroyed by the Japanese in 1942.

M. Sautot Had No Red Connections in N.C.

THE story of the deportation of Governor Henri Sautot, from New Caledonia, in 1942, by Commissioner d'Argenlieu, in extraordinary circumstances, was told for the first time in the October issue of the "PIM."

In seeking an explanation of the erratic and high handed conduct of d'Argenlieu, we suggested that perhaps d'Argenlieu imagined that some of the demonstrations made against him, and in favour of the Governor, had been inspired by Communists.

This appears to have given a wrong impression—namely, that some of the people who rallied to M. Sautot's support were Reds. Nothing of the kind was intended. No one who knows anything of the character and history of M. Henri Sautot would suggest that he would be approved by Communists.

When we wrote the article, we already had the assurance of Mr. Friday (whose notes we were using) that there were practically no Communists in New Caledonia at that time. What we were seeking was some understanding of the strangely-disturbed condition of Rear-Admiral d'Argenlieu's mind, and his inexplicable conduct.

Several people have written to us on this subject—some of them residents of New Caledonia. To them apparently, the motives of d'Argenlieu are as great a mystery as they are to us.

M. Sautot and his wife were recently staying in Sydney. They arrived there in October after a journey from Ubangui Chari, in Africa, (where he was governor), via Pointe Noire, Angola, and Lozenco Marques, which took no less than eight months. He has retired from the French Colonial Service, and will reside, as "an amateur farmer," in New Caledonia. The genial ex-governor met many old friends in Sydney.

Letters received recently by the Public Relations Office, Fiji, from Ratu Penaia, Ratu Mara and J. Bogidrau, three Fijians who are studying in England, tell of a pleasant journey from New Zealand to the United Kingdom on the "Rangitiki." At Colon they found themselves faced with something of a problem when Bogi went ashore in a sulu. He had to be shepherd back to the ship to avoid being mobbed by a crowd of interested people, who were anxious to find out whether he was a man or a woman. All are finding that English rations leave them in a perpetual state of hunger. The Xmas cakes sent to them recently by the Fiji Gifts to Britain Fund Committee will no doubt be very welcome.

MORE SOUTH PACIFIC TRAVELLERS



Among Island identities who passed through Suva recently on their way to New Zealand were (left to right): Mrs. E. D. Wallace, headmistress of the Navoka School for Girls at Faleula, Western Samoa. Mr. and Mrs. Robert Crompton, of Suva, Fiji, who will spend six months' holiday in the Dominion. Mr. K. Meyer, planter, of Western Samoa, who will also holiday in New Zealand. Mr. and Mrs. Sam Kronfeld, of Auckland, after a visit to Western Samoa; Mr. Kronfeld is well-known in the Island trade.

"Confused and Almost Idle"

"Herald" Writer's Description of New Guinea

THERE has been some lively discussion in the "Sydney Morning Herald" concerning the state of New Guinea. The "Herald" sent a special writer to the Territory. His first article, on December 4, was headed "New Guinea is Confused and Almost Idle." It was an admirable summary of the Territory's unhappy condition. The correspondent pointed out that, even if Canberra had been committed irrevocably to its present policy of "New Guinea for the NG Natives," the change-over could have taken place gradually, and without imposing the present brutal hardships upon European settlers and industries.

Forthwith, there rushed to the defence of the New Guinea Administration, Miss Ida Leeson, Dr. Ian Hogbin, and Colonel John Kerr. They based their arguments, apparently, on the inference that the natives of New Guinea have been badly treated.

It was unfortunate that, at that particular time, Professor Bailey, representative of the Australian Government, at UNO, on December 5, should have been reported as saying of Australia's record in New Guinea: "Australia for 20 years had carried out the task to the satisfaction of the world and of the native inhabitants."

The editor of the "PIM," Mr. Robson, pointed out that the people who were so eagerly defending Mr. Ward's "New Order" were, until recently, in uniform as members of the panel of experts who assisted Mr. Ward to frame his policies—that Major Leeson and Lieut-Colonel Hogbin, from 1942 to 1946, spent most of their time between Port Moresby, Canberra and the Army Research Council in Melbourne, "assisting" the Territories Administration; but that not one experienced planter, trade or gold-miner appeared to have been officially consulted.

The argument is likely to go for some time. It is quite useless. The Australian Labour Government has set up its Territories Administration, complete with a "New Order" and financed with millions of taxpayers' money; and the Australian electors have sent the Government back into power, with a thumping majority. Politicians of the type of Mr. Ward call that a "mandate"—and there is nothing to be said that will achieve anything.

NAVY SHIP VISITS APIA

APIA, Nov. 20. AFTER visiting the Cook Islands and Tahiti, HMNZ Corvete *Arbutus* arrived here on November 6. She left again next day to take the Administrator, Colonel F. W. Voelcker and his party on an official visit to Pago-Pago, American Samoa. They returned on November 10, and after spending two days in the port left again for Niue Island.

During the stay of the ship, officers and men were entertained by residents in the traditional Samoan way.

Noumea's new racecourse at Anse Vata beach, which will replace the old course at Magenta (which the US Forces turned into an airfield) is 1,600 metres in length and 16 wide. A totalisator is being provided with 16 windows, and other buildings include a grandstand capable of seating 1,500 people.

TREATMENT OF A B.S.I. SOLDIER-PLANTER

HERE is a typical example of what European residents of the British Solomon Islands have suffered as a result of (a) the Jap invasion and (b) official British indifference to their plight. Mr. Clem Hart held and operated one of the Lever plantations on Guadalcanal. When the Japs threatened invasion he stayed on his plantation and, on the advice of the Resident Commissioner, continued to make copra, and store it, until the Jap landing in May, 1942.

In July, 1942, Solomons natives looted his place; but he recovered most of his property.

After the Americans landed, in August, 1942, he joined up with the BSI Defence Force as a Second Lieutenant; later, he was transferred to the Labour Corps as a Lieutenant, and was promoted Captain. He left a native caretaker in charge of his property; but the caretaker was driven off by other natives in January, 1943, and the plantation was thoroughly looted again. The copra that Mr. Hart had made and stored, with official approval, was burned by the Native Police in July, 1942, on instructions from the District Officer.

In July, 1945, Mr. Hart made a formal claim upon the BSI Government for property lost, and the latter's reply is published hereunder, as a typical example of super-careful bureaucracy:

Office of the Resident Commissioner, Guadalcanal,
13th July, 1946.

Sir,—I am directed by the Resident Commissioner to acknowledge receipt of your letter of 26th July, 1945, forwarding war damage claim. Your claim has been recorded, but I am to inform you that by accepting your claim for record purposes the Government does not thereby accept liability, nor can it be construed as an implicit understanding that any payment will be made.

I am also directed to inform you that Government is not yet in a position to make any statement on the question of policy in regard to war damage claims.

I am, etc.,

While he was on duty with the Labour Corps, in August, 1944, Mr. Hart was badly injured in a motor smash, and he spent the ensuing two years in hospital. Now, he is permanently crippled.

C.D.C. Activities in N.G. Almost Ended

LAE, Dec. 1.

IT is estimated that the Commonwealth Disposals Commission's recent auctions on the mainland and at Rabaul have yielded between three and four hundred thousand pounds. Material sold probably cost the Commonwealth many times this amount originally.

About 100 Southern buyers have been staying at the Hotel Cecil, and many others were on the "Duntroon." After this grand finale, it is expected and hoped that the CDC will soon be a thing of the past in these parts.

A fair amount of competition was given Southern buyers by local firms and individuals; but, as usual, we have seen many things for which we would gladly have paid a fair price go to Australian purchasers for ridiculously low figures. From Rabaul it is reported that three-ton trucks for which local residents were ready to pay £100, were sold at an average price of £15 each. These will, of course, go South.

BGD and other mining companies were keen competitors here in Lae; and Mr. Norman White is supposed to have bought the old Jap wreck around near Malahang Native Hospital. He will sell it for scrap.

Of interest to local residents has been the presence at Lae and Rabaul sales of Mr. A. W. Anderson, popularly known as Sydney's "Sausage King." (It might be remembered that he stood for NSW State Parliament a year or two ago and introduced a Yankee air to proceedings by putting on vaudeville turns to support his candidature.)

He has, at all events, now bought a 75 ft. steel tug for £11,750 and it is rumoured that he will use it to tow a refrigeration barge. With this equipment he will then start a fresh meat run from Queensland to New Guinea.

It sounds like a fairy story. But the possibility of regular fresh meat certainly has claimed the interest of all Territorians.

The general situation in the Solomons is dealt with in an article on page 26.

POLYNESIAN DANCE IN AUSTRALIAN BUSH



Members of the South Sea Islands Club, Sydney, organised a picnic at National Park, near Sydney, one Sunday in November. In this photograph the

young women of the party are shown in the performance of a Polynesian dance, beside the Andley River.

Burns Philp Acquire Australian Stores

BURNS, Philp and Co., Ltd., shipping and island merchants, are steadily increasing their interests in retail country stores in leading towns in New South Wales.

A settlement has been reached for the purchase of a controlling interest in Charles Rogers and Sons, of Goulburn, (established 1859) and the sale now awaits Treasury approval.

Burns, Philp have already acquired large interests in Mate's store, in Albury, Edmondson's in Wagga, and Peterson's, in Cowra, all old-established businesses. The policy is to maintain the identity of the stores with the same staff and management, and not to introduce the chain-store system.

The chain-store merchandising offshoot of the company, Penney's Ltd., is established in most of the principal towns of Queensland, and the Northern Rivers districts of New South Wales.

—*Sydney Morning Herald.*

30 Per Cent. Increase In Fiji Population

Astonishing Figures Revealed
by 1946 Census

PRELIMINARY figures issued by the Census Commissioner indicate that the total population of the Colony of Fiji is now 259,385. This represents an increase of 61,000 or 30.75 per cent. over the total recorded in the last census (1936).

In the same ten-year period, the population of Suva has grown from 15,522 to 26,019—an increase of 67 per cent.

Detailed figures are not yet available.

A BETTER OUTLOOK FOR PACIFIC TRAVELLERS

Trans-Ocean Liners Coming
Back

IT is expected that the Matson liners, *Mariposa* and *Lurline*, completely refurbished after war duty, will resume the Matson running between San Francisco and Sydney, via Honolulu, Pago-Pago, Fiji and Auckland, in May or June, 1947.

The refitting of the *Monterey* will not be completed until October when, presumably, she will replace the *Lurline*.

The Union SS liner *Aorangi* is expected to resume the Canadian Pacific service (Vancouver, Honolulu, Fiji, Auckland, Sydney) before the middle of 1947.

The liner *Wanganella* will resume the first-class passenger service between Australia and New Zealand in January.

On present indications, it should be possible to travel in the Pacific as one wishes, by liner or plane, before the end of 1947—and at reasonable cost. At present, there are long waiting lists for the planes to New Zealand and across the Pacific (the only available means of travel) and the fares are excessive.

A "Chicago Tribune" correspondent, Mr. Quentin Pope, recently passed through Noumea on the way to the Solomons. He travelled by US Army plane.

SAMOANS REJECT TRUSTEESHIP (N.Z.) AGREEMENT

Plea to U.N.O. for Unity of Group and More Self-Government

AFTER deliberating for over a week, the all-Samoan Fono of representatives of all Samoan districts; Faipule, Fautua and Judges, decided not to accept the Draft Trusteeship Agreement as presented to the Samoans by the New Zealand Government.

Instead, they submitted a letter embodying the views of the Samoan representatives, as accepted at the Fono of November 18, at Mulinuu, and culminating in three main demands.

These demands were transmitted by radio to the Prime Minister of New Zealand and forwarded by him to the Trusteeship Council of U.N.O. U.N.O. Committee approved the draft on December 11.

THE following is the letter sent by the Samoans to the Administrator of Western Samoa, Apia, on Nov. 18:

"Sir—We, the Fautua, Members of the Legislative Council, Associate Judges, Faipule and District Representatives of all Western Samoa, respectfully ask you to submit to the present session of the United Nations' Organisation, through the New Zealand Government, the freely expressed wishes of the Samoan people, as declared at a Fono held at Mulinuu on 18th November, 1946, based on our firm belief in the principles of the Atlantic Charter, which have been proclaimed throughout the world and confirmed by the House of Parliament in New Zealand, and for which millions of lives have been sacrificed.

"The proposed Draft Agreement of the Trusteeship, concerning which you sought our views, was discussed at length at the said Fono and, while we recognise that this represents an advance upon the Mandate, we feel that an acceptance of it would bring us no nearer our ultimate aim of self-government, for which we have earnestly and consistently striven under the Mandate.

"We are appreciative of the progress in social services and the sympathetic treatment accorded to us during the past ten years by the Labour Government, and would like to express herein our sincere gratitude for the efforts made on behalf of the rights of the small nations by the Right Honourable the Prime Minister, before the Council of the United Nations' Organisation.

"On the basis of the sacred rights of self-government, as upheld and defended by the British Commonwealth of Nations, and on the principles of the Atlantic Charter, we feel confident that our resolutions, as set out hereunder, will be granted:

1. We humbly beseech that Samoa be granted self-government.
2. We earnestly pray that New Zealand will see fit to act as Protector and Advisor to Samoa, in the same capacity as England is to Tonga.
3. We sincerely pray that the unnatural division of the islands of the Samoan group, enforced by the Three Powers in the past without the consent of the Samoans, be left in abeyance until a meeting can be arranged between Eastern and Western Samoa.

Yours very respectfully,
(signatures follow).

(The division of Samoa into Western

and Eastern Samoa, under Germany and United States respectively, was enforced by the Three Power Treaty, signed by Britain, United States and Germany in 1899.)

THE following is the text of the document which was submitted to the Samoans in Apia:

Revised Draft Trusteeship Agreement for Western Samoa.

Whereas the territory of Western Samoa has been administered in accordance with Article 22 of the Covenant of the League of Nations and pursuant to a mandate conferred upon His Britannic Majesty to be exercised on his behalf by the Government of New Zealand:

Article 75—AND WHEREAS the Charter of the United Nations signed at San Francisco on June 26, 1945, provides for the establishment of an international trusteeship system for the administration and supervision of such territories as may be subject of Trusteeship Agreements (Art. 75):

AND WHEREAS under the said Charter the International Trusteeship System may be applied to territories now held under Mandate (Art. 77):

AND WHEREAS the Government of New Zealand have indicated their willingness that the said International Trusteeship System be applied to Western Samoa:

AND WHEREAS the said Charter provides further that the terms of trusteeship are to be agreed upon by the States directly concerned, including the mandatory power, and approved by the United Nations (Arts. 79, 83, 85):

NOW THEREFORE, the General Assembly of the United Nations, in accordance with the terms of the said Charter, having satisfied itself that the provisions of Article 79 of the Charter have been complied with, hereby resolves to approve the following terms of trusteeship for Western Samoa in substitution for the terms of the aforesaid mandate (Arts. 75, 89):

Article 1—The territory to which this agreement applies is the territory known as Western Samoa, comprising the islands of Upolu, Savai'i, Manono, and Apolima, together with all other islands and rocks adjacent thereto.

II—The Government of New Zealand are hereby designated as the administering authority for Western Samoa.

III—The administering authority shall have full powers of administration, legislation and jurisdiction over the territory, subject to the provisions of this agreement, as an integral part of New Zealand, and may apply to the territory, subject to any modifications which the administering authority may consider desirable, such of the laws of New Zealand as may seem appropriate to local conditions and requirements.

IV—The administering authority undertakes to administer Western Samoa in such a manner as to achieve in that territory the basic objectives of the international trusteeship system, as expressed in Article 76 of the Charter of the United Nations, namely:

- (a) to further international peace and security;

(Continued on page 69)



Mr. John Caldwell talks to Capt. J. R. Grey, planter from the Lau Group, and Mr. A. Lee, Vice-Commodore of the Suva Yacht Club.

A MODERN SINBAD COMES TO GRIEF IN FIJI Wreck of the "Pagan" in the Lau Islands

SUVA, Nov. 24.

BORN with itchy feet, John Caldwell, American, is at present here in Suva waiting for a ship to take him to Sydney and his wife who lives in that city. He has just survived a shipwreck on one of the Lau Islands when he was attempting to sail his 30 ft. cutter from Panama to Sydney.

Caldwell was trained as a school teacher; but, in 1940, he went to sea in the American Merchant Navy. In 1944, he had reached Sydney after calling at most ports in the old and new worlds and here he decided to join the RAAF. He trained in Brisbane, Dubbo, Canberra and Sydney (in the course of which training he met his wife) but the war with Japan ended before he got to a battle area, and he was immediately sent back to sea by the United States War Shipping Administration. He visited in this way the Pacific Islands, Japan, Manila, China and England and then found himself back in America again, "demobbed" and faced with the problem of getting himself back to Sydney, where his wife was still living.

As a step in the right direction, he went to Panama, and there was able to purchase, from four Poles, the 30 ft. "Pagan,"

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These models should be available early in 1946—they will be well worth waiting for. Watch for further announcements.

SERVICE: Servicing of all kinds of radio sets, amplifiers and Rola speakers will continue to be available.

which they had just sailed across the Atlantic.

In this ship Caldwell set off and hoped to make a non-stop run to Australia.

Weeks ran into months as he battled southwards through the Galapagos and Marquesas Groups, but he experienced little trouble until off the Northern Cooks, where the little ship met a hurricane.

The masts were ripped out of the bottom, the sextant was broken, the chronometer damaged and salt water ruined most of his drinking water and most of his food. After the blow had passed, Caldwell found that his boat was leaking badly and thenceforth most of his time was spent in ceaseless pumping.

Day by day, he grew weaker on his small ration of food and water. One

morning at the end of 21 days, he sighted the island of Tuvutha, in the centre of the Lau Group, eastward of Viti Levu. Caldwell sailed around it, trying to find a passage through the reef; but he could not, and, fearful of losing the island altogether, he deliberately put his ship up on the reef and floated ashore on a life raft, to a little cove surrounded by high cliffs.

He was too weak to help himself further and he lay there for three days and nights, semi-conscious, and without food and water.

On the afternoon of the third day a party of Fijian children found him; but, evidently terrified by the bearded, gaunt man lying so helpless, they ran off. But that night four strong men appeared in a canoe, with palm-frond torches, and they carried him back to their village, about a mile distant.

Here, for almost three weeks, they cared for Caldwell and, after he began to recover they entertained him royally. Then a small cutter called unexpectedly at the island, seeking shelter from bad

weather, and it took Caldwell across to Lomaloma, where he transhipped to Suva. Caldwell's only problem at present is how to get to Australia in time for Christmas.

FIJI GIFT TO BRITAIN FUND

ACCORDING to a broadcast talk from Suva radio station in early November, by Lady Grantham, the Gifts to Britain Fund has already sent away 10,512 tins of pineapple, assorted fruit and fruit juices; 4,200 pounds of bacon; 70,840 two-pound bars of laundry soap; 24,000 cakes of toilet soap; 287 home-made fruit cakes; the total cost of which was £4,217/15/2.

A further consignment of 109,944 tins of pineapple and fruit juices at a cost of £5,200, will go off shortly.

Lady Grantham thanked all those who had contributed to and worked for the Fund. It had been launched four months ago, she said, and the response had been overwhelming.

EX-ARMY TAILORS

A. LATEEF & CO., Tailors and Manufacturers to Fiji Military Forces during the War period, are now in business in their own clothing factory and retail business in Renwick Road, Suva.

Tailoring requirements are given every attention, with quality materials and first-class workmanship.

The speciality of the Clothing Factory is in mass-produced lines, such as shorts, shirts, sulus, pillow-slips, sheets, mosquito nets, etc.

This should be of interest to schools, hospitals, missions, etc., and particulars as to costs and quantities may be addressed to A. LATEEF & CO., G.P.O., Box 227, SUVA.

LEGISLATIVE COUNCIL FOR COOK ISLANDS

THE following statement was made on August 2, in a letter from the Prime Minister of New Zealand to a resident of the Cook Islands:

"You will have heard that during my recent visit to Rarotonga, I met representatives of the various Islands. With their concurrence it is proposed this year to ask Parliament to authorise two major changes, i.e.—

"(1) That Islands Councils, while retaining Ariki as ex officio members, will also have freely elected members. In total, throughout the Group, indications are that the elected members will be more numerous than the ex-officio members.

"(2) That, thereafter, the Islands Councils so constituted should elect from their own numbers the elected members of a Legislative

Council of the Cook Islands to be comprised partly of such elected members, and partly of official members.

"This plan for a Legislative Council and its constitution is based upon experience in many other parts of the British tropics, and there is no doubt from its operation elsewhere that it provides good means for representative expression of public opinion."

As the New Zealand Government was returned to power in the general election on November 27, the foregoing may be regarded as a declaration of policy in relation to the future administration of the Cook Islands.

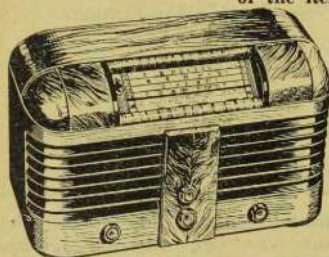
Closing date of tenders for the purchase of the Fiji Government vessel "Viti" has been extended to December 16 in order that certain prospective purchasers may consider ways and means of altering the vessel to their requirements.

Stromberg - Carlson

DEALERS ANNOUNCED
SOON!

WATCH FOR ANNOUNCEMENTS OF SOLE AGENTS

In the meantime write directly to Victor Hyde Sales Service for particulars of the items listed below.



STROMBERG-CARLSON 5A46 model. A 5 valve Dual Wave A.C. receiver to meet tropic conditions—a "Civilian Amenities"—in a large beautiful wooden cabinet. AIR CIRCULATORS are available. WASHING MACHINES, RADIOGRAMS, AUTOMATIC RECORD CHANGERS and other electrical products will be available by next March.

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Mr. E. V. Crisp, who has been appointed Managing Director of Steamships Trading Co., Ltd., Papua, in succession to Captain A. S. Fitch, retired.

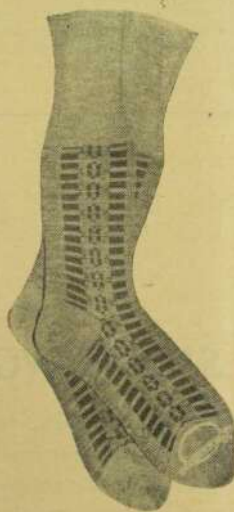


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FIJI PLANS FOR TOURISM

ALTHOUGH faced with difficulties—chief of which is hotel accommodation—Fiji is going ahead with plans for meeting an increased tourist traffic in the period immediately ahead.

A Fiji Publicity Board has been formed consisting of Mr. Alport Barker (chairman) and Messrs. H. H. Ragg, W. G. Johnson, Govind (Indian Chamber of Commerce) C. A. Adams (Lautoka) and L. G. Usher (Public Relations Officer). Mr. F. I. Ryan is secretary.

Its function is to plan ahead in a general way for tourists, as well as answer present inquiries from abroad from people who wish to either visit or settle in the Colony.

Something is already being done for travellers on the trans-Pacific air services, who stop off for a whole day at Nadi, near Lautoka. At present, these passengers are accommodated in *bures* near the airport, and tourist trips and native entertainments are being arranged for them by Mr. Adams, of Lautoka, a member of the Publicity Board.

At Nadi, many buildings suitable for

conversion to tourist accommodation were left behind by the American and New Zealand forces. In Suva, the capital, however, there is a great and growing demand for accommodation. First class hotel accommodation is available in Suva but there is much too little of it to cope with any increase in tourist traffic.

The Board at present is investigating the possibilities of moving some of the ex-military buildings to Suva. It is believed that many permanent residents of the town would be glad to vacate hotels and boarding houses where they now live for this type of housing.

NOTWITHSTANDING Fiji's accommodation difficulties, the Colony, in comparison with other South Pacific territories, is in an excellent position in relation to tourist traffic. The hotels may not be as numerous as required—but they are more numerous than in any other Island—and they are much better run and more comfortable. Fiji is well roaded and has already a dependable and regular motor transport system between the capital and the country districts.

But what is more important than either of these facts, Fiji is anxious to do something about tourist traffic, and is already making plans to encourage visitors as soon as shipping and plane facilities are available to bring them to the Colony. No other South Pacific territory has made a move in this direction as yet—and in the South West Pacific territories of Papua, New Guinea and Solomon Island. Authority actively discourages even the return of former residents.

If it had not been for the war, Papua-New Guinea would have had something for the tourist—tourists were increasing and were being sought by the shipping companies before 1939. But at the pres-

ent rate of reconstruction in those unfortunate territories, it will be at least five years before there will be any facilities there for visitors.

BSI CLAIMS FOR WAR DAMAGE

A PLEA for the payment of war damage compensation in the Solomons was made in a letter to the editor, by Mr. Leslie F. Gill, published in "The Times," London, in October.

Mr. Gill states that considerable hardship is being experienced by settlers in the British Solomons owing to the failure of the United Kingdom Government to declare its policy regarding the payment of war damage compensation for property lost during the occupation of the islands by the Japanese and allied forces. Liberal compensation, he says, is being paid by the Australian Government to Australian settlers in New Guinea and Papua. The amount involved in the Solomons would be about £1,000,000.

A considerable number of owners of property in the British Solomons now have sent in their names and addresses to the editor of the PIM. These people, in due course, will receive a circular letter, in which they will be given all names and addresses received. They will be invited to communicate with each other, and formulate a plan for making joint representations to the British Press and Parliament, regarding the failure of the British Government to consider their claims for war damage compensation.

(See also Page 26)



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NEARLY £3,000,000 PER ANNUM!

What Australia is now Spending on Her Pacific Territories

An analysis of the Australian Budget for 1946-7 shows that Australia is now spending nearly £3,000,000 per annum on the Administration of her Pacific Territories and on allied services.

SINCE the Australian Socialist Government decided to chase private enterprise out of the Australian Pacific Territories, and make them virtually a close preserve for Papuan and Melanesian natives, many people have speculated about the size of the new burden that has been thrown upon the Australian taxpayers. Up to now it has been hidden under several kinds of official smoke-screen.

However, we have obtained a copy of the Budget presented to the Australian Parliament on November 14; and, after examination of the figures, we are able to give an indication of the *minimum* amount which it costs Australia to carry on her various services in the Pacific Islands. We emphasise "minimum", because officialdom spreads these figures through half a dozen Departments (only a part of them are under the heading of "External Territories") and we may easily have missed some. The following are the totals we found.

Here are the appropriations made directly under the heading of Papua-New Guinea, together with the expenditure of this section in the previous financial year:

	Estimate 1946-47 £	Spent 1945-46 £
Inquiry into Suspension of Civil Administration in Papua	—	581
Laws of Papua and New Guinea, consolidation and printing	20,000	922
Papua-New Guinea Administration, expenses	400,000	208,509
Research, Development and Native Welfare, Papua-New Guinea Administration	100,000	43,675
Australian School of Pacific Administration — For Training of Staff	11,000	1,874
Film Record of Return of Civil Administration	2,900	1,987
Provision of Shipping Service for Papua-New Guinea	400,000	20,021
UNO—Representations Regarding Trusteeship	250	—
Contribution towards cost of Chair of Anthropology at Sydney University	1,750	1,750
Grant to Papua-New Guinea Administration for purchase of equipment from War Disposals Commission	750,000	—
Total	£1,685,000	

In another part of the Budget, provision is made for the following, which may be described as a legacy from the bad old days before World War II, when the two Territories actually paid their own way by taxes out of local production, and received only an occasional loan from Australia, for which they paid interest, thus:

	Estimate 1946-47 £	Spent 1945-46 £
Interest on Loans made to Papua	£4,250	£4,490
Interest on Loans made to New Guinea	3,090	2,164

The following appropriations are set out in another division, called "Defence and Post-war Changes"—which apparent-

ly are not to be regarded, like the little lot totalling £1,685,000, as recurring:

	Estimate 1946-47 £	Spent 1945-46 £
Evacuation of Civilians from Territories	500	206
Payments on account of Papua and New Guinea Administrations (no details)	24,500	27,766
Restoration, re-establishment and reconstruction expenses of New Guinea-Papua Administration	500,000	—
Clearing secondary growth from reopened plantations	280,000	6,853
Compensation to Papua-New Guinea natives for war injuries and war damage	200,000	—
Total	£1,005,000	

Here are four other items, from other sections of the Budget, which are directly connected with the Territories:

	Estimate 1946-47 £	Spent 1945-46 £
New Guinea Civilian War Pensions and Education Benefits	32,000	4,441
Native Training and Reconstruction Papua-NG	50,000	—
Advance to Australian New Guinea Production Board (Trust Account)	—	200,000
Cost of Norfolk Island Administration	4,000	4,000
Total	£86,000	

That £200,000 item, from the previous year's accounts, is not strictly expenditure—it evidently was an advance to the Production Board, which thereafter was expected to finance itself from its profits on copra, etc. Territorians will be interested in the item, however.

The Budget provides a sum of £40,000

for salaries and expenses for the Department of External Territories, Canberra. The Department cost £32,165 in the previous year.

The Budget also earmarks £12,000 for shipping and mail subsidies for the Pacific Islands services—last year's cost was £11,954.

All the foregoing represents expenditure incurred directly on account of the Australian Pacific Territories, and it may be summarised thus:

Items in first list, above, many of them recurring	£1,685,000
Interest on loans, recurring ..	7,340
Items in second list, above, mostly non-recurring	1,005,000
Items in third list, above some (like war pensions) recurring	86,000
Departmental salaries and shipping subsidies, recurring	60,000

Making a total of ... £2,843,340

(Continued next Page)

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NEW GUINEA BRANCH

MEMBERS of the above Branch are reminded that annual subscriptions fall due 1/1/47, and payments should be made direct to sub-Branch to which the member is now attached, or to any of the following sub-Branches now established in the Territory:—

Rabaul—Lae—Wau—Bulolo—Madang

Members residing or on leave in Australia may forward their subscriptions to the undersigned nominating sub-Branch to which the member belongs or desires to be transferred.

George St. North,
P.O. Box 31,
Sydney.

(L. CLARK),
Sydney Representative.

But that is not the end of it. The Australian taxpayers, through their open-handed Government, maintain a most impressive array of Ministers, Legations, Consuls, Trade Commissioners and what-not in other countries; and, of these, the following are in the Pacific area. Their total cost, is as follows:

	Salaries	Expenses
	£	£
Netherlands Indies	6,402	3,000
Philippines	9,705	5,000
New Caledonia	2,200	1,900
Portuguese Timor	2,232	2,000
	20,509	11,900

In other words, £32,000 may be added to the huge total of £2,843,000, required to pay for Australian activities in the Pacific Islands—a sum calculated to shock any Australian taxpayer who may be prepared to think about it.

The provision, in the Australia Budget

of £5,000 to cover cost of the South-west Pacific Regional Conference at Canberra in January, and Australian representation thereat, is so small by comparison that it does not count.

SOME of the items we have enumerated probably will stir the deepest feelings of the older Territorians—especially those who are in danger of seeing their life's work destroyed by Mr. Ward's New Order. We direct attention especially to the following:

£20,000 for printing the laws of the Territories;

£11,000 for the maintenance of the School of Pacific Administration;

£2,000 (making £4,000 altogether) for a film record of the Civil Government returning to the Territories;

£400,000 for a shipping service. We can only guess what this may mean—there are no details.

£750,000 for the purchase of War Disposals equipment. Details of that would be most interesting.

£280,000 for clearing secondary growth from plantations. Here, also, details would be read with interest.

£200,000 for war damage compensation to natives. Perhaps this includes the £120,000 for Mr. Ward's model village, which is not specifically referred to anywhere. But why should not New Guinea natives, like Europeans, be compensated out of the brimming War Damage Commission Fund, and thus make no call on the Australian taxpayers?

£32,000 wherewith to provide war pensions for New Guinea civilians: This is a very interesting item. We have asked Canberra to supply us with particulars of the pension scale and how pensions are to be applied for; and, if we get it, the information will be published.

SHOES FOR NEW GUINEA

THE statement published in October, that shoes may not be exported from Australia to New Guinea, is not quite correct. Export is restricted, but not prohibited. A single pair of shoes can be sent by parcels post, without difficulty; but anyone wishing to send more than one pair, for sale in the Territories, must first obtain a permit from the Australian Hides and Leather Board.

RABAU WOMAN ATTACKED ON "DUNTROON"

Lae, November 26.
A HURRIED court-case was held here after the "Duntroon" got in, en route from Sydney to Rabaul, and a ships' steward, Andrew Smith, was found guilty of being unlawfully in a passenger's cabin, and sentenced to two months imprisonment in the Territory. He will be deported when he has served his term. The passenger was the wife of Territory police-officer, who was on her way to Rabaul to rejoin him. While the ship was between Port Moresby and Lae, on the night of November 20, the woman awoke to find a man standing over her with a slipper in his upraised hand. He had awakened her by striking her a blow on the head. She screamed, and tried to leave the cabin, and a struggle ensued. Finally, she broke from him and ran out of the cabin calling for help. Her attacker was identified as Smith.

ON RA'IA TEA 40 YEARS AGO

From Our Own Correspondent

PAPEETE, Oct. 27.

THE most authoritative and, in our opinion, the most charming book on Polynesian life, was published in 1902. The title of the book is "Ra'iatea la Sacree"; its author, M. Paul Huguénin.

Monsieur Huguénin—during the closing year of the past century—was Director of Schools in the Leeward Group of the Society Archipelago. He was, likewise, a most talented artist. Reproductions, in colour of many of his paintings of the islands add charm and value to the volume.

Moreover, M. Huguénin, was learned in the native language. This knowledge makes his book unique in that it is the only South Sea Island volume of recent authorship, in which words and phrases, in the Tahitian tongue, are properly used and accurately translated.

M. Huguénin—a true and sympathetic observer—does not embellish his tale with fairy stories born in his own imagination. With his pen and brush, he has given us a fascinating picture of an unspoiled Polynesian island, as it actually was at the beginning of this century.

Shortly after the publication of M. Huguénin's book, the writer passed several months on Ra'iatea—where he met the people and observed the quaint, simple island life, so charmingly described in this volume.

"Ra'iatea La Sacree" was issued in a very limited edition. Consequently, few examples are available, outside of the major public libraries.

This has enabled certain latter-day writers of South Sea tales to help themselves liberally from M. Huguénin's work, without troubling to mention whence their material has come.

One United States author, whose book was long regarded as the most authoritative volume on South Sea life, has lifted a whole chapter from "Ra'iatea La Sacree," translated it word for word into English, and has passed it as of his own authorship.

Progress has not overlooked Ra'iatea. We are told that the island has all the gadgets and is now quite as modern as Papeete. We have never voyaged thither to verify these reports. We wish, rather, to remember the Ra'iatea we knew forty years ago.



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126/314

Payments for Fiji Sugar Growers

SUVA, Nov. 12.
CANE growers in Fiji have been paid an average of 28/9 per ton for their 1946 cane crop.

Altogether, the Colonial Sugar Refining Company has paid out £900,000 this year to growers whose total crop is about 80 per cent. of a normal yield. Cane production is still feeling the effect of the cane-fields trouble that swept over Fiji in 1943-44.

The price paid for cane to-day is almost twice as much as the average price in 1939 (15/6). The British Government guarantees the high price of the Fiji crop to-day and the unfortunate British consumer pays for it. Fiji canegrowers are much better off than growers in other Colonies, both in regard to the price they receive, and because in Fiji the CSR Company transports the cane to the crushing mills—an item of expenditure which the growers in other Colonies have to bear themselves.

N.G. CLUB CHRISTMAS FUNCTIONS

THE children's party which the New Guinea Women's Club of Sydney have held annually since the Club's inauguration, will be on December 16 this year. It will be held in the Feminist Club Rooms as usual, and will commence at 2 o'clock.

A number of Territorians have given generously in order that this function may be a success and a sum of £26 has been collected.

The Christmas function, this year, will take the form of a cocktail party to be held in the Feminist Club Rooms, 77 King Street, Sydney, at 6.30 on Saturday, December 21. All Territorians and their friends are invited to attend. Further information can be obtained from Mrs. A. Meldrum, telephone XB 3558.

ANSWERS TO CORRESPONDENTS

GPB (Rabaul) — Mr. Gordon Thomas advises:

Harry Elkington died at the Ramale mission station just before the Australians came in to relieve us in September, 1945. His grave lies next to old Mrs. Kumann-Juker's. His death was due to dropsy. But of his wife I know nothing; I didn't know he had a wife living, though I have an idea he had a daughter somewhere in Australia. In "PIM" of Sept., 1945, the name Mrs. Heins, 36 Plimsoll St., Sans Souci, NSW, appears as Elkington's next-of-kin. If that is not enough, you should send an enquiry on to Department of External Territories, Canberra.

C.H.—"I recall a conversation I had with you in 1937, regarding the danger you expected from Japan. I have never forgotten how well you outlined what was to happen—and what did happen in 1941-42." Thanks—but to say "I told you so!" is little compensation for tragedy. We see terrible danger to the South Seas to-day from the twin (and allied) menaces of Asiatic overcrowding and Muscovite Communism; but the people most concerned are as indifferent and careless to-day as they were in 1937.

Mr. J. W. Sykes, left Suva in November for New Zealand en route for the United Kingdom, on vacation leave.

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The "Islands of Romance" have suffered much at the hands of peripatetic writers and irresponsible film directors. The places and people they picture rarely exist outside a cinema studio, and the fevered imagination of literary morons. Nonetheless, the Islands which our fathers knew fully deserved the description, "a place where life is different."

But the charming Islands world of the Nineteenth Century has been changed very much by the Twentieth Century—and by no event more than World War II, which brought masses of Servicemen into places which formerly regarded a kava party as a great crowd. We still have the Islands setting and the indefinable Islands atmosphere; but life in the Islands—even in savage and primitive Melanesia—has been altered, profoundly.

This book may indicate how and where conditions have changed.

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NADI HAS A UNITED NATIONS FLAVOUR

Fiji Merely Owns Land at its International Airport

WHETHER Nadi or Nausori will be Fiji's international airport has not yet been resolved, but the airline companies seem to have solved the difficulty, at least temporarily, for themselves.

They are running a sort of United Nations establishment at Nadi, and are likely to be located at that airport for the next 12 months. Nausori has no tar-sealed runways and is therefore out of commission during the wet season.

White's Aviation for December, says that while the United States Army controls the camp at Nadi, the RNZAF handles flying-control and radio—a US plane cannot land unless the RNZAF say so, yet on the ground RNZAF personnel live with the Americans. Furthermore,

civilian and service aircraft get maintenance from Pan American Airways while the New Zealand Public Works Department is making additions to the aerodrome.

Australian National Airways, who are operating a trans-Pacific service on behalf of the Governments of Australia, New Zealand, and Britain, also use Nadi. Their planes are serviced by Pan American and their passengers are billeted in native houses by the United States Army—and, according to reports, they like the experience.

As White's Aviation remarks—everyone seems to have a hand in the direction of Nadi except the people of Fiji, who merely own the ground and live there.

AFTER the near-war that raged between Nadi-Lautoka and Nausori-Savu citizens a few months back over the proposed site of the international airport, this seems rather an anti-climax; but the fact is that until the international agreement on reciprocal landing rights is signed between America and the British Commonwealth, the international airlines, which make of Fiji a mere staging-point, are of relatively little importance to Fiji itself.

Pan American cannot pick up or land passengers in Fiji and ANA cannot pick up or land passengers in American territory. Technically, ANA can carry passengers between Australia and Fiji but this has not been done to date, and bookings between Sydney and Fiji are effected only when a booking has been made from Fiji to Vancouver.

Fiji has become, for no reason other than geographical position, the main international airways cross-roads of the Pacific. But Fiji residents themselves are more vitally concerned with the air services which link them with New Zealand and Australia.

The RNZAF on behalf of the New Zealand National Airways Corporation runs a weekly service between Auckland and Nausori (and on to other Pacific islands) with DC3 aircraft, and a flying-boat service between Auckland and Suva (see Magazine Section of this issue). Qantas Empire Airways run a fortnightly flying-boat service between Sydney and Suva, with an overnight stop midway at Noumea.

These two services are of much more practical value to Fiji at present than the more publicised trans-Pacific services which bring to Fiji only a limited amount of tourist money.

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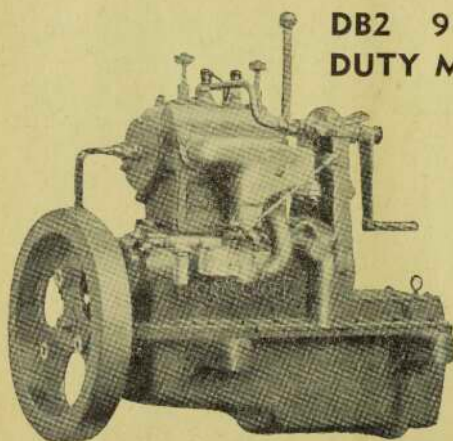
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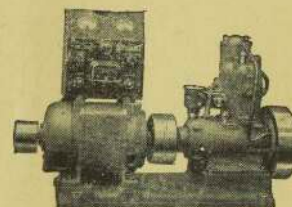
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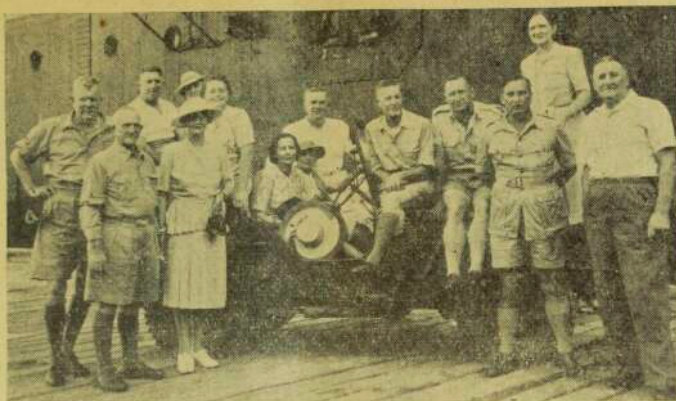
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TERRITORIANS WHO HAVE RETURNED TO N.G.



When the "Reynella" carried returning Territorians to New Guinea in October, she stayed three weeks in Port Moresby. Those who were going on to New Britain and New Ireland had plenty of time therefore in which to renew friendships with people now stationed in Moresby. This photograph, taken of a group of friends, shows (left to right): Mr. H. Coldham (of Bali Plantation); Capt. J. Duncan (Rapepo Plantation); Mr. "Tex" Roberts (Miner-planter); Mrs. H. Adams (Patlangat Plantation); Mrs. F. O. Greenwood; Miss Stanfield; Mrs. W. Grose; Mrs. Clarrie Archer (now of Moresby); Mr. Drummond Thompson (Numa Numa Plantation); Mr. J. Allen (Gileluh Plantation); Mr. O. Rondahl (Kabakaul and Induna Plantations); Mr. J. Joyes; Mrs. Gladys Baker (Langu Plantation); Mr. V. Pennefather (Tokua Pini).

—Photo by P. B. Holloway.

FIJI'S 10-YEAR DEVELOPMENT PLAN

Outlined by Governor's Speech to Current Session of
Legislative Council

SUVA, Nov. 5.

THE Budget session of the Fiji Legislative Council was opened by the Governor (Sir Alexander Grantham) on November 1, and in his address to the Council, and to citizens in the public gallery he outlined the development work that was proposed for Fiji in the next 10 years.

He said that development in the Colony would be steady rather than spectacular—it was impossible to do everything at once. The cost of the entire development plan would be £4,500,000 Fijian currency; towards this £1,000,000 would come from the Colonial Development and Welfare Fund, leaving the remainder to come from loans and from Fijian reserves.

OTHER matters dealt with in the Governor's speech were:

TAXATION: The Taxation Committee's report has not yet been received but meanwhile the present basis of taxation will remain unaltered.

ESTIMATES: The estimated deficit of £72,603 in 1946 is now expected to be transformed into a surplus of £27,494. In the 1947 draft estimates, a surplus of £73,439 is anticipated.

REDEMPTION LOAN: Results were disappointing. Only £219,000 was subscribed, leaving £310,800 in the hands of the underwriters. It is therefore evident that the development Loan will have to be raised in London.

SALARIES REVISION REPORT: The report is accepted by Government with certain modifications. The recommendations of the Committee regarding pensions will require separate examination, possibly with the assistance of an actuary.

EDUCATION: It will be the policy of Government in future to devote public funds increasingly to Government schools and Government teachers, and to restrict grants in aid, specially in regard to capital expenditure. This does not mean that grants will be suddenly cut off. What it does mean is that henceforth grants will not be made for new schools or other capital expenditure save in exceptional circumstances. The money will be used to establish Government schools.

LIQUOR BILL: The Bill provides that Indians shall be free to consume liquor on the same basis as Europeans and Chinese. Without a countervailing reason, it would be right for Fijians to be given the same privilege. However, there is a countervailing reason. It is that if there were no control on the consumption of liquor by Fijians it would have a definitely harmful effect on the race as a whole. This is not generally so in the case of the Europeans and Indians. The decision to continue restrictions in the case of Fijians has been approved by an overwhelming majority of Provincial Councils to whom it has been submitted.

FOOD SITUATION: Although the local shipping position has not improved as much as was anticipated, copra production is likely to exceed the estimate of 25,000 tons. Sugar is expected to reach at least 80 per cent. of normal pre-war production. Beef production is now equal to demand, although demand is higher than at any time previously. Pork production still lags.

Because the outlook in Europe is still grim, the people of Fiji must not relax their efforts to feed themselves and export as much as possible.

Day-Old Chicks BY AIR

A MALGAMATED Hatcheries (Reg.) of Bankstown, near Sydney, N.S.W., have made arrangements with Qantas Airways and other air services for the dispatch of limited numbers of chicks by

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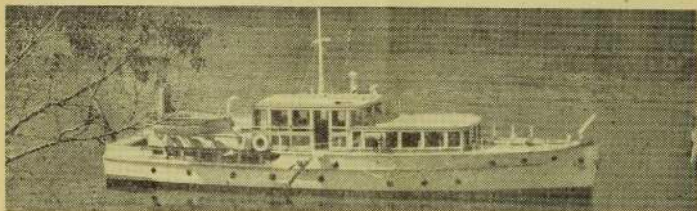
These chicks are the cream of Australia's stock, produced under ultra-violet rays to guard against disease; the adult stock is blood-tested monthly by veterinary officers and each individual order carries a N.S.W. Government certificate that the chicks are healthy and from tested stock.

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Remembrance Day Dedication of Rabaul War Cemetery

But What Does "Peace"
Mean to New Guinea?

(A Letter to the Editor)

TO-DAY there is great activity at Bitapaka. Bitapaka was the site of the main German Radio communication system in the Pacific in 1914, and many will recall the landing of the AIF at Kabakaul, in September of that year, and the subsequent surrender of the Germans at Rabaul.

Bitapaka is approximately 32 miles by road from Rabaul and 5 miles from Kabakaul. It was on the road between Kabakaul and Bitapaka that Australia suffered her first casualties in 1914 and, by the German capitulation, acquired the Mandated Territory of New Guinea. New Guinea commemorated those heroic men of 1914 with a Memorial erected on the roadway where the first casualty of 1914 occurred, and each year Australians in the Islands attended memorial services there.

To-day, on the eve of the anniversary of the cessation of hostilities 28 years ago, Bitapaka was dedicated as a last resting place for many of those who fell fighting the Japs in this and surrounding areas.

The Roman Catholic community held a dedication service this morning and a combined service was held at 3 p.m. His Grace, Bishop Wade, was the principal speaker at the morning service and the Church of England army chaplain was the speaker at the combined service.

TO many of us who have experienced two world wars and two post-war periods, the pious and optimistic hopes expressed at the dedication services to-day seemed strikingly similar to those of 1918. If peace is a state of being free from war, then we are experiencing a post-war situation very similar to that after World War I—but with the problems of Europe greater. The conviction is forced upon us here that peace can be almost more intolerably evil than war.

Almost every action of the Australian Administration in New Guinea is hastening the decline of our prestige and creating a deplorable situation. Throughout New Guinea officialdom is apologising for its presence and that of other Australians. If we are without faith in ourselves, what hope is there for peace? Instead of Australians in New Guinea being backed by the people of their homeland, they are being cruelly sacrificed.

The total disregard of Australians in New Guinea will ultimately have its painful effects on Australians in Australia. If we are to have peace we must be secure.

During World War II the USA stoutly defended Australia, per medium of New Guinea, as did thousands of worthy sons of Australia and our gallant allies, the Dutch. On the cessation of hostilities, Australian promptly helped the Indonesians against the Dutch; and the USA gave China some 300 naval vessels and supplied them with 100 naval officers to teach them how to conduct naval warfare.

Australia should wake up—or Bitapaka will be a mere milestone on the way to repeated and vain sacrifices.

I am, etc.,

RABAU RESIDENT

Rabaul, November 10, 1946.

FIJI'S POPULAR FIRST LADY



This charming study of Lady Grantham, wife of the Governor of Fiji, was taken recently by the Fiji Public Relations Office cameraman. Since her arrival in the Colony, Lady Grantham has taken a keen interest in all aspects of Fijian life.

FIJI BANANAS DUMPED OFF N.Z. COAST

RESIDENTS of the South Island of New Zealand who have been banana-hungry since the Pacific war began had reason to lament recently when 1,000 cases of the fruit, part of a consignment from Fiji, were dumped over-board off Lyttelton.

The dumped cases were part of the consignment of 2,328 cases taken on in Suva by the "Port Alma" some weeks ago for the Internal Marketing Board of New Zealand.

It is alleged that the dumped fruit was stored next a hot locker-room, where the temperature was over 100 degrees and when the ship reached Lyttelton, the bananas were bad.

Because bananas have become such a rarity, wharf-labourers had gone to unprecedented lengths and had arranged to work the week-end of November 9-10 so

that the fruit might be unloaded without delay. When 1,000 cases were discovered to be bad they decided not to work the rest of the consignment.

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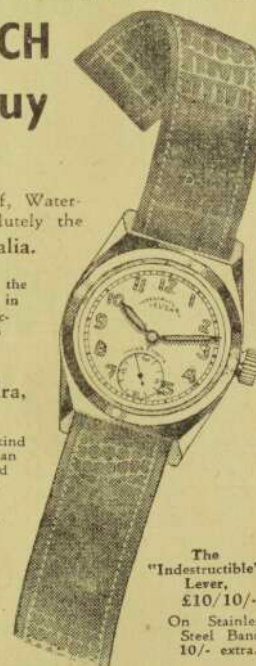
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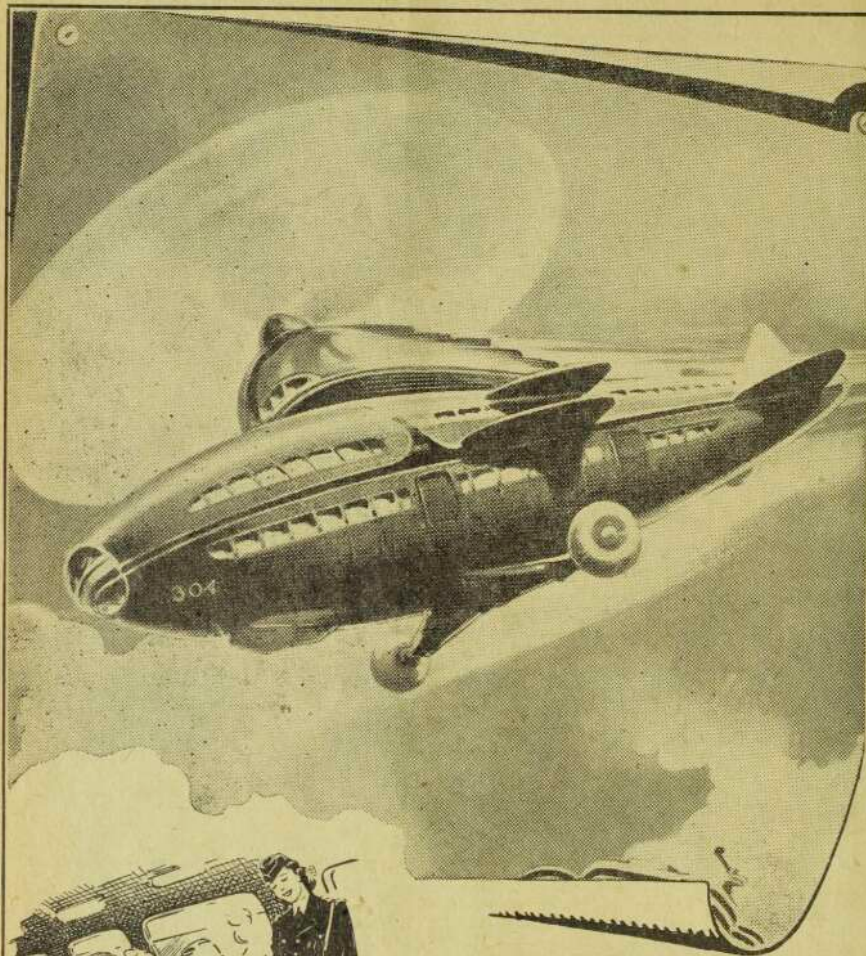
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Jeep Allocations Disappoint Lae Citizens

LAE, Nov. 20.
RESIDENTS of Lae who made application for jeeps within the last two months, assembled at the parking area on November 16, either to accept or reject the vehicles allocated to them.

Prices varied from £15 upwards, which on paper naturally looked attractive. But there were expressions of dissatisfaction all round when it was found that the vehicles were minus many vital parts. Some appeared as though they had been over the cliffs at Sydney Heads, others were minus batteries and distributors which had been "salvaged" during their months in the vehicle park.

Everyone was disappointed, more so in view of the fact that the adjoining park is full of once-servicable heavy-duty vehicles from which engines have been taken by Southern buyers, leaving the park strewn with derelict vehicles of all types and sizes. Southern buyers paid 38/- each for those vehicles.

AUSTRALIAN WRITER

Mr. Fletcher Moss, who has recently returned to Melbourne, after several months spent in Tahiti. He will write a book on French Oceania.



SOCIETE DES OCEANISTES RESUMES ACTIVITIES

AFTER suspension during the German occupation of Paris, the Societe des Oceanistes resumed its activities in January 1945.

Its new president is Mr. Maurice Leenhardt, the well-known ethnologist, Professor of Religious History at the Ecole des Hautes Etudes and author of numerous works concerning New Caledonia and an important dictionary of Austro-Melanesian languages.

The Society has a Board meeting at the Musee de l'Homme in Paris once a month, at which it gives a hearty welcome to all who are interested in the South Seas.

The Society publishes a bulletin, the *Journal de la Societe des Oceanistes* which contains technical notes, numerous book reviews and a bibliography. The subscription fee of Frs. 300., for foreign members, can be addressed to the Societe des Oceanistes, Musse de l'Homme, Palais de Chaillot, Paris XVIe.

To replace war losses, consignments of dairy cattle, goats, white Leghorn fowls, hacks and kelpie puppies have been sent to New Guinea from the West Moreton district (Q.). Two consignments of live-stock have been sent to Alexishafen; other consignments will go to Madang and the Lae area.

LINKS WITH DE RAYS EXPEDITION

(A Letter to the Editor)

IN your September issue under the title "J. O. Moulton," it is stated that he was the last surviving link with the famous and ill-fated Marquis de Rays' expedition.

This is not correct—there are in Noumea two survivors—two sisters. They are the daughters of the late Mr. Maffoni who died in Noumea in 1908 and of Mrs. Maffoni who died in 1906 also in Noumea. They left Barcelona (Spain) on board "L'India" on May 15, 1880. The Maffoni family, of Italian origin, consisted of the father and mother and four children: two boys and two girls. The two boys died at sea, due to the hardships of the voyage.

The two survivors are now: Madame

Eugene Vincent (nee Mafoni), born in 1870, in Piemont (Italy). She was 10 years old when she reached ill-fated Port-Breton in New Ireland. And Madame Neol Cacot (nee Mafoni) born in 1872 in Piemont.

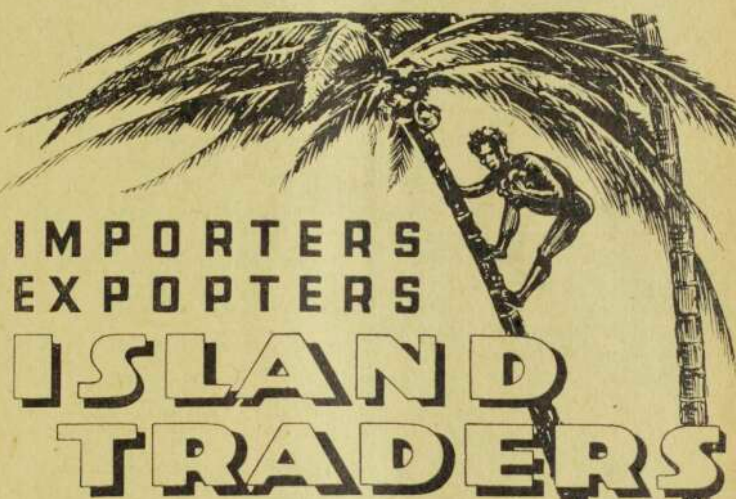
Both have raised large families in New Caledonia, and are highly esteemed and respected. To-day, Madame Vincent is totally blind, but Madame Cacot is hale and hearty at 74 years of age.

I am, etc.,

SIDNEY REICHENBACH

New Caledonia,
November 18, 1946.

Mr. O. J. Lodge, of the staff of the Suva Town Board, has been appointed Health Inspector, Tanganyika. He will leave Fiji for New Zealand shortly, where he will spend a short period of leave.



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Mr. R. J. A. Lever who has been Government entomologist in Fiji and the Solomon Islands since 1930, has been transferred to Malaya. He is at present in the United Kingdom, on leave, and will commence his new duties at its termination. Mr. Lever is a highly qualified man holding the degrees of Duncan, London and Trinidad institutions, and he gave valuable service in the South Pacific during 15 years.

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NOTICE TO RESIDENTS

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R. CORLETT
(Proprietor),
PORT MORESBY

SOLOMONS IN THE DOLDRUMS No Rehabilitation in Sight

THERE still is no indication, from official sources, of what is to be the future set-up in the British Solomon Islands.

The Protectorate continues to be administered, through the High Commission for the Western Pacific, as a kind of close preserve for natives; and no move whatever is being made to either re-establish European planting and trading activities in the Group, or to encourage any Europeans to enter the area.

It is unofficially reported that the official policy is to discourage all European industry, and to foster the idea of "the Solomons for the Solomon Islanders."

Several months ago, the Administration took over Ilu, one of Lever's plantations, at the eastern end of Guadalcanal. It was cleared of wartime secondary growth, and driers of the Ceylon type were erected there. The plan is that this shall be a school where natives will be taught to make their own copra.

"In theory, the plan is excellent," said one old BSI planter. "The trouble is that, in practice, not one native in a thousand has any desire to make copra on the commercial scale necessary if a copra export industry is to be established. Copra is produced in order to make money. Europeans want money—Solomon natives, at their present stage of 'civilisation', do not."

THE Administration is also trying to interest the natives in rice-growing. The officials may have more success here. The natives like rice as a food-stuff and might be induced to grow this crop, rather than their old-time food crops.

When the American forces were established in Guadalcanal, they grew a lot of their own food, and they cleared and cultivated some 2,000 acres for this purpose. The Administration plans to turn over much of this land to rice-growing,

in the hope of building up an export trade.

In recent months, between 300 and 400 acres were put under rice, and a first-class crop was grown. Unfortunately, a Government ship from New Zealand sailed for the Solomons and left the eagerly-awaited harvesting machine on the wharf; so a line of a hundred natives with knives had to do the harvesting in a primitive way. The rice was treated in a couple of rice mills, brought in from Fiji, and an excellent product was obtained.

Practical men can see the Solomons people growing rice for themselves; but, for the same reasons that apply to copra, they cannot see an export trade developing, on native initiative alone.

WHILE not encouraging the return of Europeans, the Administration is not putting obstacles in their way. But planters can do nothing because there are no ships running and, in any event, owing to the attitude of officialdom, it is impossible to get native labour. A recent report from Honiara says that native labourers have been demanding 12/- per day, and that the Government proposes to make regulations to permit of the registration and functioning of native labour unions.

One well-known BSI man, Mr. R. C. Symes, has been up in the Berande country, looking for gold, and getting a little. He has been employing five native labourers, and has to pay them £3 per month, and all found. A Chinese firm, Chan Chong, is employing natives for 3/- per day (18/6 per week) and they ration themselves.

A letter from Tulagi, dated October 12, reports that, while the new copra export tax is officially 25 per cent, the Government is not demanding the full tax, but is taking 15 per cent. It matters little, anyway. Without transport and without labour, there just is not any copra to tax.

FATE OF BSI

IT is supposed that the indifference of the British Colonial Office towards the repatriation and rehabilitation of Solomon Islands Europeans is due to the widely-held belief that, as soon as the loquacious gentlemen of UNO get around to the rearrangement of territorial boundaries in the South-west Pacific, the Solomon Islands will be linked with the Mandated Territory of New Guinea, and the Condominium of the New Hebrides, as an Australian "defensive perimeter," controlled from Canberra.

Without having made any announcement, it already is apparent that the Socialist Governments of Britain, Australia and New Zealand have agreed upon a policy of "the South Sea Islands for the South Sea Islanders"—a part of which is the official discouragement of "European exploitation."

What the Solomons Europeans are now experiencing at the hands of the British administrators in the Solomons is on all-fours with the treatment of Australian planters, traders, and miners in Papua-New Guinea at the hands of Canberra officialdom. Therefore, the Solomons Europeans will experience no shock if the British Solomons are turned over to Canberra's tender care.

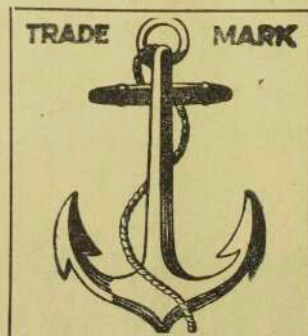
BSI APPEAL TO LONDON

IT was stated in the November "PIM" that, in the opinion of competent men, it should be possible to get war damage compensation from the British Government, if proper representations were made in London. They pointed out that Malayan planters were being compensated and re-established—so why not BSI planters?

Persons with BSI interests, who may

GILLESPIE'S

The
Flour



of the
Islands

— SYDNEY —

be prepared to co-operate in making such representations, are widely scattered, at present. They therefore have been asked to send their names to the editor of the "PIM"; and, when a sufficient number of names have been received, we shall place all these people in communication with each other, so that they may, if they wish, take unified action. Eighteen names have been sent in, so far; and, at an early date, these property-owners will be circularised.

AWARD TO YOUNG OFFICER OF W.P.H.C.

THE award of the King's Commendation to Mr. H. C. R. F. Williams, Cadet Officer of the Gilbert and Ellice Islands Colony, was announced in November.

Mr. Williams was administration officer at Butaritari in 1941, and was caught when the Japanese occupied the island immediately after Pearl Harbour. He was taken prisoner and was later transferred to a camp in Japan.

With a number of other prisoners he was offered to broadcast and was told that if he did not do so he would be executed. In spite of this threat, he refused to obey the Japanese orders and was placed in solitary confinement. Later, he was forced to serve in various work camps, in one of which he organised systematic raids on Jap stores and managed to set up, in a remote part of a quarry, a bakery from which he supplied his fellow prisoners with a substantial daily ration of bread to supplement the food supplied by the Japanese.

Mr. Williams returned to duty in the Gilbert and Ellice Islands Colony several months ago.

—From Fiji Public Relations Office.

N.G. NATIVES' ADJUSTMENT TO POST-WAR CONDITIONS

DEAN John Bodger, of the Anglican Mission at Dogura, near Milne Bay (New Guinea), who recently visited Brisbane for the Anglican Provincial Synod, said that New Guinea natives were successfully and quickly readjusting themselves to post-war conditions and that much training of natives had been done since the war ended.

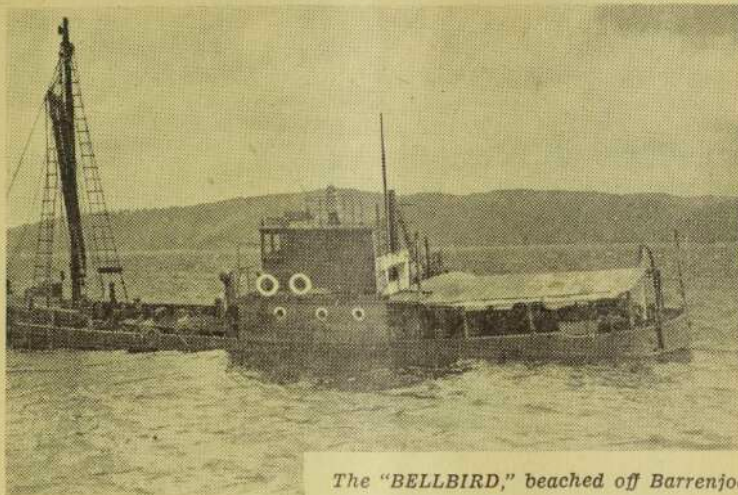
Dean Bodger has been in New Guinea and Papua for more than 16 years. He remained during the war years and in 1944 at the request of General MacArthur, toured the United States to talk on Pacific topics, later he travelled through Canada and Great Britain where he again lectured on the Pacific war.

According to the Dean, experiments in rice-growing in Papua and the introduction of other new crops had been successful. Food, he said, has been scarce in New Guinea and Papua during the past year, following a bad drought. He also referred to the shortage of rice and maize seed, and material of all kinds. Taro, one of the main native crops, has become diseased throughout the Northern Solomons and gardens there will have to be replanted. The Government is sending new stocks of fowls and pigs, to replace those lost by the natives during the war.

Dean Bodger's mission territory is 500 square miles in area but he still walks to nine out-stations, some of them 4,000 ft. up in the mountains.—JHM.

Lady Scott, of Suva, Fiji, left the Colony for New Zealand on November 20.

The Epic of the "BELLBIRD"



The "BELLBIRD," beached off Barrenjoey.

Newspapers, Radio and Waterfront gossip acclaim the marvellous performance of the

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Mr. David Minchin (one of the owners of the "Bellbird") spoke over Macquarie Network describing their dramatic fight to safety through the pounding seas to Barrenjoey. Here are extracts:—

"Water coming in rapidly . . . ship sinking under us . . . Bilge Pump Engine (Petrol type) cut right out, so down to Engine Room to bucket out the water which was rising high up on Engine (Blackstone Diesel) block. Waves lashing back and forth fused all lights, so we quitted Engine Room, leaving Engine to pound on UNDER WATER. It did a magnificent job. From 10.30 p.m. to midnight, Engine kept going without any oil pressure (lubrication) at all . . . three big ends gone, AND IT STILL KEPT GOING. At last we beached, and the Engine coughed her last, completely UNDER WATER . . . but we were safe, thanks to Providence and the Blackstone Diesel Engine, which did a magnificent job."

(Dangar, Gedye & Malloch, Ltd., fitted that Engine—a 120 h.p. Blackstone Diesel—in a fishing boat Pre-war, and then it did service in the War years before the "Bellbird" got it.)

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The marriage took place recently at Mr. and Mrs. O. L. Davidson's home, Ellington Estate, Raki Raki, Fiji, of Miss Ellie Hodge to Mr. John Rennie Stevenson, of the Fijian Affairs Office, Suva. The couple plan to visit New Zealand in the new year, and later will go on to Brisbane where the bride's parents live.

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FIJI MERCHANT SEAMEN POPULAR IN AUCKLAND



Typical merchant seamen of Fiji.—During World War II the Fijians, in addition to providing Britain with Labour Battalions, and some very good infantrymen, provided several crews of merchant seamen, who manned ships in the war zones. This party of 30 young Fijians, photographed at the Auckland Sailors' Home, while on their way from Suva to Sydney, is typical of the Islanders who manned some important units of the Merchant Navy. Mr. J. L. Lomax, manager of the Sailors' Home, writes: "These men stayed with us for 12 days, and their behaviour was excellent—gentlemen in every sense of the word."

WHEN the Fiji Government ship "Viti" recently spent almost four months in dock in Auckland, NZ, being completely overhauled she had on board a crew of 29 Fijian boys. During their stay the boys were entertained by the Auckland Sailors' Home and the Flying Angel Mission to Seamen and made many friends.

Mr. J. L. Lomax, manager of the Sailors' Home, writes enthusiastically of the good behaviour of the boys who, he says, did everything to uphold the good name of Fiji. During their stay they formed a football team and played against several first-class Auckland teams with distinction. They invariably played barefoot—much to the amazement of the spectators. Their concert party was equally popular.

Four Dredges Operating by Mid-1947

B.G.D.'s Hopes in N.G., Subject to American Strikes and Australian Shipping

AT the annual meeting of Bulolo Gold Dredging Ltd. in Vancouver on November 8, the chairman of the company, Mr. C. A. Banks, announced that it is expected that four of the Company's dredges at Bulolo, New Guinea will be in operation by mid-1947.

A Sydney officer of the company informs us that it is hoped to have one of the dredges operating early in the New Year but that this will be possible only if essential electric motors are forthcoming from America, and there are no further delays in shipping between Australia and New Guinea.

Most of the Wau-Bulolo area was enthusiastically scorched in 1942, but the dredges at Bulolo were practically unharmed; however, the Army later removed all the small electric motors from them for their own purposes. It is the absence of these small motors (the larger ones are intact) which work pumps and small machines, used in the various operations of the dredges, which are delaying resumption of work now.

Most of this electric equipment is on order from America, where continued strikes have held up production. Another factor which is holding-up re-establishment of BGD is the Australian shipping situation—that is, delay on Australian wharves and infrequent services between Sydney and Lae, the port of the New Guinea goldfields.

The 2,800 horse-power hydro-electric plant at Baiune (adjacent to Bulolo), which will supply power to the dredges, came into full operation on November 24. A small auxiliary plant was supplying light and power to the reconstructed township of Bulolo prior to that date.

For the year ended May 31, 1941, the last full year of operations, the company, working eight dredges, recovered 167,462oz of fine gold and 72,521oz fine silver, of a total value of about £2,000,000.



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Supplies are still limited, but full shipments will be resumed as soon as possible.

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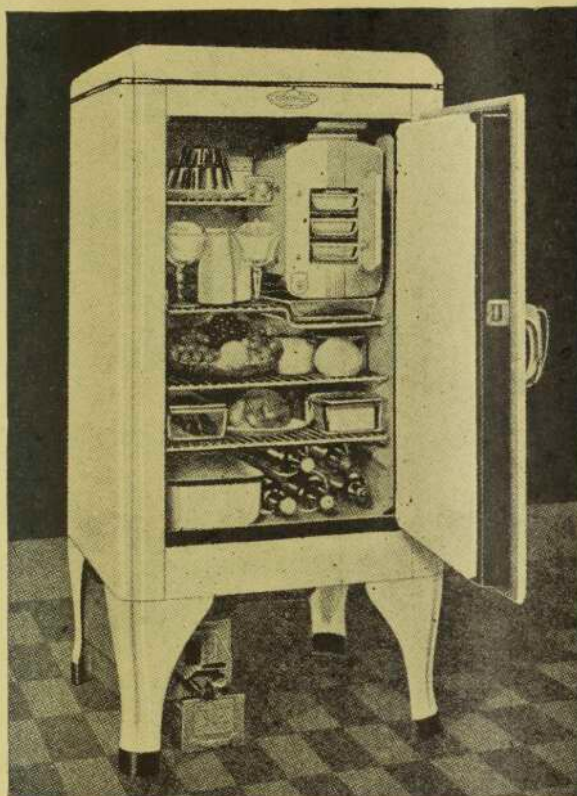
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Representation in Papua and New Hebrides.

There was a large gathering of members of the Pacific Islands Society in History House, Sydney, on November 27, when the new President, Major A. C. Swinbourne, formerly of the Gilbert and Ellice Islands Administration, entertained the members and several guests at a sherry party. Among the guests were Mr. and Mrs. Lucchenelli, old Fiji friends of the President.

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GIANT SNAILS IN N. GUINEA

Introduced by Japs at Kavieng, Rabaul and Madang

IN November, Mr. E. J. Wauchope, of Madang, arrived in Australia with the depressing news that the giant snails, released by the Japs in various parts of the Mandated Territory as a potential foodstuff, had taken possession of an area on Hansa Bay, west of Madang.

The PIM had just gone to press; and, as it was urgent that the news be released, and the alarm sounded, we introduced the "Sydney Morning Herald" to Mr. Wauchope. The news was published all over Australia, and it was hoped that High Authority recognises its gravity.

This makes the third area of infestation in the Territory. The Japs released the snails at Kavieng (north end of New Ireland) and near Rabaul (eastern end of New Britain); and in each case the creatures have increased enormously, and are advancing across country en masse, destroying much of the most valuable vegetation as they go. This was known months ago.

The appearance of the snails on the mainland of New Guinea was unexpected, and very alarming. There is nothing to stop the spread of the pest, and New Guinea, next to Greenland, is the largest island in the world.

Mr. Wauchope reported that the snails were in an area some two miles by two miles; that they were in incredible numbers, ranging from tiny crawlers to shell-backs eight and nine inches long; and that—like those in Kavieng and Rabaul—they were eating all vegetation in their path—showing a particular liking for young paw-paw plants, and the kaukau (sweet potato) of the native gardens. They even eat the coarse creeping plants which grow just behind the beaches.

Japs may eat the snails; but they are scorned by the New Guinea natives, and even the natives' pigs—notorious scavengers—reject them. The Japs boiled the creatures in their shells, and then dug them out and ate them, with vinegar.

The snails have no natural enemies in the Mandated Territory, and if the in-

festation is not checked, native agriculture—upon which the natives depend for a large proportion of their food—will be gravely affected. The Administration's Department of Agriculture is giving the matter urgent attention, but there is, as yet, no indication of what measures will be taken to check the plague.

It is reported that a firefly, found in Zanzibar, is a natural enemy of this snail, and that the Administration proposes to try this insect as a means of control.

One Who Does Not Expect Tourists in Pacific

FROM an esteemed correspondent (an American) in Polynesia:

I smiled while reading your forecast of heavy tourist traffic in the Pacific in 1947.

So far as one may peer into the future, the restless people in my country will be more actively engaged in burrowing underground to escape Russian atomic rockets, coming over the North Pole than in thinking of beckoning isles anywhere in the Seven Seas.

In the event that Russia shall have been appeased, the cumulative consequences of a weak, bewildered Administration at Washington; arrogant Labour leaders; the staggering national debt; an awakening to the impending exhaustion of our high-grade iron ore and petroleum reserves; markets glutted with useless gadgets; and a perpetual menace in unstable foreign relations—these will have descended upon our USA within the next twelve months.

The New York share market fore-shadows something of this nature—in the not distant future.

The old legend of Phaeton driving the sun was really a prophecy, which is coming to pass in our day.

Archaeologists of the Orang-outang Civilisation—500,000 years hence—will probably reconstruct such a legend to account for the charred and twisted debris they will find when excavating the habitation sites of mankind.

The currencies of the world are—in this age of progress—based on a vacuum—that absolute vacuum scientists had despaired of attaining by means of apparatus hitherto contrived.

Some of us may be pardoned if we are moderately pessimistic.

TONGAN DICTIONARY IN PREPARATION

From Our Own Correspondent

NUKU'ALOFA, Nov. 4.

THE Rev. C. M. Churchward, Australian Methodist minister and noted authority on Island languages, and former missionary to Fiji and Rotuma, has been in Tonga for several months now. He has been engaged by the Tonga Government to compile a grammar and dictionary of the Tongan language.

There is need for a good grammar and dictionary of this branch of the Polynesian language. The grammar and vocabulary compiled by the notorious Rev. Shirley Waldemar Baker and based on the works of earlier missionaries to Tonga, has been regarded as the standard work on the subject and has served to fill the gap, but there have been many faults and defects.

In order to gain a thorough knowledge of the language in as short a time as possible, the Rev. Churchward spends much of his time living alone amongst the natives of outlying districts.

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Difficult Rehabilitation of Looted Thursday Is.

From Our Brisbane Correspondent

RECENTLY, Mr. Cliff Stanaway of the Brisbane "Courier-Mail," visited Thursday Island, as an independent investigator. When he returned, he described the island as a "sad record of destruction and looting by members of all the services since the civil population was evacuated at a few hours' notice in 1942."

He estimated damage at £200,000. He claimed that government buildings suffered less than civilian homes, but that many items of furniture had disappeared from them; fifty per cent. of the 300 homes and business premises on the island, were torn down during occupation by the services, and that every home, hotel and business house was looted and damaged.

He said tanks had been machine-gunned, houses had been altered by tearing down partitions, and sheets of galvanised iron, pieces of packing case and bits of plywood served for half the windows on the island. Evidence of many other forms of destruction and pillage were found by Mr. Stanaway.

With the wet season starting in January, torrential rains will pour down on holed and rusted roofs and windowless homes. Building supplies must, therefore, reach the island before the end of December; otherwise, according to Mr. Stanaway, many homes and business houses will suffer.

TORRES Strait islanders, Mr. Stanaway stated, were among the willing victims of a flourishing black market at TI, and they paid ridiculous prices for every-day household commodities.

There was a keen demand for kerosene, owing to the shortage of wood. Firewood, which had to be bought from a neighbouring island, was sold at £6 a load. (It was 25/- a load before the war.) Nearly all vegetables, meat, fruits and soups, come out of tins; there was no fresh milk; butter is rationed at the same rate as on the mainland, and eggs, which are scarce, are sold at 3/- a dozen.

The natives, particularly those from neighbouring islands under the Protector of Islanders, are receiving more consideration than the Europeans, and gradually, the white population is being squeezed from the island.

Mr. Stanaway urged that action be taken quickly by the State Government to rehabilitate the white people of TI.

COMMENTING on the report, the Queensland Health and Home Affairs Minister (Mr. Foley), said he could give a definite assurance that Europeans were not being squeezed out of TI. He would like to see them returning to the island, but naturally, his Department was interested in fostering the native pearling boats and in looking after the affairs of the natives.

Mr. Foley said, that the Department intended to make provision for the supply of foodstuffs to Europeans through the Island Industry Board, and that they would be given reasonable assistance.

Plans, he said, were in hand for the establishment of a fuel depot, a bakery, and a butchery under European control. Mr. Foley thought the island was over the "worst of its shipping difficulties, and that from now on shipping services to the island would improve."

British officials in the service of the New Hebrides Condominium now receive a special cost-of-living allowance. A bachelor receives £5 (sterling) per month, and a married man about £9 per month, plus about 10/- per month for each child.

Mr. Ragnar Hyne, who was a well-known legal officer in the British Territories of the South Pacific for many years—he was in Tonga between 1920 and 1933, and in the Solomon Islands from 1933 until the Japanese invasion—has recently spent long-leave in Europe. He is now an officer of the Law Courts in Sierra Leone, West Africa.

Major S. G. Masterman passed through Sydney lately, on his way to Suva and the Solomon Islands, where he will re-enter the Administrative service, which he joined originally in 1922, when 23 years old. He was Native Labour Inspector when war came in 1939, and he went off to re-join the colours. He had a distinguished war career. He was wounded at Dunkirk in 1940; and the lady who nursed

him in an Army hospital is now Mrs. Masterman, and is accompanying him to the Solomons. He was well liked by BSI civilians; but as few of the latter have yet returned to the Group, there will not be many "old hands" to give him the welcome he deserves.

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VERNON MEMORIAL

THE Samarai Committee, headed by Mr. H. Bitmead, who have collected over £40 towards a Memorial to the late Dr. G. H. Vernon, have decided that the Memorial shall take the form of a stone monument to be erected in Samarai.

There had been some discussion concerning the form the Memorial should take. Mrs. Eva Standen, who conducts the well-known "Mission in the Mud" in the Western district of Papua had urged that the Memorial should take the form of a hospital, where native nurses could be trained. She made the point that all who knew Doctor Vernon would accept the fact that he would have preferred the hospital type of Memorial be-

cause so much of his life had been given to native welfare work.

The Samarai decision to keep the original plan probably was influenced by the fact that the Australian Government is now making apparently unlimited funds available to the Papua-New Guinea Administration for hospital and other welfare activities on behalf of the natives.

Mrs. Standen should have little difficulty in getting all the monetary assistance she needs from official sources in the prosecution of her splendid work among the primitive natives of the Western River Deltas.

CONTRIBUTIONS

Already acknowledged	£45 2 0
T. & D. Bollinger, Deepwater, NSW	2 2 0
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SDA MISSION VESSEL FOR SOLOMONS

THE M.V. "Ambon," a ship of 100 tons, was some time ago purchased by the Seventh-day Adventist Mission Board from W. R. Carpenter & Co., for carrying supplies to New Guinea and the Solomons. After refitting, she sailed from Sydney on September 15 with five missionaries acting as crew—L. N. Lock (late of Papua), J. K. L. Fletcher, W. R. Ferguson, L. Tonkin, and A. L. Whitehead. At Port Moresby the wives and children of these men joined the party; also, Dr. Cyril Evans and Sister Olga Lucas. Captain J. C. Radley is in charge of the "Ambon" and Mrs Radley is acting as stewardess.

The vessel was taken, without incident,



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The "Ambon."

to Port Moresby, via the waters inside the Great Barrier reef; and thence to the Solomons.

The party reached Honiara safely on October 16. With the arrival of these missionaries in the Solomons, a number of SDA mission stations, which were vacant during the war, will be re-staffed. Dr. Evans is in charge of the Amyes Memorial Hospital on Kolombangara, and Sister Lucas of the Batuna Hospital.

COCONUT LUNCH FOR 9d.

LORD KILLEARN, Special Commissioner in South-East Asia, recently had a four-course lunch made mainly from coconut. It cost 9d.

Lord and Lady Killearn were guests of Dr. J. Nicholls, leading nutritional expert, who hopes to persuade Malaysians to eat more of their 1,000,000,000 coconuts and so save rice.

The menu was coconut soup, given body by sweet potatoes and flavoured with garlic and onions; fish custard of coconut meat, fish, and curry wrapped in banana leaves and steamed; curry with Indian peas, potato, and coconut meat basis with onions, beans, and spices added; sago pudding made with coconut meat; coconut milk, and sugar. Coconut candy was provided for dessert.

It was "an alluring meal" Lady Killearn said, adding: "General Montgomery would have liked it for sago is his favourite pudding."—*Crown Colonist*



WUNDERLICH "DURABESTOS" MODEL OF THE "DAILY TELEGRAPH" HOUSE

The home was designed by a Committee of Sydney Architects, from data supplied by 1,250 Sydney "Daily Telegraph" readers who answered a questionnaire asking what people require in their post-war home. The model (illustrated) was fabricated by Wunderlich Limited to enable prospective home builders to more readily visualise the possibilities of the design, and asbestos-cement construction, roofed with Wunderlich terra-cotta tiles.

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COAST WATCHERS IN NEW GUINEA JUNGLES

Keeping Tab on Japs in 1942

Another Instalment by Lutheran Missionary A. P. H. Freund

BY the early part of February it seemed certain that, in spite of our radio activity, the Japs did not know of our presence.

It might be suggested that they probably knew, but did not worry. The way they hunted other parties, and the brutal way they dealt with those captured, rule out that possibility.

The disturbed and nervy attitude of the natives had also died down to a great extent by now, and it had become clear that the native were not going to betray us, but that they were on our side wholeheartedly, and would do whatever they could to warn and help us, if the Japs ever started to look for us. The effect of thorough Christian mission work was clearly apparent in this, their attitude. It had also become clear that the enemy, apart from short patrols to Sattleberg, and places at a similar distance were satisfied to entrench themselves at Finschhafen.

So a plan was formulated to establish a watch station near Sattleberg, and overlooking Finschhafen. But we felt that for such an undertaking we should be more suitably armed. Purchasehouse and McColl each had a .40 cal. Winchester, and I had my .32, which I had brought with me when I first came to New Guinea. Besides this, we had several .303's which had been used by police boys. Purchasehouse also had a medium calibre revolver, for which he

still had about half a dozen cartridges. We felt that in an emergency, and at close quarters, we required something better. So we requested headquarters to drop a revolver and an Owen gun for each of us, besides additional stores and benzine to replenish our fast dwindling stock.

SUPPLIES BY PARACHUTE

THE drop was to take place on February 19. It was delayed from day to day till the 22nd, when a Liberator approached with unmistakable intentions. To a small isolated party such an occasion was a real thrill.

First, he did a trial run, mainly to see whether everything was in order. Since we had last been in contact with base, it could easily have happened that we had been surprised by the enemy. To indicate that this was not so we had a standing arrangement that, at the approach of our "grocery plane," four fires would be lit in a square formation in the open village place—which incidentally, also gave him indication of the wind direction.

On this trial run, he dropped hundreds of leaflets, with a message in Pidgin for the natives, assuring them that in due time the Japanese would be driven out, urging them to do all they could for any airmen who happened to come down, and warning them to withdraw from

areas occupied by the enemy lest, while our aircraft were bombing and machine-gunning enemy positions, they too might be hit.

Having done the trial run, the Liberator circled off to prepare for the dropping run.

Naturally, we were watching the big aircraft carefully. As it straightened out and was still about three or four miles off, we saw an object, looking very small at that distance, leave the plane without a parachute. Only because there was a bank of white cloud behind it did we see it. As it dropped to where only the blue sky formed the background it became invisible. That could hardly have been intended for us, we thought, yet we carefully noted the direction.

At a distance of about half a mile, a flutter of white material appeared out of the belly of the plane and zipped astern as the air stream caught the parachute, which pulled the bundle out with it. It poised in that grotesque posture for a moment. Then the bundle swung down, the chute opened, and billowing as though it were breathing, with the load gently swaying below, it disappeared into the nearby jungle.

Meanwhile, two others had also been released. The natives of the village, whom we had told beforehand what would happen, were yelling with excitement, and watching where the chutes disappeared. The last one of this run, dropped when the plane had already passed over the village was caught in a current of air, and eventually landed in a gully about two miles away.

Next run, two more bundles were dropped. One, a light bundle, parted company from the small chute to which it was attached. The bundle came down with a thud, and the chute fluttered



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after it. It turned out that this bundle contained the Owen gun and three revolvers. But so carefully was the dismantled Owen gun packed that it was absolutely unharmed. The cover plate on one of the revolvers was smashed.

All the bundles were soon collected by the natives. They know the jungle intimately and a white parachute hanging from

a tree or draped over undergrowth is easily seen.

Then followed a busy period of unpacking, examining and checking. Not everything landed whole and undamaged. It is estimated that when a man lands with a parachute, he meets the earth with about the same impact as if he had jumped from a ten-foot wall. Dropped bundles strike with about the same force, for they are packed to weigh about the same as an average man. Only strong cases, such as those containing salt, were intact. Milk and meat cases simply smash and many tins got bent. When a tin-opener was stuck into such a bent tin of milk, a small geyser shot out until the pressure was gone. Yet a dozen bottles of Worcester sauce landed with only one broken.

No revolver or Owen gun ammunition could be found. Our thoughts turned to that object that had dropped from the plane as it swung in for the dropping run. It was too late to send out a search party that day. At the evening "sked" we sent in a query regarding the ammunition and checked the number of bundles dropped. We were assured that ammunition had been included in one of the bundles and that six bundles had been dropped. So far we had collected only five.

Next morning a party of natives was sent out. Though we could give them only the direction where it had fallen, and not the distance, and though there was no white 'chute to draw their attention—rather was the search made more difficult by the fact that the canvas cover of the bundle was a very dark green, blending well with the jungle in which it lay—yet by mid-afternoon they were back with it. A remarkable bit of work!

It was evident that the bundle had accidentally slipped out before the crew had attached the ring of the parachute. And though it had dropped from a height of at least 2,000 ft., and must therefore have landed with terrific force, only a few cartridges could not be used.

Some mail had also been included in the drop. Pursehouse and McColl being the fortunate recipients. Welcome reading material had also come to hand.

BISMARCK SEA BATTLE

ALL our requirements had, however, not yet been supplied. Headquarters informed us that another consignment would be delivered in a few days' time. But the few days dragged out to a fortnight.

It was just at that time that the big

Japanese convoy, which tried to relieve Lae, was approaching. Huge numbers of aircraft were required for the attack, which became known as the Bismark Sea Battle. And of those planes not actually in the engagement every available one was held in readiness for any emergency. Hence the delay in our delivery.

A few words about the Bismark Sea engagement. We unfortunately were a bit too far west of the route which the planes took from Port Moresby on their way to the scene of action, so we could not see them. But for days we could hear the almost unending drone, which indicated to us that there was something exceptionally big going on somewhere.

After several days of this the first announcement was made over the ABC. All such news was delayed in those days. The very first announcement had such a confident ring about it that we tipped that the whole convoy had by then probably already been destroyed. And the drone of the planes had ceased two days before the final announcement was made.

It was claimed that all the ships were destroyed without delivering their cargo, and that all the troops, which they were carrying, perished. According to information which we gathered from the natives that is not quite correct. They reported that large numbers of troops reached the coast and walked to Lae, and that one of the ships managed to get into Finschhafen and unload its cargo, but was sunk after it left.

While we were waiting, various jobs kept us busy. We got the natives to build a hut in a dense part of jungle, some distance from the village. A considerable part of our stores, some clothing and footwear, rifles and ammunition, fuel, radio spares and other oddments were stored here. This was to be our back cache.

I also made use of some of that excellent American canvas in which many of the dropped bundles had been wrapped and sewed two "rucksacks," which later proved very serviceable. We also began packing for our future undertaking.

Our plan was as follows: Two men with one of the radio sets were going to penetrate into the Sattelberg area, taking with them only a bare month's supply of food. The third man was to go to Besabong with the other radio, a fair stock of food, and some spare clothing. It was decided that Pursehouse and McColl would go right forward, and that I should guard this back base. After a month it was intended that one of them come back, and I should go forward, and so on, each man thus getting a period of rest.

On March 6 we received the balance of our drop, and this time I was the fortunate recipient of several letters from my wife—the first that came through for three months.

It was during this period also that we received a message from headquarters telling us that a party to be led by Pat Mollison was being organised at Port Moresby to come and relieve us.

Furthermore, we had also received the injunction: "Do nothing rash. You are more value to us alive than dead." We fully agreed with the latter sentiment. And in view of the fact that instead of supplying each of us with an Owen gun, they had given us only one between the three, we felt less inclined to be rash than might otherwise have been the case.

BROADCAST TO NATIVES

ON March 8, Pursehouse and McColl left for Sattelberg. After preparing all I had to shift, and securing in the cache all that had to be left behind, I got going on March 11. At Kulungtufu, I was able to let the natives hear a broad-

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If you suffer sharp, stabbing pains, if joints are swollen, it shows your blood is poisoned through faulty kidney action. Other symptoms of Kidney Disorders are Backache, Aching Joints and Limbs, Scatica, Neuritis, Lumbago, Sleepless Nights, Dizziness, Nervousness, Circles under Eyes, Loss of Energy and Appetite and Frequent Headaches and Colds, etc. Ordinary medicines can't help much, because you must get to the root cause of the trouble.

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cast that was meant especially for them.

An innovation had been begun at Port Moresby. Various former Government officers, who were well known to the natives in many parts of New Guinea Territory, in turn gave broadcast talks in Pidgin to the natives. The idea was that the various parties, like ourselves, who were in enemy-occupied territory, should call the natives together for these broadcasts and let them hear the talks on the loud speaker.

These talks usually gave the natives information on the reverses that the Japs were suffering at the time. The Bismark Sea Battle was given due prominence. And, as in the case of leaflets which were being dropped, the natives were urged to keep away from the Japanese, not to supply them with any food, and help any of our men, especially airmen who were in difficulties.

I believe that these talks did a lot of good. In due time I was able to let also the Besabong natives hear several more similar broadcasts.

LIFE IN A NATIVE VILLAGE

A LONE white man can have a comparatively comfortable and interesting life in a native village. The news sessions were eagerly followed on the wireless, and radio plays and good musical programmes provided the entertainment. Occasionally some of the natives would come around for a chat.

The boys and young men of that village were often playing a top-spinning game. A certain nut, about two and a half inches long, was used as the top. String, which the natives produce out of fibres obtained from certain plants in the bush, was wound around the "top," just as white boys manipulate their tops. One boy would spin his top, and the object of the next competitor was to spin his top in such a way that it would knock out the first one. Then the others would have a go at that one, and so on. Great excitement prevailed, and shouts, shrieks and laughter always revealed when and where such a game was in progress.

A never-to-be-forgotten experience was a case of death-wailing. It appears that there was a heathen remnant in that village.

Early one night it began. Blood-curdling, nerve-racking wails awakened me, and continued right through the night. A man from Besabong had died in a nearby village. Next morning the corpse, wrapped in mats, was brought home. The mourners, the nearest relatives, went out to meet it, and as they came in, and for some time after they reached the village, the wails and hysterical sobbing reached an especially awful pitch. Three women were a particularly pitiful spectacle. Occasionally they reeled and staggered around outside, their faces distorted, and their bodies trembling at the point of utter exhaustion.

It is such death-wailing that helps one to realise the pitiable state of the heathen. It would be bad enough if it were all genuine. How much is actually genuine is not easy to find out. For it is a fact, established by anthropologists, the wailing is a social duty. It is believed that the spirit of the departed is hovering around and takes note of what the next-of-kin are doing. The spirit has the power to bless or to curse. And if the departed was a man of considerable importance or influence, this power is correspondingly great.

Not to show sufficient sorrow would bring down his curse upon the relatives in question. So, to ensure his favour, they weep and wail and lament hard and long.

(Continued overleaf)



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CALM BEFORE THE STORM

MY actual work consisted on one hand, in supplying weather reports. On the other hand, I had to keep in touch with our forward party.

We had arranged that we would call each other every morning and evening. If they missed out on two consecutive calls, I was to take that as sufficient evidence that something serious had happened: that they had either been chased out, captured or killed. I was then to leave a small supply of food and clothing at Besabong, move our supplies and Teleradio to a safer area, and wait for "grape-vine news." Through the natives I would certainly soon hear what had happened.

If one or both survived they were to make for Besabong, get the food and

clothing left there, learn where I had gone and follow. If I heard that they had been captured or killed, I was to try to get through to Port Moresby somehow. That sounded easier than it actually was, as we were to discover later.

The first difficulty in carrying out our plans was the impossibility, at many, of the "skeds," to make contact, owing to "skip distance." In other words, being only ten to fifteen miles apart the radio signals would, under certain atmospheric conditions, go too far before they would rebound from the atmospheric "shell."

The first time this happened I did not worry greatly, since that was during the time that they were still on their way towards Sattelberg. When it happened again I became worried. And, as I found later, Purse and Mac were also worried

about me, fearing that a sneaking party of Japs might have wiped me out.

On the third occasion I was nearly frantic. But, after my call from Moresby, I heard the operator call Mac. The plan had been that they would pass all their traffic through me. But now Mac had made contact with Moresby direct. And, though I could not hear Mac's reply, yet Moresby reported that his signals were good. So I again began to call him. Still no reply.

Eventually Moresby chipped in and said: "I had better help you fellows. You are evidently up against a skip distance. I can hear both of you quite plainly." Some days we made direct contact without difficulty. At other times we, who were at most about fifteen miles apart had to relay through Moresby which was about 300 miles from both of us. Radio still had many unsolved riddles.

Being able to keep in touch through Moresby, when necessary, we settled down to normal activities. According to the length of messages Mac was sending to headquarters they were obtaining a lot of interesting information. And after the first week or so they sounded quite carefree and happy, so they were obviously not worried about the fact that the Japs were not far away. The story of how this pleasant set-up was suddenly and rudely shattered by the Japs will have to wait for another day.

ROTUMA VISITORS TO AUSTRALIA

From a Brisbane Correspondent

MR. and Mrs. A. T. Low passed through Brisbane recently in the Qantas flying-boat "Coriolanus." They were on their way back to Rotuma, via Fiji.

Mr. Low is a native of Mackay (Q.) and is manager of the Burns, Philip store on Rotuma. Rotuma, he said, had a population of only 12 Europeans, mainly missionaries, and about 3,000 natives.

After five months in Sydney, Mrs. Low, who is well-known to "PIM" readers as "Amel," was looking forward to the peace of Rotuma.

HANDBOOK ON ELLICE ISLANDS LANGUAGE

A HANDBOOK on the language of the Ellice Islands has recently been received from the Sydney publishers, Webbsdale, Shoosmith Pty., Ltd. It is written by D. G. Kennedy of the Western Pacific High Commission staff who, with the rank of Major, gave such notable service in the Solomons during the war, and was decorated.

Mr. Kennedy later supervised the removal of the Ocean Islanders to their new home at Rabi Island, Fiji Group, and was for some time District Officer on the island.

The handbook on the Ellice Dialect has been written primarily for the guidance of Government officers who wish to acquire a working knowledge of the tongue. Ellice is a branch of Polynesian, with Samoan affinities, but Ellice itself varies throughout the group. Kennedy's handbook deals with the Vaitupu dialect, which had been the medium of Government and missionary secondary education in the Group for many years. The text is simply arranged and the student should have no difficulty in assimilating the contents of the small volume. This should give him at least the rudiments of the language.

The cost of the book is 5/-; it is obtainable from the offices of the Western Pacific High Commission, Suva, Fiji.

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MAGAZINE SECTION

Territories Talk-Talk

By "Tolala"

IT would seem that the Canberra Citizens' Rights League has got hold of the right idea. Its members are seeking the intervention of UNO, under Chapter XI Article 73 of the UNO charter, which deals with the rights of non-self-governing territories. The idea is an attempt to force the Australian government's hand to give the ACT parliamentary representation. Once again the slogan rings out: "No taxation without representation."

The same tactics should and could be adopted by Territorians in Papua-New Guinea. In fact, Dr. Evatt, the champion of small nations and minorities, should be only too eager to assist non-self-governing and non-represented territories, such as ACT and TP-NG. But the odds are he'll be deaf to local petitions, and centre his attention on small foreign powers.

TALKING of UNO reminds me of a special spot of discord in the UNO ranks, which affected Australia in connection with the Territories last month, when Australia's draft Trusteeship Agreement for New Guinea was severely criticised in the Trusteeship Committee by such members as Russia, India, China, Mexico and Yugoslavia.

Boris Stein, the Soviet delegate, made the astounding statement that Australia had done nothing to develop the natives of New Guinea in the past 25 years, and this was more or less endorsed by other nations.

Territorians know only too well—and sometimes to their sorrow!—how quickly the natives have developed and been encouraged to do so by an idealistic Administration during those 25 years. But in politics—and particularly international politics—it's not always what is that counts, but what may be made to appear.

So here we have a section of the UNO members adopting an antagonistic attitude towards Australia's claim for trusteeship. This, no doubt, has been anticipated by Australia for some considerable time and would explain, in no small measure, the extremely indulgent policy launched by Eddie Ward in an effort to forestall such criticism as has been made by those nations now opposed to Australia's trusteeship.

It is a new angle on a vexed question, and may explain some of the crosses we have to bear.

I would prefer Boris Stein & Co. to any planter, miner or trader, at the moment trying to rehabilitate himself in the Territory, for refutation of the Russian canard.

ABOUT the time this UNO argument was going on in New York, Archie Cameron (Liberal member for Barker in SA) was all for dumping the Trusteeship idea—he wanted Australia to annex the northern islands.

"Australian public opinion," he said, "would not tolerate the intrusion of the United Nations, or any other authority, in the administration of the islands."

And he was about right, too. Smuts, of South Africa, has the same idea.

As a matter of fact, Trusteeships will

only prove to be pegs on which to hang objections and destructive criticism by opposing nations who know nothing of natives or the administration they should receive.

THE South Seas Regional Commission is meeting next month in Canberra and this organisation, undoubtedly, will have a big bearing on future Islands policies.

Main departments of the Secretariat are economic development, public health, education and communications. The advisers are to be economists, medical officers, anthropologists and other scientists, education experts, missionaries, as well as native representatives.

No word, so far, of some common or garden variety of practical planters and miners being included in the set-up—although to make it sure of success these should be numbered amongst the advisers.

BUYING old Army gear "with all faults" apparently means nothing to Brown Brother around Lae. One such successful purchaser found that the engine in his newly-acquired truck would not function. He saw the Kiap, who sympathetically explained the meaning of "all faults."

Couldn't the Kiap fix the engine? Have it done in the Government workshops? Sorry, nothing doing.

An appeal to Higher Authority, however, brought the terse order that the workshops should put the engine in running order.

Mr. Boris Stein, please note!

SNAILS or no snails, says E. J. Wauchope, recently in Sydney from a visit to his property at Awar, west of Madang, he's going back, despite the fact that his plantation is a "wipe-off." E. J. knows the Sepik area like the back of his hand, and had one of the finest plantations up in that district.

THIS is the sort of cock-eyed story which does a lot of harm:

"Education of natives in Australian New Guinea was even worse than under the Dutch in the East Indies." The author is one Harold Smith, Chicago Tribune's correspondent, who addressed a gathering in Chicago.

He could just as easily have compared the New Guinea educational system with that of the Philippines. Europeans arrived in the DEI back in 1509, while in New Guinea the first whites came along to settle about 1870 or so; and there's a vast difference in the mentality of the Indonesians compared with that of the primitive New Guinea man.

I often wonder if Canberra ever does anything about these impossible, libellous and unjustified statements, which invariably receive great publicity and reflect no credit on Australia. Maintaining a dignified silence in these days of ballyhoo and propaganda is altogether a bad policy.

BITS and Pieces: Bar soap in Australia is running short; one of the reasons: shortage of copra . . . The Bulolo people are getting a move on. The Upper Baiune power house is operating again;

and by June, '47, four of the dredges are expected to be working . . . APC drillers in Papua have resumed work and the bore—down to a depth of 5,400 ft. before the blitz—is said to be in good condition . . . To Peggy Gilmore that was (now Mrs. David McEvoy) a son on November 26 . . . Clare Cooper, president of the NG Women's Assn. in Melbourne, has been looking up old friends in Sydney recently. She's very bucked at the success attending the drive for establishing a scheme for scholarships for NG children . . . Option given by Enterprise of New Guinea G & PD Co., for the mine at £125,000, has not been exercised. It was given in November '45 . . . John Leeuwink Clark, of Hazelbrook, and father of Les Clark, passed away at Katoomba on November 25 . . . Maize seed, coconuts, peanuts, rice and pumpkin seed have been flown from Queensland to Bougainville where, according to a Sydney report, 20,000 natives are facing hunger. Local taro has been attacked by disease. What, no UNRRA?

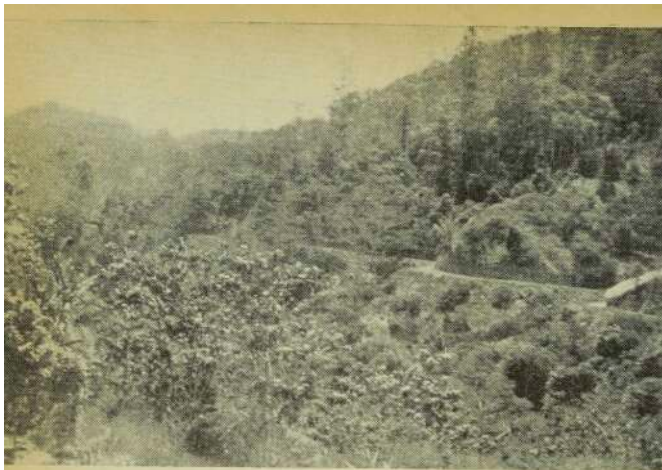
R. A. ROBINSON



"ROBBIE"—or to give him his proper name, R. A. ROBINSON—is known to everybody who ever lived in New Guinea. For many years he has been associated with Burns, Philp & Company and is the Big Firm's Senior Plantation Inspector in New Guinea. After narrowly escaping capture when the Japanese invaded Rabaul he managed to get to Australia and there joined the RAAF. His wide knowledge of New Guinea and the Solomons was quickly availed of and Robbie's experience and ability proved invaluable at Guadalcanal.

"Robbie" is one of the most popular men in the Territory—and the esteem in which all men hold him is deserved for his outstanding characteristic is his unselfishness. The full extent to which R.A.R. has given a helping hand to his fellow-men will never be known, for "Robbie" will talk about anything else on earth but himself.

Mr. James Fulford, formerly of New Guinea, has been appointed Merchandise Manager for Morris Hedstrom Ltd., at Lautoka, Fiji.

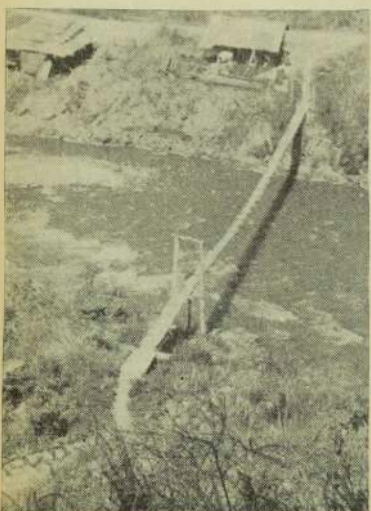


Part of the Wau Road. Photo taken from "Cliffside."

WAU ROAD

There and back by weapon-carrier, converted ambulance and jeep.

BY JUDY TUDOR



THE somnolent, gray clouds of morning had given place to one of Lae's rare fine days. Hazy blue sea; mountains standing out clear—beautiful, but forbidding; and golden sunshine.

We spent the best part of it at Milford Haven, the weather unnoticed, our eyes turned rigidly southward, across about two miles of turbulent, yellow water provided by the Markham River, which elects to enter the sea in that vicinity.

Milford Haven is no tourist resort; it is the "port" of Lae, invented and left behind by the Armies of the United States and Australia when they finished the war in that quarter.

The Haven is a small cove on the left of the Markham mouth; it affords slightly more protection to shipping than did the old open-roadstead north of the drome, but only slightly more. The Armies, from necessity, built a wharf there and long lines of pontoons made of iron tanks, and workshops and sheds; and the RAAF (presumably), had added a control-tower. Then they joined it by road to old Lae and the new military Lae beyond the drome and the Butibum River.

IN Army days, Milford Haven was probably the nerve centre of all local activity. To-day, except on the rare occasions when a ship is in, it is a picture of decay. The pontoons, rusted and twisted, rise and fall awkwardly on the tide; the buildings and control-tower are bleaching in alternate sun and rain, and falling into disrepair; huge pot-holes, of pond proportions, near the wharf entrance, are kept brimming by Lae's over-abundant rainfall. A derelict ship or two lies nearby and the beach is covered with the usual litter of tropical, slack-water beaches—dry coconuts and old palm-fronds, bits of drift-wood and dead leaves.

My companions—Mr. and Mrs. L. E. Ashton, from Wau—and I arrived at Milford Haven about 8 a.m. Alternately we: sat in the weapon-carrier, looked across the Markham mouth; wandered around the beach kicking coconuts; looked across the Markham mouth; sat on a log; looked across the Markham mouth; got back in the carrier . . .

About midday we retired to the doubt-

ful shade of the control-tower, with a large packet of sandwiches and a lukewarm bottle of beer. Then at regular intervals this sort of thing went on:

Me (rising, and peering across the yellow water): "I can see two black blobs on the far side. Would . . .?"

L. E. Ashton (also rising and peering): "No. Fishing canoes."

We would all subside. Then Mrs. Ashton, after a decent interval, would get up and her eyes, as though drawn by a powerful magnet, would also turn southwards. "Not a thing in sight," she would say. "Isn't it awful!"

The fact was we were looking for a barge. And this is why.

THE road from Wau to the coast was still a novelty. It had taken war and the Army and bond-buyers' money to give it to New Guinea—90-odd miles of it, only 20 of which (from Wau to Sunshine, below Bulolo) had already been built when war began. I must see it, particularly as the pessimists were already giving it a limited life. But due to a whole series of the exasperating circumstances such as only New Guinea, 1946, can produce, time was now a problem and I had only three days left in which to make the trip before I was to leave for South by plane. At last, in desperation I appealed to the Ashtons, then perfect strangers to me, and begged and was promised a lift in their weapon-carrier.

Now, in the years before the war, when the Wau road was often discussed, several alternative routes were proposed; but when the Army, as a matter of military expedience, decided to connect Wau to the sea coast by road, they chose Lae as the coastal terminal and took their route up the south bank of the Markham, from Labu. Labu is to the south bank what Milford Haven is to the north bank of the river. In between, as I have already indicated, there churns about two miles of muddy Markham water. It is impossible to bridge it—at least, at that point—so the gap is filled by barges, which act as vehicular ferries.

That is why the Ashtons and I gazed forlornly across that lonely water that fine day in October. Waiting for the barges that never come in. Or almost never.

THE barges, the Ashtons had said, as we drew up at the landing, were an unknown quantity. They did not run on a regular schedule and, as the one public contractor had recently gone out of business, the only ferry was being run by the Bulolo Gold Dredging Company.

Photographs at left show (TOP): Water for the radiator of L. E. Ashton's weapon-carrier before we leave Lae. Part of "Hotel Cecil" in background. (CENTRE): We waited eight hours for this. BGD barge at Milford Haven. (LOWER): Swing-bridge across the Bulolo River—"front gate" to "Cliffside," encountered first on a very dark night.



Mr. N. Neale's temporary "Izzy-Dizzy" at Wau. Original house left of centre.



A fallen Wau pine almost blocks the road between "Cliffside" and Bulolo. Planks at right for vehicles to pass.

The BGD obliged, when necessary, but if any of their own trucks happened along then they took precedence in order of crossing.

We had, I repeat, got to the landing at 8 a.m. A bystander, also waiting for a barge, said that the last had gone across about 7.15—there should be one back any time now. What was more, he added, there was a new operator starting that day and there should be two barges running. It looked hopeful; we relaxed.

By 10 a.m. there was a score of natives waiting to cross, a three-ton Administration truck and two BGD semi-trailers of tremendous proportions, each carrying six tons of iron piping. And away on the far side of the water, where we all fastened our eyes so intently, a thin bar of sand was beginning to appear.

"Ruddy tide's going out," observed someone. "Look at that sand-bar. Won't be any barge now till afternoon."

Let it be known that in these latitudes the tides follow no regular pattern. For weeks they are "in" then suddenly they go "out." This, of all days, was their day out.

AT 1.30 the unmistakable hullo of the boys heralded the approach of something. A barge—a BGD barge, of course. It took on the first six tons of piping—and there was scarcely room left to accommodate a billy-cart.

When asked, the bargeman said, sure, there was another barge-operator going into business that day. Where was he? Why, he was refuelling his engine.

We answered not, but we did a little muttering among ourselves. What had he been doing all morning while we waited for the tide to rise?

Our barge came at three; by 3.45 we had been decanted on the Labu shore. "We'll make it by ten, barring accidents," said the laconic L. E. Ashton (known all over New Guinea as "Lee," not as far as I could understand because his name is Leigh, but because of his initials).

The boy arranged himself in the back of the carrier with a half-ton of cargo. Mrs. Ashton and I took turns riding next the driver, with an alternative side-perch where the view was fine but the dust apt to be suffocating.

We were away.

The Labu-Wau road, considering terrain and climate, is an achievement in any language. And on New Guinea standards, it is a fine road, although in comparison with roads in Australasia, or even in other Pacific territories, it can best be described as an experience.

Under adverse conditions, I imagine, it can be a first-class nightmare.

It was bone-dry when we travelled it, and thick clouds of pale, fine dust rose from it and pervaded everything—hair, clothing, throat, nostrils and everything within and without the car. But along the length of it, and particularly on the lower levels, pot-holes of bomb-crater dimensions, created by some floundering vehicle in travail, were grim reminders that the road could be otherwise.

Conditions, moreover, can change in an hour. On the day following that upward trip, I went down from Cliffside to Bulolo, again with L. E. A. It had been hot and sunny on the way down at 2 o'clock, but a sudden storm had broken before we returned at 4.30, sending the Bulolo rushing angrily through its gorge, and adding further small gutters to the already pitted surface of the road.

Rounding a bend near Cliffside we came suddenly on a road-gang and a huge fallen pine tree blocking the way. The boys were trying to clear it by cutting a length off the butt-end, but they stopped work to place a plank on the offside edge of the road so that the carrier could squeeze around. There was about six inches to spare, but one false move and carrier and driver would have plunged down a couple of hundred feet sheer into the Bulolo gorge. I got off and walked around.

IN the two and a half hours of daylight left us after leaving Labu we followed the swampy road along level country where the Markham is forever eating into the road formation, then swung away over rounded, kunai-covered foothills. We looped up Red Hill, one of the steepest grades on the road, and down the other side; followed what is—for New Guinea—level country, for a few miles; through a village or two; then climbed again as the light faded, more villages on the spurs, and village gardens stretching away from the road sides.

We reached BGD's half-way house with the last flicker of daylight and there paused long enough to drink great mugs of tea that did something to dampen the dust in our throats.

THE night had now taken on a pitchy-blackness, accentuated by the mountains rising steeply around us. I now had the bucket seat next L.E.A. and,

(Continued on Page 45)

Photos at right show (TOP): BGD's office at Bulolo; later this building will be used as a store. (CENTRE): Bob Gay and Fred. Rose effect running repairs when something comes adrift in our open jeep. (LOWER): Journey's end. Leaving Labu for Milford Haven in a barge.





SAMOA.—Western Samoa is a New Zealand Mandate with a population of 65,000. Its future is to be decided by United Nations. Staple products are copra, cocoa and bananas, and rubber is also produced satisfactorily. Apia, the administrative centre, is spread along a coral harbour of the same name. The airstrip is 15 miles away.



NORFOLK.—An island of volcanic formation only 600 miles from Auckland, Norfolk is populated by the English-Tahitian descendants of the Bounty mutineers. The air link with New Zealand is to-day practically the only regular connection it has with the outside world. During the war it was a New Zealand air base.

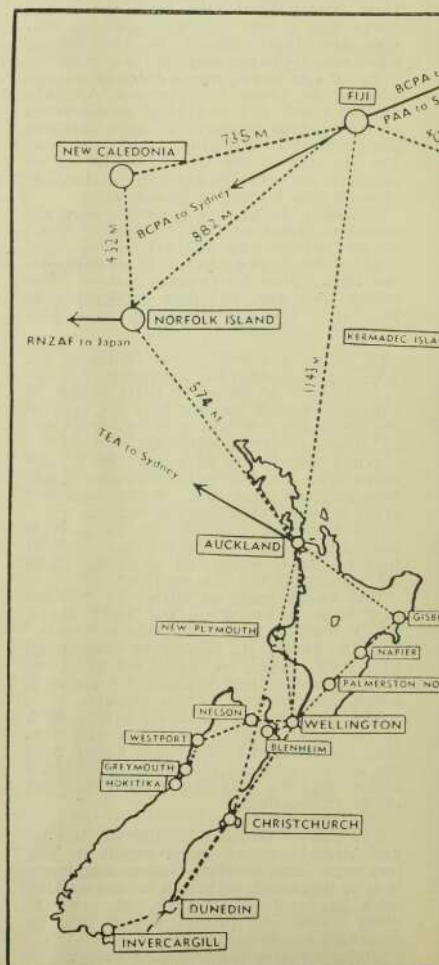


TONGA.—Queen Salote rules the 150 islands in the Tongan group under British Protection. Her kingdom of care-free Polynesians has been a united monarchy for 100 years, and is the only one in the whole Pacific. The capital is Nukualofa, on the island of Tongatapu. The palace can be seen in the right foreground of the picture.

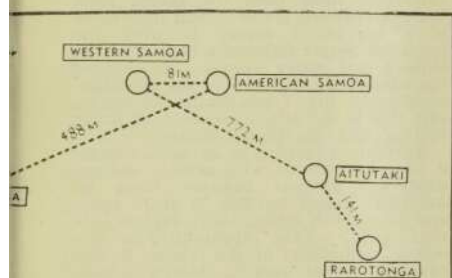
South Pacific

THIS interesting compilation, which has been published by a well-known Auckland journal, shows the air routes eastwards of Melanesia, have been linked up with New Zealand; while Tasmanian Airlines, Pan American Airways, and Qantas are working of establishing—direct connections between New Zealand and the Islands. Normally, the Groups in the area indicate a population of nearly 500,000. That figure includes some 100,000 while Asiatics—of whom well over 100,000 are now in balance. Air services now link Territories which years ago, depended for communication on the sea.

Under the stimulus of the new system of air transport, great trade developments within this region are being planned for manufactured goods and cold-climate produce between New Zealand and the Islands, and Australia, is concerned. Australia, with a great variety of goods in this trade because Australia has so many few Islands products which she can accept. New Zealand is now receiving careful attention, and the Islands communities.



communication, there are certain to be soon. The exchange of tropical products and stuffs, already an established trade between the Islands, is developing further, with benefit to all. The exchange of goods to sell to the Islands, is handicapped by the fact that the tropical products of her own, and there are many, are in exchange. But this angle of Islands trade and commerce should be good for the Islands.



services run by the RNZAF for the New Zealand National Airways Corporation link to Dominion to its neighbouring Pacific islands. An additional link is provided by Pan-American World Airways which operates a weekly service between New Zealand and San Francisco. But, every Monday a katoa of the RNZAF leaves Whenuapai on round-the-islands trip. There are four separate schedules, and each is operated on a monthly basis, which means, for example, that Rarotonga is visited once a fortnight and New Caledonia once a month. A further link is provided by a Sunderland of the RNZAF which leaves Auckland every Thursday for Fiji and makes the return flight on the following day. Arrows indicate the British Commonwealth Pacific Airline service, the Pan American line to San Francisco and the daily Tasman Empire Airways flyingboat link between New Zealand and Australia. Average flying times between main points are: Auckland-Norfolk 10 hours, Norfolk-New Caledonia 3, New Caledonia-Fiji 4½, Auckland-Fiji 8, Fiji-Tonga 3, Tonga-Samoa 3½, Samoa-Rarotonga 5. The map was drawn for clarity rather than geographical accuracy.



NEW CALEDONIA.—A French possession since 1853, New Caledonia is the main island in the colony. The mineral resources of the island are enormous, and apart from nickel and chrome ores, which are extensively worked, there are large deposits of iron, manganese and cobalt. Noumea, the capital, has a population in the vicinity of 12,000.



AITUTAKI.—With an area of only seven square miles, Aitutaki is one of the islands in the Cook group and comes under the administration of New Zealand. The airstrip was, in fact, recently taken over from the United States forces. Much of it is fertile and, apart from coconuts and oranges, tapioca is a noteworthy product.



Fiji.—Suva, with a population over 15,000, is the heart of Fiji. The Fiji islands are a British Crown colony 1100 miles north of Auckland. Sugar is the most important item in the economy of the group and for that reason the colony is of special interest to New Zealand, as imports of sugar from Fiji were worth over £1,000,000 in 1942.

Tropicalities

THE report that "Fiji's Indians may be repatriated," published in the October issue of the *Pacific Islands Monthly*, was re-published by the "Fiji Times." The "Times" referred it to certain Government officials in Suva, and the latter described it grumpily as "fantastic," and said they knew nothing about it.

On the face of it, the suggestion that 120,000 Fiji Indians, a great many of whom were born in the Colony, should be removed to India, is fantastic. That was how it appeared, in the first place, to the "PIM." But the fact remains that, since India was granted her new status in the world, and the unhappy war-time record of Fiji Indians has become more widely known, the repatriation plan has been under consideration in high Colonial Office circles—not in Fiji.

It is most unlikely, however, that the suggestion will be given effect to. It is more likely that the whole matter will be dealt with eventually by the South Seas Regional Commission, which will consider, in relation to both present and future, the extraordinary position of the fecund Indian community in Britain's biggest and best Pacific Islands Colony.

WHEN the *Mauī Pomare* returned to port in New Zealand recently, her captain reported that Falcon (or Jack-in-the-Box) Island in the Tongan Group had disappeared again.

Within the last hundred years, Falcon has been up and down many times and it is believed that the recent volcanic activity on Niuafo'ou may have caused its latest disappearance.

Of Falcon, the "Pacific Islands Year Book" says: "Maurella, the Spanish discoverer of Vavau, and the Frenchman, Laperouse, both observed a reef which was no doubt identical with the present site of Falcon Island. HMS *Falcon* observed it as a reef in 1865. In October 1885 it appeared as an island 1½ miles long and 153 feet high. . . . By April 1894 it was but a reef again. Early in 1896 the reef suddenly broke into eruption and cast up an island of pumice stone more than 100 feet high. This subsided again about three years later."

"In October, 1927, violent volcanic eruptions began again and were visible from Nukualofa about 45 miles away. As a result of this disturbance, the present island was formed 1½ miles long and 360 feet high."

During one of its appearances, late in last century, the Tongan Government optimistically annexed it, but the island immediately afterwards returned to the deep. When it reappeared in 1927, the then Premier (the late Prince Tugī) again landed and planted the Tongan flag.

Sir Harry Luke, while Governor of Fiji, landed on the island and reported that it consisted of hot ash and scoria, with the only living thing upon it a lone stunted coconut tree, struggling for existence in the middle of the island.—"MAC"

THE French and British authorities in the New Hebrides have re-named certain well known thoroughfares in Vila. They become "Winston Churchill Street"; "Rue Charles de Gaulle"; and "Rue Henri Sautot"—as a "token of honour and appreciation of their out-

standing services, in their various spheres, during the war." The belated honour done to M. Sautot (first French Colonial Governor to rally to General de Gaulle) is particularly noteworthy.

WHEN Mr. Harold Smith, of the Chicago "Tribune" returned to his home-town recently and addressed a meeting there, he said that Australians owed their comparative popularity in their Pacific territories to the racial tolerance and geniality of their soldiers. "But," he added, "I found a somewhat different story when I visited New Guinea. There had been an ugly riot in Lae, where grievances against Australian policy had boiled over."

"There also had been an uprising at Madang. That was put down by a stern, cold district official by sheer willpower."

"The official told me, 'You have got to be harsh with these natives, but you must be fair. You have got to make them fear you but respect you.'"

"This officer's district was the only one which had resumed copra production on its pre-war scale. This was accomplished because the officer had rebelliously disobeyed instructions from Canberra to cancel all wartime labour contracts before negotiating new ones."

Territorians will be diverted to see Colonel H. Woodman, District Officer of Madang, described as a "stern, cold official," and dished up as a ruthless putter-down of native insurrection for the edification of readers of the *Tribune*—whose anti-British sentiments often lead them to twist words to "make a trap for fools."

Another Madang official, who usually does not see eye to eye with his DO, has described Colonel Woodman's handling of the incident referred to by Mr. Smith as "masterly." Neither is there any outward evidence in the Madang district that the natives go in fear of their Kiap.

Mr. Smith has something to say about education also. This he asserts has been abandoned by the Australian Government and the educational field is being left entirely to the missionaries.

This will be news to New Guinea's Director of Education, W. C. Groves, who has been sweating over long-range plans for native education for months past.

THE forces of the United States, during the Pacific War, made many gestures of goodwill towards their British Allies; and, of all these, I like best the thing that occurred on Betio Islet, after the terrible, bloody battle wherein the US Marines took Tarawa Atoll (Gilbert Islands) from the Japs. When the invaders had been rooted out, it was time, to display the Stars and Stripes. But, first, the American Commander sent for a British official representing the Gilbert Islands Administration; and the American ensign and the Union Jack were hoisted simultaneously over that tiny island—British land, dyed red with the blood of a thousand very brave Americans.

Then, later, when the Americans learned of the cruel massacre on Tarawa of five British civilians and 17 New Zealand servicemen (coast watchers) they erected a memorial on which they inscribed these never-to-be-forgotten words: "In memory of 22 British subjects,

murdered by the Japanese at Betio, on 15th October, 1942. Standing unarmed to their posts, they matched brutality with gallantry and met death with fortitude."—R.

ONE day, almost exactly 60 years ago, the Auckland schooner "Olive" disembarked two young Englishmen, John M. Ellis and Albert Willis, and three Pacific Island natives, upon Hull Island, in the Phoenix Group. They were employees of John T. Arundel and Co., of London; and it was their job to survey the fertiliser resources of the Phoenix Islands, and plant coconuts. Their domain comprised eight barren islands, spread over 200 miles of equatorial sea, and they were the only inhabitants.

Captain Ross shook hands with Jack Ellis. "Now you are the king of Hull Island," he said to the youth. Then turning to the younger lad, he added: "And you are the Prime Minister!"

That incident was recalled recently when the "Prime Minister"—now Sir Albert Ellis, CMG, a member of the British Phosphate Commission—re-visited the Phoenix Islands. But what a difference he found there!

The coconuts planted on Hull, Sydney and Gardiner Islands, so long ago, have flourished, and made these atolls beautiful, and fit for human occupation. Gilbertese have been transferred from the overcrowded Gilberts, and now there is a flourishing colony of over one thousand people forming a district of the Gilbert and Ellice Colony. Another of the islands, Canton, is now an important station on the Trans-Pacific air route, and this is the joint possession of Great Britain and the United States.

Another, Phoenix, is notable because it literally swarms with rabbits—descendants of animals released there by American guano workers 70 years ago—and no one can satisfactorily explain how they exist. This, apparently, is the rabbit counterpart of the famous human community that lives by "taking in each other's washing."

Because the Gilbertese cannot easily pronounce Hull, Sydney and Gardiner, the atolls have been re-named Orona, Manra and Nikumaroro.

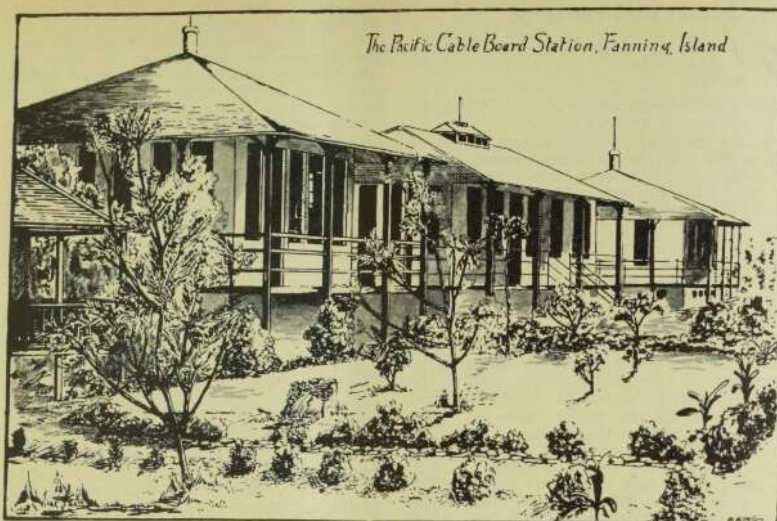
THE "pupu"—tiny snail-shells, three-eighths of an inch across—of Mangaia Island, made into necklaces, are now being sold from Honolulu to Hamilton, NZ, as tourist curio material.

Each little shell, when dried, has to be pierced separately with a blunt needle. And as it takes thousands of shells to make a dozen necklaces, at 7/6 a dozen, the work is hardly a paying proposition!

At present I am filling-in idle time by piercing shells for this trade. It is tiring to hand, eye and temper; but we of Mangaia, the ever-hard-ups of CI, cannot afford to neglect any chance of making a few bawbees.

So, while wet weather lasts, snail-catching is the order of the day, and there is a brisk demand for caustic soda, in which the "pupu" are bleached.—"ETL"

The cantata, "Esther," which was performed in Suva, Fiji, on November 11, was enthusiastically received by a large audience. The performance was given by the 100-voice choir of the Seventh-day Adventist Fulton Mission School. Most of the performers were Fijians; the remainder, Indians. The cantata was sung wholly in English which constituted a remarkable feat of memorising on the part of the students, most of whom cannot read the language.



COPPER STRANDS ACROSS THE PACIFIC

By Morwell Hodges

IN 1879—the same year that General Roberts occupied Kandahar and Kabul, and Prince Louis Napoleon was killed in Zululand—there was a man in Canada who conceived the bold idea of linking the Antipodes with the Mother Country by means of a British submarine cable spanning the Pacific Ocean.

At first his scheme was treated with derision. The British Government turned a deaf ear to the proposal. They were much too busy, they said, with the crucial state of affairs in Egypt and South Africa to bother about one man's fantastic dream of crossing the world's greatest ocean with strands of copper wire. Anyway, why be so concerned about linking Australia and New Zealand with England or anywhere else? Nothing of consequence ever happened in these remote and half-forgotten segments of the Empire.

But the man with the plan—or with the wild dream, as authorities in England were apt to call it—was a determined man. He was an Empire-builder, influential, and not accustomed to having his suggestions pigeon-holed. He held an important position in Canada. He was Chief Engineer to the Canadian Government Railways. His name was Sir Sandford Fleming. More was to be heard of him.

At this time Sir Sandford Fleming was viewing with justifiable pride, the day-to-day approach of the Canadian Pacific Railway nearer to the Pacific Coast. This railway crossed Canada from the Atlantic Ocean, and was running a neck-and-neck race to the west with the telegraph system of Canada.

ONE day, as Sir Sandford sat in his snowbound office in Alberta, thinking that, largely under his direction, one of the greatest feats of railway construction work in the history of man was nearing completion, the thought suddenly struck him: "Why stop with a railway in Canada? Why link England only with her dominion across the Atlantic? Why not link her by cable with her Pacific Ocean dominions as well?" He obtained a map of the Pacific Ocean and from point to point drew up a plan of how this could be done—and done in British territory.

Thereupon he took pen and paper and petitioned the British Government as follows:—

"If these connections are made we shall have a complete overland telegraph from the Atlantic to the Pacific coast. It appears to me to follow that, as a question of Imperial importance, the British possessions to the west of the Pacific Ocean should be connected by submarine cable with the Canadian Line. Great Britain will thus be brought into direct communication with all the greater colonies and dependencies without passing through foreign countries."

AT the Colonial Conference in 1887, and at postal and telegraph conferences in Australia and New Zealand, there was a strong opinion in favour of Sir Sandford Fleming's proposal. At length the British Government was compelled to sit up and take notice. No longer could the matter be shelved. The antipodean dominions were not so docile after all. They clamoured to be heard. And heard by means of a cable spanning the Pacific.

Canada joined forces with Australia and New Zealand in advocating the scheme, and the Home Government promised to take action. This promise came to nothing for some time, but was repeatedly renewed. Again the Colonies grew restive. There was a hint too that foreign powers were interested. Germany, for instance, had vast interests in the Pacific.

At length Canada determined to take the bit in her teeth, and at a Colonial Conference held at Ottawa in 1894, the Canadian Government made a practical move by calling for tenders for the construction of a trans-Pacific cable line. When the tenders came in, they were so much below the anticipated figures that Canada was then and there prepared to go on with the scheme alone.

News of this reached England like a bolt from the blue, and caused numerous heated debates in Parliament, and an influential body known as the Association of Chambers of Commerce of the United Kingdom was spurred into action.

IN May, 1895, the Association waited on the Prime Minister (Lord Rosebery) and urged immediate action. In 1896 a Pacific Cable Committee was appointed with the then Under Secretary of State for the Colonies, Lord Selborne, as chairman, and representatives of Canada, New South Wales and Victoria as well as the British Government. No time was lost in furthering the project. A satisfactory agreement was reached between the governments as to ownership and conduct of the proposed cable, and in 1901 the Imperial Government passed what was known as the Pacific Cable Act "to provide for the construction and working of a submarine cable from the Island of Vancouver to New Zealand and to Queensland."

Construction work was completed in October, 1902, and the line was opened for public traffic on December 7 of that year. It became known as the "all-red route," and new sections were added as time went by.

Eventually the tentacles of the Pacific cable were spread as follows: From Bamfield to Fanning Island (3,458 nautical miles, the longest continuous stretch of cable in the world, and lying at great depths, the soundings for much of the route being from 2,800 to 3,400 fathoms); Fanning Island to Suva (2,043 n.m.); Suva to Auckland, laid in 1923 (1,253 n.m.); Suva to Norfolk Island (882 n.m.); Norfolk Island to Southport, Queensland (837 n.m.); Southport to Sydney, laid in 1923 (510 n.m.); Norfolk Island to Doubtless Bay, New Zealand (519 n.m.); Doubtless Bay to Auckland, laid in 1912 (199 n.m.); Auckland to Sydney, laid in 1912 (1,251 n.m.); Bamfield to Victoria, Vancouver Island, laid in 1914 to provide an alternative route to the landline across Vancouver Island (106 n.m.).

The cable was a payable proposition from the start, but its value to the Empire was not fully realised until the outbreak of the First World War in 1914, when it carried expeditiously, accurately, and with the utmost secrecy, correspondence of vital importance to the British Government and the governments of the overseas Dominions.

THE only serious dislocation of the cable service occurred on September 7, 1914, when the German cruiser "Nurnberg," flying the French flag, approached the Fanning atoll. An armed party was landed on Fanning, the cable was cut and much of the apparatus destroyed. The severed cable ends were hauled wide apart at sea, making the task of locating them again extremely difficult.

When the "Nurnberg" departed, the staff bravely essayed the task of restoring communication, and one member, wholly inexperienced in overcoming such a problem, devised a grapnel from an ordinary pickaxe and, working in shark-infested waters, succeeded in raising the cable ends from the sea. The gap between them was bridged with covered wire and temporary contact, sufficient to make known what had happened, was gained with Suva.

The cable repair steamer "Iris" was immediately despatched from Auckland to Fanning and soon the cable was operating again. Subsequently Admiral Sturdee's squadron wrote finis to the "Nurnberg" in the battle off the Falkland Islands.

DESPITE the advent of wireless, much of the world's intelligence is still transmitted along the ocean beds. The cable is reliable and is not affected by atmospheric disturbances. It takes about an hour to send a message by cable from Australia to England. Owing to an elaborate checking system, mistakes in transmission are extremely rare.

FIJI'S TWO WARTIME MYSTERIES

(By Ex-Sig.)

THE outbreak of war in 1939 produced its full quota of spy scares and minor mysteries in Fiji as well as in other parts of the Empire, and there are two of these mysteries, afterwards exploded, which are probably known only to the few immediately concerned—the military authorities and some members of the then newly formed signal unit of the Fiji Defence Force as it was then called.

Early in the career of the signal unit, listeners with the home-made radio equipment then in the possession of the outfit started to pick up regular radio signals on an unusual wavelength—the signals always consisting of groups of figures.

The equipment we had in those days was generally makeshift, and the home-made sets mentioned had been turned out by an NCO who in civil life was a radio mechanic. They were portable, and sometimes they worked, sometimes they didn't—especially the transmitters.

The first we, in the Signals knew of anything interesting afoot was one night at the close of the weekly evening parade when Captain (now Colonel) Donald Junor, the O.C., called the unit non-coms

into the orderly room and told us we were going on a stunt.

Radio gear was packed into a couple of cars—the signals unit was notorious for the number of private cars owned by all ranks—and the party hied itself to the Indian school-grounds, on the brow of the hill overlooking Suva Point.

There a radio was set up, with directional loop, and the late Noel McNally, once a New Zealand Railways Telegraphist, and consequently expert in the code, adjusted the headphones and listened when the figure-sending station was nicked up. Mac wrote down the figures, for all the use they were—while another member of the party slowly moved the loop till Mac indicated the loudest signals.

The rest of the party then got down to it with an ordinary map, prismatic compass, etc., and plotted a bearing on the line indicated by the loop aerial.

Then there was a general move to another location—this time on the waterfront road between the Point and Suva, and the process repeated. The station obligingly continued to send. Once more, a somewhat primitive directional plot was made, and everybody wanted to have a

look-see at the map, to find out where the two plot intersected.

On the large-scale map it was an easy matter for the skipper to pinpoint the intersection, and off the cars went again, this time in the direction of the Point, and the vital square on the map.

The cars were left some distance from the selected spot, and members of the party closed in as quietly as Army-issue hob-nailed boots would permit.

It looked too good to be true. On what must have been just about the exact spot indicated on the map there was a small shack, obviously Indian-owned and occupied; and above it was an unusually large radio aerial—it looked very like a professional job.

The raiding party—which it had now become—took up strategic positions around the building, and Don Junor, accompanied by the radio expert, Les Emery, knocked loudly on the door.

A startled, night-shirted Indian opened up, evidently wondering wildly at the midnight visit of the soldier sahibs. He made no demur to a search and Junor and Emery had a quick look through the tiny shack.

Rather to our disappointment, the only radio equipment in the place was a very ordinary receiver.

It was not until some time later that the powers-that-be discovered that the signals so eagerly tracked were really emanating from Radio Noumea. I am no radio expert, and I don't know yet how it worked out that we should pinpoint that Indian shack at Suva Point.

THE second mystery was a case of the joke being on the military in general, Signals in particular. This was another instance of unidentified signals being picked up; but none of the town's best Morse operators was able to decipher them.

However, there was little doubt in the minds of any who heard them that the staccato stutterings which came over the air at certain times were signals of some kind.

Some of us even started studying Japanese Morse code in case they were Japanese signals; but still the combinations defeated the experts.

However, the authorities decided that a regular watch should be kept, and members of the signals unit were conscripted for the job of watch-keeping.

It was all very hush-hush. There were two watch-keepers on duty at a time, if I remember correctly—and they had to proceed separately and inconspicuously in civilian clothes to the home of Mr. H. D. Walcott, who had a good set, on which the signals were being picked up regularly.

There the signalmen listened night after night—presumably for anything which might prove intelligible.

The watch went on for some weeks, and then, without any warning, was called off—another anti-climax.

Someone else had tracked down the mystery "transmitter."

It appeared that the "signals" emanated from a fault in the teleprinter line connecting the radio station at Suva Point with the office of Cable and Wireless, Ltd., in Suva, the effect being that every time the operator at the Point typed a routine message, a series of unintelligible clicks and pauses radiated from the line, to be picked up on a sensitive receiver.

When the Presbyterian Synod of the Maritime Provinces of Canada met recently at the First Presbyterian Church, Picton, they commemorated the centenary of the sailing from the Pacific Coast of the Rev. John Geddie to the mission in the New Hebrides.

PEARLERS



Pearl shell being sorted (left), a 1 Thursday Island, where the post-war revival of the industry has begun. Shell is now worth £625 a ton.—Photo by courtesy of "Courier Mail."

WAU ROAD

(Continued from page 39)

in spite of the continual curves, the ascents and descents, the pot-holes and the loose stones, I kept falling asleep, to be jerked back to consciousness again as we charged next into a stream, or one of the Ashtons said "That is the Wampit, down there" or "This is Zenzag" or "The Watut" or "That's the Bulolo, now."

The rivers seemed to me to flow along inky chasms that might have been anything from two to two hundred feet deep, nothing was real except the bouncing carrier and that portion of the road before us, illuminated by the headlights. Then we came to Bulolo township—a blaze of electricity as bright as a Luna Park in a desert of darkness. But no one was around and we went through without stopping.

I now roused myself sufficiently to think about my hostess. I had met neither Mrs. Doris Booth, of "Cliffside" with whom I was to stop, nor her brother Norman Wilde, nor his wife. But I had had a letter from Mrs. Booth, which concluded by saying: "Don't bother to write—just arrive."

I hadn't written; but I certainly was arriving. I hardly thought that Mrs. Booth had been thinking of this hour when she wrote that note.

We rounded a bend in the gorge and there ahead and above us was a light. "Cliffside," I was told. We had arrived.

While the carrier was garaged on the road side of the river I was instructed to go ahead. "You'll hit the bridge over there, and some steps."

I went ahead, and hit the bridge. Then the bridge hit me. It was a swing-bridge, and it bounced back with every step I took, while the dark Bulolo, laughed like a mad thing down below.

On the other side there were steps—many steps. I followed them up into the blackness, beckoned by the brilliant light from above, I tottered across a lawn and came to a house, and the bright light, and behind it an even brighter voice. "We were expecting you," I was told.

I guess I looked like something that had recently emerged from the good earth. From my shorts downwards I was powdered with dust; my hair was gray with it and my face caked.

But there was whisky and tea and sandwiches, and the sort of house they had forgotten in Lae, and a bath—and a bed, a blessed bed into which I sank promptly and slept. Occasionally I would half-wake, feel the weapon-carrier still climbing mountains; then I'd hitch the blankets further up (it's a two-blanket climate up there) and sleep some more.

TO Wau we went next morning in Mr. Wilde's sawn-down ex-Army ambulance. Like Lae and Salamaua and other New Guinea townships there is little of the old Wau left. The drome is the same, and "Izzy-Dizzy," the old home of Mr. Norman Neale, perched on a hilltop, is recognisable. But it is only the shell of a house, and uninhabitable; the Neales live temporarily in a small house on a spur behind their original establishment.

In the township area, nothing remains but the shrubbery—crotons, bougainvillea and hibiscus and other tropical flowers grown into a jungle.

Destruction in Wau, however, was not due to fighting but to an enthusiastic scorched-earth policy which effectively reduced Wau to a shambles. Such fighting as there was, when Australian troops were hurriedly flown in to deal with infiltrating Japs in February, 1943, took place near Wilde's coffee plantation—and the plantation still flourishes.

Wilde (pronounced Vild-e, and not to be

confused with my hostess's brother) is a German. He was interned during the war, and his plantation is now under option to Messrs Colin Tomkins and P. Jensen. They grow the best coffee I have ever tasted, and have exported over 14 tons of it to Australia in the few months they have been in operation.

In common with the rest of the Territory their problem is labour. They are at present employing 40 Kukukukus to pick berries—a new experiment in native labour. The Kukukukus are extremely primitive and semi-nomadic. They were never used previously as workers.

Many residents have now returned to the goldfields area; but, except for those employed by the larger mining companies, most are biding their time, hoping that

the labour position will ease and that mining machinery will become more easily procurable. In the meantime, they plant sweet-potatoes and vegetables and live, apparently, on War Damage Insurance payments or other resources.

IN contrast to Wau is Bulolo. Bulolo was subjected to the same ruthless scorched-earthing as was Wau, but BGD are going ahead with rehabilitation in a way that reflects sharply upon the long-range scientifically-planned schemes of the Administration, for most aspects of future New Guinea life. Discussion of Bulolo's progress is dismissed all over the Territory with the assertion that it is "an American company—and Americans know how to get these things done!"

Whether there are Americans or Aus-

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traliars or men from Mars behind Bulolo's rehabilitation plans. It is idle to suppose that their progress has been made effortlessly; the problems and obstacles that they have faced and beaten

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are known only to the executive heads of Bulolo, but one can imagine that they were considerable. The point is that BGD are working to an organised plan and getting things done; the rest of New Guinea rehabilitation is still at the talking stage.

BGD first rebuilt their power station at Biune and brought power and light to the township; next, they got their saw-mill going and, from the beautiful local pine, are sawing timber for the new buildings.

In a joinery department next the mill, pre-fabricated houses are being cut and many of these are already being erected in a horse-shoe above the executive centre of the town. When the town is complete it will cater for all the requirements of native and European employees in a model community which even the critical Administration cannot fault.

Many of the buildings have already been finished, and Mr. J. D. Simpson, the manager, showed me around with justifiable pride. In the almost complete hospital we met a large, round, jolly-looking man in shorts and little else, who was equipped with a tin of paint and a brush. I somehow missed hearing his name.

When we were outside again I asked: "Do you have a full-time doctor here then?"

"Why yes, that was the doctor you just met. Dr. Carl Gunther," I was told.

"Great Heaven," I said, incautiously, "I thought he was the painter."

Mr. Simpson yelled back through a window: "She thought you were the painter, Carl!"

The doctor had his head down painting a hospital bed with white enamel. He waved a brush at us. "So I am," he said, "for the moment."

BGD's answer to the labour shortage is to make their community as fully mechanised as possible. Where before the war they employed 1,400 natives, now they expect to employ not more than 600. Every electrical and time-saving gadget is to be installed in the messes and kitchens, and hot-water services and mechanised laundries will do away with a legion of personal servants.

It was due to BGD kindness that I was able to make my return journey to the coast on schedule. When asked about transport Mr. Simpson thought for a moment and then said that there would be a jeep going down the next day. "Bob Gay has to catch your plane to Moresby—and he wants to go down by road. You can go with him and Freddie Rose."

In the course of conversation next day I gathered that Mr. Gay had a marked preference for going to Lae by plane; I wondered if he had been diverted from his purpose in the name of BGD hospitality.

L.E.A. again rose to the occasion and delivered me early at Bulolo. From there I and my new travel companions set off in a jeep—an open jeep which its fond driver described as "fresher, somehow." I'm still wondering what he meant exactly.

I lashed my hat on with a piece of cord and put on a pair of sun goggles but I can thoroughly recommend the speed and efficiency of the one-day suntan treatment I got on that occasion. Not even a capricious Southern spring has been able to remove it entirely.

BUT my jeeping companions were good companions and the driver, like most New Guinea drivers, a wizard. He could carry on an animated conversation covering most things on earth, the while he urged that jeep up mountainous inclines, through creeks, and everlastingly around corners and pot-holes.

Now the road was revealed to me in its full glory and I could see the bumps I had merely felt on the night journey. It would for the most part through uninhabited, dry-brown kunai hills with only an occasional swing-bridge built at an angle of 90 deg. from the road and with a pot-bellied sag of its decking, to break the monotony.

We climbed to Zenag, over 4,000 feet above sea-level, and the highest point in the road. Here there was a cool breeze, in marked contrast to the stifling heat in the tight, kunai valleys. The air is invigorating, and the scenery majestic, and Mr. Mick Leahy (who runs the

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Morobe Transport Company and does most of the cargo freighting along the road these days) has thought of building a hotel at Zenag.

An argument as to whether it would or would not be a good thing for transport drivers to have a place of refreshment so close to a dangerous road, kept us occupied until we reached BGD's half-way house.

The men had brought a half-yard of steak with them from Bulolo's freezer, and the cook-boy grilled it with tomatoes for our lunch.

Then back again to the dusty, snaking road we went—a road which I began now to recognise from the forward journey. More climbs, more bridges, more twists everlasting. Past transports toiling upwards, past vehicles abandoned months before, where they had broken down and never been removed, past villagers and village gardens and a few boys working on the road, back to the Markham and a mile of track constructed of sawn timber and wire mesh, to keep it out of the swamp.

AND so we came to the end of the famous road. Dusty and rough and, in parts, neglected it may be; but, withal, it could be the lifeline of what some day must be the resuscitated gold-fields area, and the Lae hinterland. Mechanised maintenance equipment is needed urgently, but on the whole the road is less fearsome than it might be. The Army did the job well.

Labu showed up for afternoon tea—and a barge was waiting. No delay this time. The tide, they said, had been in all day.

Big Money Earned by Torres Strait Islanders

From a Brisbane Correspondent

ACCORDING to the report of the Native Affairs Sub-department (Queensland) for year ended June 30, 1946, practically 700 Torres Strait Islanders were employed in the marine industry gathering pearl-shell and trochus-shell, and of that number, about 100 were employed on boats owned by registered pearling companies.

The balance were engaged gathering marine produce with their own boats.

Torres Strait Islanders, the report stated, possessed 32 pearling vessels, and that fleet, which was controlled by the Department of Native Affairs, was the largest individual fleet engaged in the industry in Australia.

Pearl-shell was now fetching approximately £600 per ton, compared with £200 pre-war, and trochus-shell, £93 per ton, compared with £80 pre-war. With such high prices, Islanders, under their piece-work system of employment, were earning three to four times more than the basic wage determined by the Queensland Government for the employment of Islanders and aboriginals with private companies.

About 40 aboriginals, apart from Islanders, were employed in privately-owned boats. Every available able-bodied Islander was reported to be in the armed forces during the full period of the war with Japan.

The Torres Strait pearling fleet commenced to operate on January 1, 1946, and since then, the Islanders have sold produce to the value of £66,000, representing 301 tons of trochus-shell and 53 tons of pearl-shell.

Mrs. Rodger Brown, recently left Australia for New Britain. She will rejoin her husband, the Rev. Rodger Brown of the Methodist Mission.

COCOA ALLOCATIONS

REVISED international allocations of cocoa which were published in London in September were as follows:

Of the allocation to the United Kingdom of 100,840 tons, 97,000 tons will come from British West Africa, 2,340 from the British West Indies, 500 from Western Samoa and 1,000 from Latin American countries.

Allocations for the United States will consist of 60,000 tons from Brazil, 3,580 from the British West Indies, 120,000 from British West Africa, 20,000 from French West Africa, 500 from the New Hebrides and 54,750 from other Latin American countries, making a total of 258,830 tons.

—From the "Public Ledger."

Miss A. M. Uphill, of the Methodist Mission, Fiji, is at present on leave in South Australia.

Dr. A. Hoeger, of the American Lutheran Mission, New Guinea, was one of 75 women doctors who served with the American forces during the war. She is at present on leave in Australia but expects soon to return to medical missionary work in New Guinea.

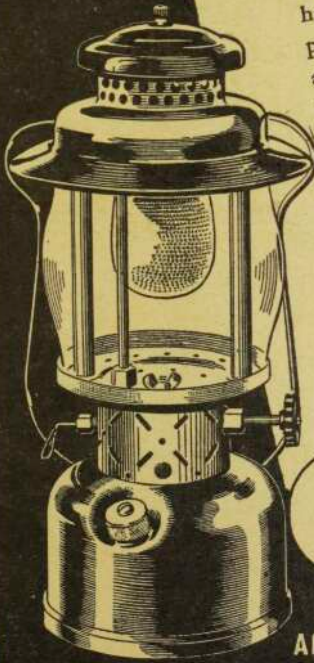
The Rev. and Mrs. Maurice Nixon of the LMS, have now returned to Papua after furlough in England.

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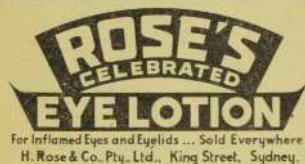
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Mr. H. C. Corry, of Ivatu Plantation, Guadalcanal, plans to return to the Solomons in January. He has been living in Sydney for the last six months since he resigned his commission in the BSI Labour Corps. Although the outlook for the old BSI planters seems as hopeless as ever, Mr. Corry intends to go back and at least look the ground over.

Sister Jean Christopher, of the Methodist Overseas Mission recently returned to her work in New Britain. During the war she was a POW in Japan.



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Site of Cession Memorial

THE accompanying photograph is of the Deed of Cession Obelisk, Suva, as it looks to-day (Cession Day, 1946), the old Government buildings having been demolished.

In August, 1946, there was quite an outcry in the local press regarding the suggested removal of this Deed of Cession memorial. As this monument was created by the Fijians, and all the inscriptions are in Fijian, it was rightly felt that the Fijian people should have the biggest say regarding the site of this memorial.

For the older Fijians this site has many memories, and among the younger generation there are those who realise the need for keeping the memorial where it has stood since the days of Queen Victoria, as a silent witness to the Deed of Cession.

The suggestion that the site should be reserved as a park, in memory of Cpl.



Sefanaia Sukanaivalu, VC, should meet with many supporters—even if the proposed cathedral has to be reduced in size or built elsewhere.

I am, etc.,

Suva, Oct. 10. FRIEND OF FIJIANS.

The Cession

Written for Cession Day (Oct. 10, 1946)

It was not Conquest, but a Cession,
In mutual, willing confidence,
Giving sovereign guardianship, not possession.
That is Friendship in its noblest sense.

A pleasing record of our olden days;
A trust, that all the world might see,
Britain the Guardian of a Nation, loyally prays,
That these, our isles, shall be for ever free.

Of old, Fijians, trusted Britain's Queen—
Thus was the famous Cession made.
In war, we've surely felt the link between,
Both fighting for Great Britain unafraid!

So may we justify this faith for ever,
With Fiji's people—trusting thus—
Let no alien hand this strong tie sever,
Or mar the mutual faith 'twixt them and us!

There are a hundred battles still to fight;
But God whose name is Love, is strong;
He'll bless all those who strive to follow Right,
Fighting consistently against all wrong!

—H. B. R. PARHAM.

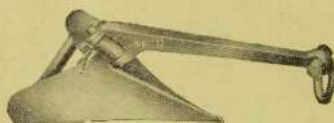
Suva, Fiji.

Mr. W. A. MacGregor, of Wewak, New Guinea, is at present a visitor to Sydney and Grafton. He has been acting as ADO in New Guinea, but he now has resigned from the Administration service, in order to engage again in gold-mining. He is returning, very shortly, to the Sepik country—in which primitive region he does not expect to encounter the shortage of native labour that is paralysing the more settled parts of the Territory.



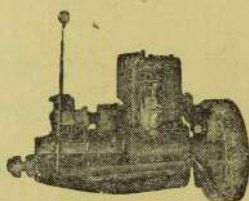
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A photograph of Pastors of the LMS and their families, taken recently in Suva, by Caines' Studios. They have only recently returned home after serving in the mission fields in Papua and the Ellice Islands. Pastors, standing from left to right, are: Maeli (Ellice), Sapania (Papua), Iate (Ellice), Siu (Ellice), Rev. S. V. Wightman (Suva), Josefa (Ellice), Founuku (Ellice), Tanila (Papua), Matatia (Papua).

SAMOAN MISSIONARIES IN PAPUA

"John Williams" Brings Long-Awaited Relief

From Our Own Correspondent

Apia, October 20. THE well-known LMS Mission vessel *John Williams* V, an auxiliary schooner which has been servicing LMS stations in the Ellice, Gilbert and Tokelau groups since about 1931, has been far off her beaten track. She has just returned to Apia after travelling as far west as Daru in Papua.

The *John Williams*, under Captain Stanton Page, sailed from Apia on July 22. Her accommodation was crowded

with 14 Samoan missionaries and their wives, who were en route to relieve the Samoan teachers and missionaries in Papua, where—owing to wartime conditions—they had had up to eight years of constant service.

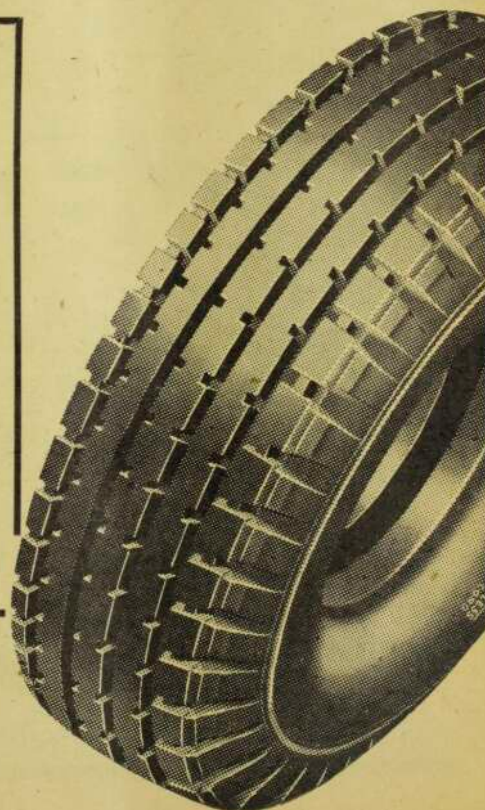
It took 13 days for the ship to reach Samarai. Thence she went to Suva Island, Fife Bay (where she loaded timber for a new mission station at Mailu), Hula, Kapakapa, Port Moresby, Delena, Moru, Orokolo and Daru.

In all these places she dropped the new missionaries and picked up the old; and when she left Samarai, for Apia, on September 4, she carried nine Samoan missionaries, with their wives, one widower, two widows, and 21 children. They had head-winds and rough seas; but the whole 42 arrived in Apia safely on October 1, wild with excitement to see again their beloved homeland.

The leader of the returning party is Pastor V. Ekeroma, a splendid type of intelligent and well-educated young Samoan, speaking fluent and excellent English. He stated that the Samoan missionaries were working in the South-Eastern division of Papua and that he himself was stationed not far away from the scene of the fighting at Milne Bay. Lawes College, where Rev. Nixon was in charge, is only about 40 miles from Milne Bay. None of the mission stations in charge of Samoans was damaged or in the battle zone. The Papuans were steadfastly loyal to the Allied cause and hated the invading Japanese.

The splendid work of the Samoan missionaries in Papua during the war years was commended by the Head of the London Missionary Society in London, who expressed appreciation in a special letter to them.

Most People throughout
the British Empire
ride on
DUNLOP
TYRES



Native Problems of Modern New Guinea

An Unbiased Survey by an Expert

S. W. REED, an Instructor in Sociology of Yale University, spent about a year in Mandated New Guinea (1936-37) and, as a result of very thorough investigations, consisting of personal observations, interrogations of local residents and a close study of the Territory's literature, he has written a comprehensive survey of the Territory—sociologically, economically and culturally—in "The Making of Modern New Guinea" published by the American Philosophical Society (1943) and issued in co-operation with the International Secretariat, Institute of Pacific Relations.

The survey covers the physiography and aboriginal cultures of the Territory; development of European control; the beginnings of permanent contact (1872-1884); native administration during the German regime (1884-1914), then during the Australian regime (1914-1940), divided into military and civil administration. Follows then a survey of the economic prospects; and, finally, Modern New Guinea—the genesis of a new society.

Three instructive appendices deal with "The Language Adjustment: Melanesian Pidgin;" Port Breton (a tragic chapter in tropical colonisation); and Population Figures for 1921-1938. There are extensive foot-notes, quoting the authorities for statements and opinions expressed, and illustrating the thoroughness with which Mr. Reed has carried out his work.

The outstanding feature of the book is the record of gradual influence which European contact has had upon aboriginal cultures and the sociological adjustments which have resulted. This contact between the invading European and the

most primitive native is traced for the period of a century—from 1840 to 1940—showing the trading, planting, recruiting and missionary contacts and their resultant effects upon the natives.

REGARDING the question of the decline of native populations, he says: "Much has been written regarding the alleged decline of populations in the South Pacific prior to European contact. Although certain of the islands may have shown evidence of such a trend, the complete absence of census data from aboriginal New Guinea prohibits the acceptance of any final conclusions. Nor is there evidence to show that the pioneer whites introduced new epidemic diseases which decimated the population. Certainly, however, the natives did not become 'supine and nerveless' when the 'debased brutishness' of their culture felt the impact of new values through contact with whites."

On this subject he quotes Professor S. H. Roberts' "Population Problems of the Pacific", and says: "Roberts' otherwise commendable summary of the native problems of the Pacific Islands is marred by his too ready acceptance of antiquated opinions—such as that of W. H. R. Rivers—concerning alleged psychological determinants of population decline."

Concluding his chapter on "the Beginnings of Permanent Contact: 1872-1884," he writes:

The history of European colonisation has been interpreted in terms of land-hunger. The story has been facetiously summarized by saying: "When the white man came he owned the Bible and the coloured man the land. In time the white man became owner of the land and his coloured brother owner of the Bible." Although this neat exchange seems to have taken place in many parts of the world, it does not hold true in New Guinea. For in New Guinea to-day the coloured man still

has the great preponderance of his land and, if he wants it, the Bible, too.

AFTER reviewing the system adopted by the German government in its contact with the indigenes Mr. Reed carefully examines the steps taken by the Australian military and civil administrations. Referring to the much-discussed indenture system of native labour, he writes:

"It is not our duty to decide whether or not the indenture system is the best measure for getting work from an irresponsible and unskilled labour body: it is simply the adjustment which has suited most of the needs of Europeans and natives alike. The natives themselves prefer it to be the only alternative, i.e., casual labour, for they are conditioned to work for Europeans away from their native villages. They also have become thoroughly accustomed to receiving their wages (except for monthly pin-money called 'current wages') in a lump sum at the end of their contract. They fully realise that they could never save the money unassisted. Only in recent years has casual labour been resorted to by natives in lieu of indentured service, and this phenomenon is primarily confined to the larger European settlements. Out of this variation new problems of administration are arising, for casual labour has no traditional codes of its own. It is, in fact, a revolutionary development which may eventually supplant the indenture system."

And then he gives a very comprehensive summary of the NLO of 1935 and the NLR of 1935. "Despite the fact," he writes, "that the labour laws are never perfectly observed, there is, in my opinion, a remarkably high degree of conformity to them. This is attributable in no small measure to the devotion to duty exhibited by the District Officers and their subordinates."

He then goes on to deal with health and



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education measures adopted by the Government officials. Referring to the injections of novarsenobillon he quotes the late E. D. Eve as telling him of villages entered by him for the first time being anxious for the "needle". "Eve said that knowledge of these inoculations has diffused among countless tribes in the Sepik district who have never seen a white man... He said he would have perfect confidence in his safety among the most remote tribes if he were armed simply with a hypodermic syringe."

IN summing up the economic prospects of the Territory, he writes:

It must not be assumed that the creation of new demands and needs is accomplished simply by showing natives all the wonders of Western manufacture. They must be given visible proof of their benefits and an opportunity to acquire them.

The essentially unchanged list of things the native purchases—tobacco, matches, calico, cheap iron utensils, and ornaments of several kinds—must be co-related with the static character of the wages which he now receives and has received for decades. Furthermore the laudable aim of the Administration to keep native societies alive and functioning with their former vigor serves as an additional check on their rapid assimilation of European wants.

These are fundamental realities which critics of the "unprogressive nature" and "backward character" of natives would do well always to bear in mind.

Obviously no simple solution, such as doubling native wages by legislative fiat, can hope to raise native production and consumption to the point where natives themselves and European managers and entrepreneurs will be fully satisfied. And the system of paternalistic peonage under which they are now employed will, in the ordinary course of events, continue for some time to come.

But if the full implications of the "sacred trust" are fearlessly accepted, not only by those in positions of authority but by all who hope to profit from the development of the Territory, New Guinea still holds high promise of becoming a uniquely successful experiment in civilisation.

SPEAKING of the importance of individual contact between white and native he points out that "natives are quick to distinguish in Europeans those personality traits which they respect or admire, as well as those which they dislike or do not trust." Continuing he writes:

On the Sepik River, where the native cultures set a high value on aggressive and truculent behaviour, one Government official, known by the natives to be in constant fear of attack, received little or no co-operation, either from his native police-boys or from the villagers in his district.

The other klap on the river, known as a stern disciplinarian, was much more successful with his dealings with these people. They preferred to take their court cases to him, even though his post was several days' journey farther away from that of his less admired colleague.

IN summing up his sociological observations Mr. Reed is of opinion that "if no unforeseen occurrences eventuate, however, we may expect to witness a steady progression of the following already established trends:

- (1) Rapid extension of the government's influence over, and European contacts with, peoples still living under purely aboriginal conditions.
- (2) Increasing demand on the part of

European employers for native labour.

- (3) Increasing dependence of the native on the European economic system.
- (4) Further elaboration and standardisation of the codes of lower caste behaviour.
- (5) Development of social classes within the lower caste.
- (6) Increasing participation of native women in the new social order.

In conclusion, he writes:

"Many well-meaning commentators on the contact of high and low civilisations bemoan the passing of aboriginal cultures. Fastening their mournful gaze exclusively upon the destructive aspects of the acculturation process, they sympathise strongly with the older generation of natives, whose lives have been shattered—even if their health has been improved. These writers are wont to contrast what they conceive to be the glamour and excitement of life in the old days with what seems the controlled monotony of the new order.

"Balanced observation of the history of contact in New Guinea allows no such one-sided conclusion.

"Admittedly, much of the old culture is rapidly disappearing, but this is a condition to which the younger generation is becoming accustomed from birth. Intelligent control of the acculturation

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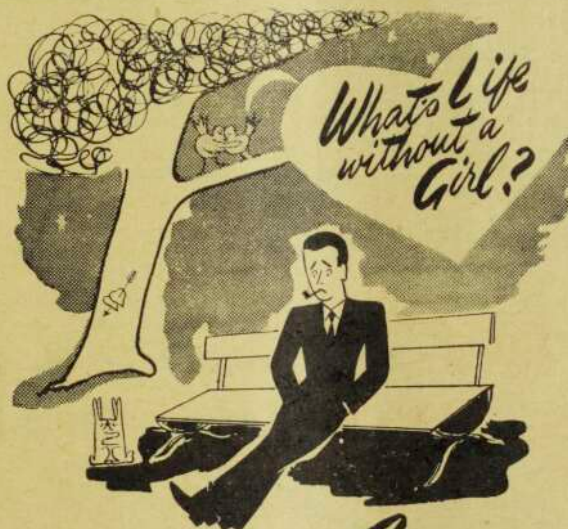
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process in this country has made the transition from the old to the new immeasurably less violent than in many another region of the world. The New Guinea native has profited from it in a variety of ways—in a greater sense of security, in better health, in a steadier diet. Whether or not he is a happier individual than his father or grandfather we cannot know."

"The Making of Modern New Guinea" is a book well worth reading for all those interested in the effects of our daily contact with the natives of Australia's vast dependencies up north.—G.T.

YOUNG PAINTERS IN TAHITI

From Our Own Correspondent

Papeete, October 10. PAPEETE has had many exhibitions of paintings—from the extraordinarily beautiful, authentic pictures of Islands life by Count Morillot, who lived on Tahaa; through the horrors of lipstick vermilion; swamp green, cadaver purple and gutter-mud brown, spattered and daubed on or heaved at canvas by the miscellaneous swarm of would-be Gauguins; to the exquisite water-colours of the Scotsman, MacDonald.

A recent exhibition of paintings has attracted universal interest; for it represents the results of study and work by young people born in our islands.

The young painters have been under the guidance of the distinguished artist M. Serge Gres, who has long resided in the Islands. Monsieur Gres, as a labour of love, has selected a small group who have exhibited marked talent, and has trained and guided them in the art of painting until they have produced works

worthy of inspection by those competent to pass judgment.

No one of this group of pupils is over twenty years of age. Yet they have produced pictures which have merited the highest praise.

The Colonial Government has set apart a parcel of land in the Museum property as the site of a studio for this admirable undertaking. The interest shown by our people in intellectual and cultural values presents the most heartening promise for the future pattern of Islands life.

SULPHUR AS MOSQUITO REPELLANT

AN interesting theory is described by Mr. G. R. Younger, of Cape Marsh, Solomon Islands. He asks if any Pacific resident has heard it claimed that if a man takes sulphur in some form internally, his blood becomes repellant to mosquitoes. He says that for some time he lived in one of Sydney's northern suburbs, where scores of dogs were annually killed by bush ticks. An old trainer of greyhounds told him: "Dose your dog with sulphur once a week and you will have no tick trouble." Mr. Younger gave his pup sulphur, in liver — and it escaped the ticks — which may have been due to either luck or sulphur.

"I also remember some stories about bee farmers" says Mr. Younger. "They always took a few doses of sulphur and treacle, before robbing a hive, to keep the bees from stinging them. But that may have been only a b— tale!"

After a holiday in Sydney with her two daughters, Madame Vacher, recently returned home to Noumea, New Caledonia, by Qantas flying-boat.

APC Extensive Plans For Papua

AUSTRALASIAN Petroleum Company Pty., Ltd., recently announced that Mr. C. Saunders has been re-appointed General Manager of the Company, and that an intensive programme has been prepared covering drilling, geological and geophysical operations in Papua. A Grumman Amphibian aircraft has been purchased in USA to facilitate field work.

Since resumption of operations early in 1946, the drilling camp at Karaiva, Papua, has been rebuilt, and the necessary shipping, workshop, power and storage facilities have been provided. The drilling rig and machinery has been recommissioned and the well, which had reached a depth of 5,400 feet prior to suspension of drilling activities in 1942, has been opened up and found to be in excellent condition. Drilling has now been resumed.

The shareholders of Australasian Petroleum Company Pty., Ltd., are D'Arcy Exploration Company Ltd., of London (wholly owned subsidiary of Anglo-Iranian Oil Company Ltd.), Vacuum Oil Company Pty., Ltd., of Melbourne; and Nominated Holdings Pty., Ltd., of Sydney (wholly owned subsidiary of Oil Search Ltd.).

Mr. John Bryan, geophysicist, of the oil exploratory company of Robert H. Ray, Ltd., Texas, has arrived in Australia, where he will be joined by five others. They have a two-year contract to do exploratory work in Australia, New Guinea, and other parts of the South-west Pacific for the Vacuum Oil Company.

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Training Missionary Supermen

BY EX-ISLANDER

MISSIONARIES are to be taught elementary medical work, including such operations as the removal of an appendix, and the fundamentals of useful trades, including carpentry and black-smithing, in order to make them practical missionaries, stated the secretary of the Australian Board of Missions (Rev. R. A. Shovell) in a rather all-embracing announcement published in the Queensland daily press recently.

A new Anglican missionary training college for the purpose is to be built, probably in Sydney. Men will be trained at the college for five years before being sent into the field.

SO, in a mere five years, the new super missionary is to absorb medicine and major surgery, carpentry and black-smithing, and, presumably, some theology for the benefit of the poor, long-suffering Pacific native.

One can imagine the future scene in some out-of-the-way island mission station when a kanaka (sorry, Mr. Ward—I mean native gentleman) arrives at the station complaining of a "pain along bel belong me" and the new practical missionary from Sydney college, dropping his forge tongs or carpenter's chisel, prods the sore belly with a finger calloused and scarred from the smithy or carpenter's shop, then rushes the victim to the operating table to snip out his appendix.

Presumably he will know how to administer the anaesthetic, but, in case he does

not, he could always use the sledge hammer from the smithy, which should effectively put the patient to sleep.

One hates to visualise the rest of the operation or the results, but it seems certain that the surgeon's scalpel, needle and gut-thread will be strange tools indeed to hands, which perhaps an hour previously, forged a plough-share or nailed a roof on a mission building.

Anyhow, what is the BMA going to say about these new missionaries who poach on the preserve of BMA members and dash about the Pacific snipping out appendices in between black-smithing and carpentering?

Even graduates of the Central Medical School in Suva, who have four year's intensive training in medicine and surgery behind them, without any side issues like "useful trades and theology," are not permitted to remove their countrymen's internal abdominal bits and pieces. And in most medical schools, I believe, the full course covers six years.

IT is often said that contact with the white man last century decimated the native populations of the Pacific. On the face of it it now looks as if history might repeat itself.

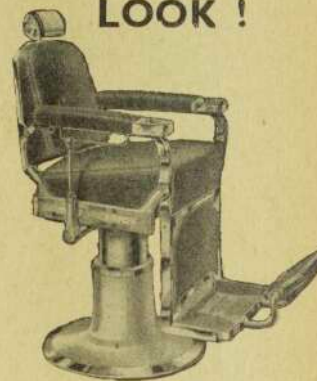
By all means let the missionary of the future learn the rudiments of useful trades, but in the medical line, let his activities be confined to the administration of anti-yaws or hookworm injections, bandaging and splinting, but let him leave major surgery severely alone.

The employment of one or two fully qualified doctors and something in the nature of a flying-doctor service with amphibian planes would be far more

satisfactory than a lot of half-baked amateur surgeons as envisaged under the New Order for missionaries.

Then too, why establish the training college in Sydney. If the missionaries are to be trained for tropical service, Northern Australia would be a far better place to set up the training establishment.

LOOK !

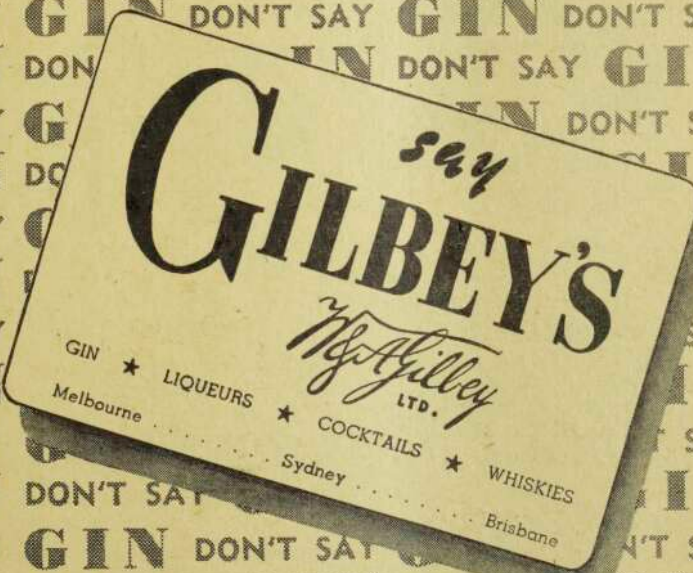


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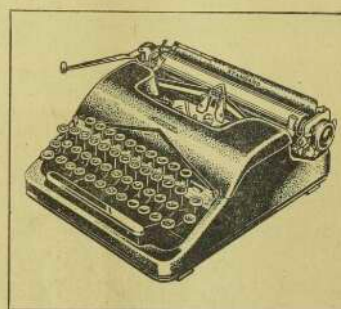
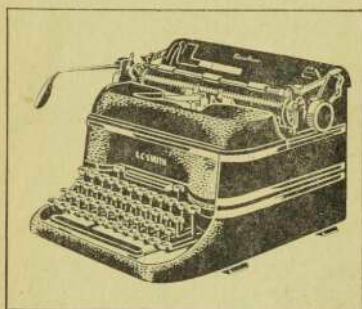
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HEAVY PROGRAMME PLANNED FOR NEW GUINEA P.W.D.

But Shortages of Men and Materials Delay Operations

THERE will be no easy road to rehabilitation and rebuilding in Papua-New Guinea according to a broadcast by the Director of Public Works, Mr. J. O. Lyons, from 9PA, Port Moresby on November 19.

The obstacles to be overcome before the Department can carry out its full works plan are: The difficulty of getting experienced tradesmen to go to the Territory; the extreme shortage of building materials, shipping, plant and equipment; and insufficient native labour.

Plant and installations taken over from the military authorities at the time of the restoration of Civil Administration were at best temporary measures and in many cases were now breaking down altogether.

Mr. Lyons said that the Commonwealth Department of Works and Housing would carry out major works in the Territory, as this Department possesses the necessary engineering experts. It is through this Department that the Town Planning of Port Moresby, Lae and a site on the Gazelle Peninsula to replace Rabaul, is being executed.

Priority in planning and rebuilding has been given to Lae, as this township was completely obliterated by war activities. Mr. Lyons said that a preliminary survey had already been completed.

The Papua-New Guinea Public Works Department has been engaged mostly in making damaged Administration buildings habitable and in converting Army buildings into stores, hospitals, etc. The department also completed the re-wiring of Government Buildings in Port Mores-

by and extended the high tension line to 9PA radio station. Two diesel generators have also been installed in Samarai to replace those taken over from the Army.

PWD future plans included the construction of wharves at Port Moresby, Samarai, Madang and Lae and the erection of cargo sheds at various ports.

Roads with a purely military purpose have been abandoned but roads around Port Moresby are being maintained to a certain extent. When the Town Plan is completed a new road construction programme will be commenced, based on altered road locations.

The Wau-Labu road is being maintained and bridges and culverts will be replaced as staff becomes available. Sections of the road will later be relocated and regraded but in the meantime the road is being kept open and is carrying heavy goldfields traffic. It is expected that the Wau-Edie Creek road will be re-opened shortly.

ANOTHER task of the PWD will be the rebuilding of Hantuabada village near Port Moresby. It is expected that 500 separate dwellings will be constructed there, each connected to water mains and electricity supply.

In conclusion, Mr. Lyons had a crumb of comfort for returned Territorians. He said that though unsettled conditions meant that it would be some time before major projects were under way, when they were completed the Territories would be vastly improved in comparison to their pre-war state.

COOK ISLANDS PINEAPPLES FOR N.Z.

MANGAIA, Sept. 2.

AT last the New Zealand Internal Marketing Division is awakening to the need for providing natives of the outer Cooks with a market for end-of-the-year produce, such as local pineapples.

We are half-promised two steamers, between now and November; and large crops of local pineapples now ornament hillsides cleared of bush. (On this isle such sheltered, sloping places seem to give the best results with this fruit.)

Mangaia pineapples are very strongly acid; perhaps this is due to the soil. The local product does not attain giant size; but it is a good table fruit, and should sell quite well in N.Z.

By exporting it, rather than leaving it to be made into a dangerous local tippie, much good is expected—at least the islanders will have money for Christmas spending.

TOMATOES—A NEW ASSET FOR MANGAIA

MANGAIA, Sept. 11.

THIS island exported to NZ, during July 1,004 boxes of local tomatoes, which we now know reached the market in good condition. The present price, however, is not as good as on other occasions, when Rarotonga growers did very well indeed out of this line.

But Mangaia has been lucky in another direction—blight, the bane of local planters, did not develop; although no attempt was made to "sterilise" the soil by sieving earth over a hot fire.

Neither were the tomatoes sprayed. In spite of this, the percentage of spoiling was small.



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How a Catholic Missionary Was Killed by Japs

THE following account of how the missionary, Father Gerard Weber, SM, of Tunuru, Bougainville, Northern Solomons, was murdered by Japs, was written by Monsignor James H. Hannan, Monsignor Hannan, who was National Director, in Australia, of Catholic Mission Works, during the war, is now in charge of Catholic Mission activities, at Torokina, Bougainville:

FATHER WEBER worked with his people, despite many and humiliating experiences at the hands of the Japanese, right up to Easter, 1945. From the previous Christmas he had made his headquarters in Kopani, conducting a school for the natives, making a number of converts. On Low Sunday he left there to go to Bito to give the people the opportunity of making their Easter duty. One week there and he went on to Tarara to hear confessions and give Holy Communion. All travelling was done, of course, by foot, through jungles and over mountain trails.

From Tarara, Father Weber returned to Bito. In the meantime, the commandant of the Japanese Secret Police in the Kleta area had died. He had been more or less tolerant towards the missionary, and it was this Sergeant-Major Sato who had sent him up to Kopani.

The Japanese Secret Police officer from Numa Numa, who came to take his place, found among the letters on Sato's desk an order directing Father Weber to return to Numa. He was arrested immediately he reached Bito.

A number of Catholic natives who had come from Tarara, carrying the priest's baggage, were instructed to follow the police party. Sometime later, as they came to a road leading inland, they found a guard who ordered them to wait with the baggage, as Father Weber had gone up the road with an officer. Shortly afterwards, they were ordered to carry the baggage to a place further on, as

"the priest was proceeding to Numa Numa by pinnacle." They were then sent home.

One week later, Kino, a Jap officer from Numa, who was on patrol, camped at Tarara. The natives noticed that the soldiers had a number of articles belonging to Father Weber, including his soutane. Kino further requested the chief Catechist to bring him Father Weber's mosquito-net.

To this, and the possession of the priest's effects on the soldiers, the natives strenuously objected. Their objections were met with the statement that Father Weber "did not need any of these things now, as he had gone in a boat to Bruin (Japanese HQ), where he would find everything he wanted."

The people of Tarara knew the Japanese too well to be convinced of this; but, of necessity, they had to accept the statement. Immediately after the surrender, however, they sent out parties to try and find some trace of the Father they had known so well. Going up the road where the bearers had been told to wait with the luggage, one party found a Japanese cemetery with one grave apart from the others. Opening the grave they found glasses, a hat, khaki clothes which they recognised as Father Weber's. In the grave was a body, decapitated, with the severed head resting on the chest.

There, on that lonely road, the faithful servant had gone to meet his God.

The little party gathered together the pathetic remains and brought them to Tarara, to await the arrival of a priest. On Father Muller's arrival, he told them to take the body of Father Weber to his old mission station at Tunuru. There, with Requiem Mass and Solemn Burial, the remains of the martyred priest were laid to rest in death with the people to whom he had given his years of life.

Lae Forms A Citizens' Assn.

Other N.G. Townships May Follow

LAKE, Nov. 15
A MEETING of about 30 residents was held in Lae on November 15, with the object of forming a Citizens' Association.

Mr. E. Jenyns was elected chairman. Mr. H. Eekhoff, secretary and Mr. A. Garth, treasurer.

It was resolved to call the Association the Lae Branch of the New Guinea Citizens Progress Association and a committee was appointed to draw up a constitution. Committee members are: Messrs. Morgan, Hitchcock, Hendrick, Petersen, Jenyns and Eekhoff. The object of the Association is to co-operate with and assist the Administration, and to attend to civic matters generally.

It is hoped that other branches will be formed throughout the Territory.

At 79 years of age, Mr. C. H. Hughes, an ex-Territorian, still enjoys recalling his many years' residence in New Guinea, says a Brisbane Correspondent. Affectionately known as "Dad," he is a constant visitor at the monthly meetings of the Brisbane-New Guinea Association. Accountant, prospector, storekeeper, and at one-time proprietor of the Rabaul "Times," his 20 years in the Islands were as eventful as they were varied. An ex-Boer War veteran, Mr. Hughes still retains an erect soldierly bearing.

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Statement by Supply and Shipping Minister

From Our Canberra Correspondent

CANBERRA, Nov. 28. ISLAND residents were given preference in all sales by the Commonwealth Disposals Commission in New Guinea, stated the Minister for Supply and Shipping (Senator Ashley) who controls the CDC, in a written answer to a question to-day.

He denied that, at auction sales, stocks were being sold in large quantities and added, "The Disposals Commission's arrangement provided for the sale in small quantities to local buyers before bulk stocks are offered to mainland buyers."

The information was supplied to Mr. White, who wanted to know what steps were being taken to provide for the needs of returning settlers to New Guinea.

The Minister stated that prior to arrangements being made for the current auction sales in New Guinea, the Disposals Commission took every possible precaution to ensure that the needs of the Territory and of the settlers who were not yet back in the territory should be provided for.

In the first place, he said, the Commission covered the requirements of the Department of External Territories for all Governmental rehabilitation purposes.

Secondly, it had for a period of 12 months, made available to settlers, missionary organisations, mining companies and others in New Guinea, all such stocks as the people and the organisations concerned desired to take over.

Thirdly, realising that a number of settlers were not yet back in New Guinea, the Commonwealth Disposals Commission arranged with the Department of External Territories for the Production Control Board to take over stocks of equipment which were held by that Board for the needs of settlers who were not back on their holdings.

Settlers who came within this category, he said, should make application to the Chairman, Production Control Board, for supplies of materials from this reserve.

Finally, all settlers in New Guinea, including a large number who returned by the vessel "Duntroon," had been given every opportunity at the auctions in competition with buyers from the mainland.

"It is emphasised," he added, "that the cost of freight from New Guinea to the Mainland is so high as to ensure that local buyers have every opportunity of purchasing in competition, as they have no freights to pay. It is not correct that even at the auction sales the stock is being sold in huge quantities, as the Commission's arrangement provides for sale in small quantities to local buyers before bulk stocks are offered to mainland buyers."

"Whilst the General Manager of the Disposals Commission was in New Guinea some three or four weeks ago, he met representatives of the Returned Soldiers' League both at Rabaul and at Lae. In both areas the Returned Soldiers' League expressed itself as being highly satisfied with the arrangement which the Commission had made to meet the needs of local settlers."

Editorial Note

THIS is the same old story; Ministers have been countering Territorian discontent at the activities of the

CDC in this fashion ever since the CDC went to New Guinea—that is, with a flat denial that New Guinea residents have any reason for complaint. The only new note in the assurances of Canberra is Senator Ashley's statement that the local branches of the RSSAILA are satisfied with the CDC.

This surprises us. The New Guinea Returned Soldiers' League has complained bitterly in recent months of CDC methods, both publicly and in private representations to the Australian Prime Minister, and at the same time as the General Manager of the CDC was in Lae receiving RSSAILA approval, a "PIM" representative, also in Lae, was told by an official of that branch that they could get no satisfaction whatever from the CDC. One of their grounds for complaint was that Lae vehicle-park had been closed for the previous two months; and then it was announced that it had been sold outright to a Southern buyer.

We do not suggest that the Minister is

lying; but, on our knowledge of the circumstances, we are sure that he has had the wool very thoroughly pulled over his eyes by his official advisers.

MARRIAGE BILL WITHDRAWN

A BILL to amend the Marriage Ordinance which was considered by the Fiji Legislative Council at the session in early November, was later withdrawn for further consideration.

It was proposed that the age at which Indian girls might be married be raised from 13 to 14 years and that the age at which they might marry without their parents' consent, be raised from 15 to 16 years.

The Indian members were in accord with the first proposal, but were anxious that the age that girls might marry without consent be raised to 18 or 21 years. The bill was therefore withdrawn to allow them time in which to discuss the proposals.

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FIVE CROWDED MINUTES!

One Black Night on a Top-Sail Schooner, 50 Years Ago

BY F. S. WHITCOMBE

IN the 1890's on a morning in June, the top sail schooner "Marmion," 120 tons, lay at anchor, off Queens Street Wharf, Auckland.

The previous evening, we had finished loading a full cargo of everything, from needles to bricks and anchors, for Nukualofa, Haapai, Vavau, Niuafo'ou and Niue; and now we were just waiting for the ebb tide to heave up, set sail and get under way.

At grey dawn, our mate knocked on the scuttle and called all hands (four of us) on deck. While the "doctor" got the coffee going, we hove in the slack of the cable, all ready to lift the anchor when the tide started to ebb.

It was a miserable morning, greasy and

wet, with a misty, damp drizzle and, although the wind was north, it was bitterly cold.

Just outside of us lay the beautiful "Crusader," a full-rigged, sky-sail-yard ship (New Zealand Shipping Co.—Captain Scotland). She was a picture. She was in ballast, waiting for a cargo, and she had just been painted up and tarred down, from truck to water line; and, with all her yards aloft, and squared to an inch, with her freshly painted ports glistening in the mist, she looked lovely.

At the wharf lay another beautiful full-rigged 2,000 tonner, the "Lady Jocelyn," large, for those days. She had just arrived from London, after a fine-weather passage of 112 days, in which they did not have to clew up their top-gallant sails.

Down the harbour was anchored the lovely American Barque "Alice," 800 tons (Arnold Cheney & Co.). She had just arrived from New York with a full load of case oil and kerosene. She also looked beautiful, with her black hull and yellow riband. She had powerful clipper bows, with a long bow-sprit and gibboom sticking out, Yank fashion. All her sails were beautifully furled on the yards, without a crease in them and, as they were cotton duck and pure white, they showed sharp against the black hull and grey sky.

At the Railway Wharf were the two barquentines, "Silver Cloud" and "Wai-temata," built in the Colony.

AFTER coffee, the tide turned and we catted our anchor and got under way. The "Marmion," although a topsail schooner, carried a top-gallant sail above her two topsails, a fore-and-aft fore-sail and main sail, gaff topsail, main-top-mast-stay-sail, fore staysail and two jibs—ten sails—quite a few for a crew of four men (two in a watch) to handle.

With the skipper, mate and cook we were seven all told.

After getting under way, we lay down the harbour till we rounded North Head, and then we beat down the channel, short

and long tacks, until we got into Hauraki Gulf.

During my trick at the wheel that afternoon the northerly wind slackened up and I heard the Old Man (Captain Alex Ross) tell the mate that it was coming out of the South soon. At 8 bells we single-reefed the main-sail and fore-sail, made fast the gaff-top-sail and top-mast stay-sail. As it was a fair wind, we ran before it with the main boom guyed out to starboard.

At 8 bells in the grave yard watch, my mate and I came on deck—I to the wheel and he to the look-out. At 2 bells the wind was increasing, and we, being heavily laden were making heavy weather of it. The skipper ordered us to clew up and make fast the top-gallant sail and take up a couple of spare gaskets, to make a job of it.

By this time it was really blowing, and as black as the inside of a cow. We got some spare gaskets and went aloft and started our job. Owing to the swell caused by the late northerly not having been laid out yet by the southerly, we were bucking into it and, as we were running at about 10 knots, it was pretty lively up aloft.

I had just finished my starboard yard-arm and was making fast the bunt gasket, when my mate yelled out. "Frank, what the hell is that right ahead?"

At first I could see nothing. Then I made out white water and a huge black mass, and heard gulls screaming.

We both yelled out: "Land right ahead! Keep her off! Keep her away!"

We heard the skipper, who was at the wheel, call all hands—cook and all. I felt the ship pay off; and, as the main boom was over to starboard, I knew that the skipper would gibe her.

We heard the mate let go the main boom guy and, in the light from the binnacle, I saw him and the cook try and get in the main sheet. But they were not quick enough, and the mainsail came over to port with such a bang that we nearly fell off the yard. If the sail had not had a reef in it I am sure the mast would have gone.

Up aloft, the rock loomed closer and closer. At one time as she rolled, I am sure we could have thrown a biscuit on it. Though our job up there was finished, we hung on to that yard like limpets, scared stiff.

At last, the topsail under us started to shiver; and, as we could see that we would go to windward of the rock, we cried out: "All clear!"

Then things started. The mate wanted to know what the blank-blank we were loafing up there for; and he told us what would happen if we did not "shake a leg," etc. So we slid down the stay to the deck.

And there was a mess—halyards, sheets and braces all over the deck, tangled up in the water that she shipped every time she rolled.

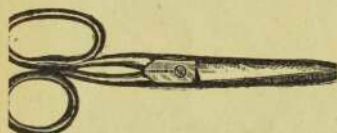
However, in twenty minutes we had every thing ship-shape again, and the Old Man gibed her again—quietly this time—and put her back on her course. I went aft and finished my trick at the wheel.

Next day, the sun was shining, and a fair wind blowing, so we got out our wet gear and dried it and, sailor fashion, forgot what a narrow escape we had had.

The mate told us afterwards, that we had nearly run down the Sail or Ship Rock, and there was 15 to 20 fathoms of water right alongside it. If we had hit it we would have gone down like a stone.

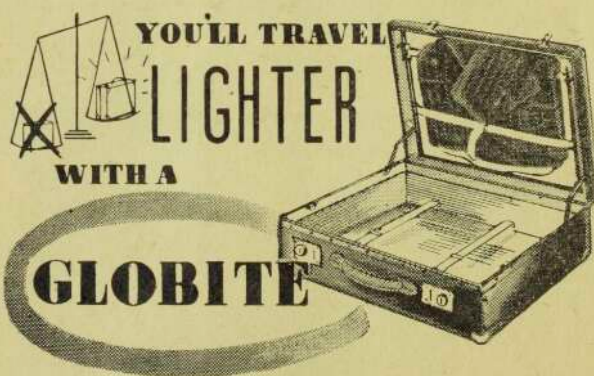
Later in life, I can still raise a creepy sensation at the roots of my hair by thinking of that night.

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SHARPENED and REPAIRED**



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SYDNEY.



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OBTAINABLE AT GOOD STORES EVERYWHERE

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Why Not Sponges From Pacific Island Waters?

SOME people, it appears, still yearn for bath sponges, even when they cost (as they do in Australian cities to-day) anything up to £3 per ounce. And this yearning might be translated into hard cash for Pacific Islands dwellers because sponges (the fibrous skeleton of a sea creature) are found in South Pacific waters, but have as yet been virtually unexploited commercially.

First-grade sponges have always come from the eastern Mediterranean, Florida or the West Indies. Before the war they sold in Australia, according to size and fineness, from a shilling or two to about £1. During the war, about 75 per cent. of the Mediterranean sponge-fishing fleets which were operated largely by Greeks, were destroyed by enemy action and at the same time the sponge beds in the West Indies were closed because of a marine blight; furthermore, in 1942, heavy floods in the Mississippi brought down silt which almost completely destroyed the beds off the Florida coast.

In 1938, 25,000 pounds weight of sponges were brought into Australia but only 700 pounds came in in 1944-45—most of these for industrial uses. Small toilet sponges, weighing about a quarter-ounce, are now selling in Sydney shops for 26/-.

Over £1,000 worth of sponges for commercial purposes were imported into Australia during 1943-44 from French Oceania—for water filtration and similar uses; and recently 400 pounds weight of sponges were sent from the Gilbert and Ellice Islands to Great Britain as a trial shipment. A G & E official stated that a similar quantity could be obtained each week from the G & E Colony if the demand warranted it.

There is more in marketing sponges, of course, than merely fishing them up from the ocean floor. The crude sponge has to be expertly cleaned, trimmed and bleached before it is fit to accompany my lady to her bath.

Only the coarser variety of sponge, inexpertly treated, has as yet come from the Pacific, but there appears to be an unlimited field there—and a lucrative one if prices which sponges are now bringing in world markets are any indication.

(Based on an article in the "Sydney Morning Herald.")

PUKA-PUKA BREAKS LONG SILENCE

From Our Own Correspondent

MANGAIA, Sept. 10.

IN a personal letter to this writer the RA of Danger Island (Puka Puka), Mr. R. C. Savage, explains the year-long silence of that atoll, which caused much worry in view of tidal waves, etc. elsewhere. It was impossible to send messages, he says, as the Puka Puka radio installation had broken down. Mr. Savage also reports that the taro patches, destroyed by a succession of tidal floods since '42, have now been replanted, thus assuring the food supply of the island.

The islands income, 1942-44 from copra and mat-weaving, was £1,700.

Mr. Savage is in sole charge of the atoll, and also acts as a dispenser etc., at need. He comments upon the healthy appearance of his islanders, even when they were living upon a diet of coconut during the protracted stormy periods.

At present Puka Puka is getting only one ship yearly; and has no airstrip, so radio is the chief means of communication.

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EXPORTING TO PACIFIC ISLANDS SINCE 1893



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for the day with
COOL, soothing,
whisker-subduing
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CHEMICAL WAR ON FIJI'S WEEDS

Encouraging Results for Tropical Agriculturalists

CONSIDERABLE experimenting in the chemical eradication of weeds, has been undertaken by the Department of Agriculture in Fiji in the past few months.

A description of tests made with two weedicides has been received from the Fiji Public Relations Office and is reprinted here for the information of planters etc. in other tropical territories.

The Department of Agriculture, Fiji, has recently, carried out a series of trials with Methoxone and a complementary weedicide called Dinoc (dinitro-ortho-cresol).

Both are selective weed killers. The action of Dinoc is to accelerate metabolism so that the plant uses up nutrients more quickly than it is able to replace them and is unable to survive.

Its effectiveness is increased by the addition of sulphate of ammonia as an activator and when used together with Methoxone a great increase in toxicity is obtained as the action of the two materials on plant tissues is complementary.

The local trials, which are still under way, have been made in various parts of Viti Levu with a view to studying the effect of the two weedicides on the following important noxious weeds of the Colony, Noogoora burr, hibiscus burr, solanum, paddy's lucerne, guava, water hyacinth, tobacco weed and nut grass.

Most of these plants are woody perennials and two concentrations have been used, one at the rate of two pounds an acre, the other at four pounds an acre, applied in water solution at the rate of 100 gallons an acre.

Effective results with Methoxone have

been obtained for Noogoora burr and water hyacinth and also for the pasture weeds, goatweed and tarweed, which are completely destroyed.

DINOC has been most effective when used against tobacco weed and mint weed and is more toxic than Methoxone to Paddy's lucerne, solanum and hibiscus burr.

Some of the larger shrubby weeds are severely defoliated at the concentrations used but some regrowth occurs. This calls for further investigation as regards the best time of growth and the coverage necessary to obtain complete destruction.

The combined spray is most effective and good results with young growths of solanum, Paddy's lucerne and hibiscus burr have been obtained.

Observations have yet to be completed. Grasses are not harmed by the concentrations used and legumes such as tropical trefoils and sensitive plants are not affected.

Supplies of the weedicides are strictly limited and none are yet available for general use. Other compounds which have yet to be tried are Denocate, Denoxylon and Phenoxyl, small quantities of which have recently come to hand.

Mr. and Mrs. I. E. Lucchinelli, well-known residents of Fiji, were in Sydney on leave in November and December. Mr. Lucchinelli is Superintendent of Police in Suva. He entered the Customs Department as a clerk over 30 years ago, and has risen steadily in the Fiji Government service. He now holds many public and semi-public positions in Fiji.

TAHITIAN SPEECH

How Its Beauties Have Been Preserved

By A. C. ROWLAND

ONE who has made even a casual study of Polynesian languages must marvel how the Society and Austral islanders—surrounded by the rugged dialects of the Marquesas, Tuamotu, and Gambier archipelagoes at the East, and of the Cook Islands at the West—have evolved a speech from which all guttural, nasal and sibilant sounds have been discarded. Yet the language contains resources of dignity and elegance, blended with euphony, far beyond those of any other Polynesian dialect—except, perhaps, that of Samoa.

The mystery deepens when one recalls that the Maori of New Zealand—whose dialect is the most rugged of all—migrated from Ra'iatea, in the Society Archipelago, and, manifestly, speaks the language prevalent in the Society Archipelago at the time of departure.

THE ancient custom throughout Polynesia of a language within the language set apart as a speech of high ceremony and used only in the presence of high chiefs, may offer a guiding indication. This leads us to venture the pronouncement that the Tahitian dialect held a more august dignity as the language of the gods.

During many centuries, Hava'i (the ancient name of Ra'iatea) was the sacred centre of Polynesia. A line running north and south through the island corresponded to the longitude at Greenwich in our modern world. All west of this line was the Ao-tea (The Light World); all to the east the Ao-uri (The Dark World).

At stated periods, priests, high chiefs and custodians of ancient lore came from all the Islands world bringing gifts and sacrifices to the great ceremony of Pa'i Atua (the assemblage and uncovering of the gods) at Opoa, on Hava'i. Much of this ceremony was esoteric. It was, therefore, prudent to use a tongue not comprehensible to the uninitiated ears of the multitude—who were permitted to witness, from afar, the processions bearing the images, and other happenings within the precincts of the Marae.

Much more imperative, however, was a tongue which, by its soft persuasiveness, would propitiate the always angry and menacing gods of the Polynesian Pantheon.

UP to the great quarrel, which shattered the widespread Islands Confederation—and the Ao-tea high chiefs dwelling on the west coast of Hava'i with their followers, essayed the perilous voyage to Ao-tea-roa (New Zealand) and ambassadors from distant archipelagoes came no more to Otoa—the language of the gods was known only to nobility and the priesthood. Later, it was used at the family Marae; then it became the language of poetry—in the Society Islands—and eventually the general speech of the archipelago.

Before the coming of the Chinese, the Tahitians guarded jealously the purity of their language.

Alas, to-day, the language of the gods has fallen from its high estate. As the speech of the marketplace, it has gathered some fearful and wonderful elements; while elegance of form and euphony have "gone with the wind."

This, to be sure, applies to the common speech. The Bible—as translated into the Tahitian by Rev. Henry Nott—preserves the purity of the old language and has made Tahitian the language of the Church throughout the archipelagoes of Central and South-eastern Polynesia.

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Since the discovery of Mendaco by a famous physician sufferers can get relief from Asthma. Mendaco does away with expensive injections and offensive smokes. All you do is to take 2 tasteless tablets with meals and Mendaco starts circulating through the blood in 10 minutes. You breathe easily and freely. Your nerves relax, you get good, fresh, pure air into your lungs, and vigour returns.

Sleep Like a Baby

Thousands of former sufferers from Asthma say that the very first dose of Mendaco brought them glorious ease and comfort, and that they slept soundly the very first night. Then their vigour returned and they felt healthier and stronger, and 5 to 10 years younger. The reason for this is that Mendaco acts in natural ways to overcome the effects of Asthma. (1) It removes the mucus or phlegm; (2) It relaxes thousands of tiny muscles in your bronchial tubes so that the air can get in and out of your lungs; (3) It promotes body vigour, and stimulates the building of rich, revitalised blood.

No Asthma for Five Years

Mendaco not only brings almost immediate results, free breathing and comfort and enables you to sleep, but also builds up the system to ward off future attacks. Mr. J. R. writes: "I was almost dead with Asthma. Had lost 40 lbs. in weight, suf-

fered coughing every night—couldn't sleep. Mendaco stopped spasms first night. I have had no Asthma since in over 2 years." Mrs. A. W. writes: "I had Asthma for 25 years. After using Mendaco I can sleep all night and have not had an attack since taking it." Mrs. G. E. C. writes: "I bless the day I first heard of Mendaco. What a godsend it is to a poor woman like me who for 35 years never knew what it was to have a good night's rest. The constant fight between Asthma and sleep was wearing me down, but I feel now I want to forget my past suffering."

Benefits Immediate

The very first dose of Mendaco goes right to work circulating through your blood and helping nature rid you of the effects of Asthma. Try Mendaco under an iron-clad money back guarantee. You be the judge. If you don't feel fully satisfied after taking Mendaco just return the package and the purchase price will be refunded. Get Mendaco from your chemist to-day and see how well you sleep to-night and how much better you will feel.

RELIEVES ASTHMA

Mendaco

Now in 2 sizes . . . 6/- and 12/-

A COMMON TONGUE WANTED

Plea for Use of Fijian

A THOUGHTFUL article on the need for common language among the people of the South-Pacific Territories has been sent to us by Mr. E. N. Raivoka, who is a Fijian student at St. Bede's College, Christchurch, NZ.

Mr. Raivoka emphasises a fact that has long been apparent to experienced administrators in the Pacific Islands—namely, that of all handicaps under which the native peoples labour in making progress towards that standard of knowledge and understanding which will enable them to govern their own countries to their best advantage, there is none greater than the lack of a common language.

While Polynesia generally has a language for each country—Samoa, Tonga, Ellice Islands, Cook Islands, Tahiti, Hawaii, New Zealand—and while those languages are closely related in origin and structure, over in the much more densely populated countries of Melanesia there are literally hundreds of languages, which are mostly unrelated and completely different. In the Solomon Islands and in New Guinea, for example, there may be half a dozen different languages within 100 miles.

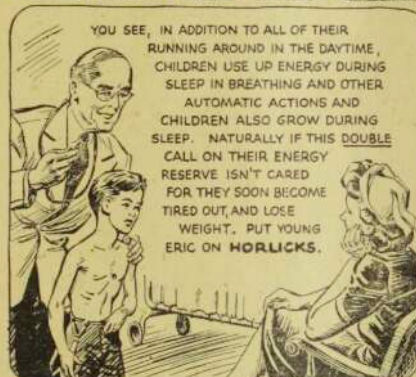
As a result of this great barrier in communication, there has come into general use a bastard language called Pidgin English, which comprises English words used generally in accordance with the syntax of most native languages. It has been generally condemned by cultured and uncultured alike; yet the fact remains that it is in almost universal use, not only by traders, sailors and planters, but also by missionaries and Administrators.

Mr. Raivoka roundly condemns Pidgin, not only because it represents the debasement and deterioration of the English language, but also because it does not provide a medium whereby cultured and thoughtful natives of the Pacific Islands can properly communicate with each other.

Mr. Raivoka pleads logically in favour of the adoption of one of the Pacific Islands languages, as the *lingua franca* of the South Pacific; and he advances strong arguments in favour of the Fijian language. He points out that as Fiji is a Micronesian country (formed by Polynesian and Melanesian influences) the Fijian language partakes somewhat of the character of the languages of both Polynesian and Melanesia; and that the Fijians numbering now over 120,000, are the largest community in the South Pacific, speaking one language.

Mr. Raivoka makes the further point that Fiji, from the points of view of Administration, geographical situation, and air and sea transportation, holds a dominating position in the South Seas, and it probably would be easier to spread Fijian language east and west, through the Pacific, from the Colony of Fiji, than any other language.

One of the chief problems before the South-West Pacific Regional Conference, to assemble in Canberra in January, will be that of finding a common tongue, to use as a medium in the suggestion and the strong arguments put forward by this Fiji student should be worthy of consideration.



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SHIPPING AND PLANE SERVICES

THE following sea and air services are running to schedules in the Pacific. None of the regular services which were suspended, owing to war conditions, have been restored; but preparations are under way for their early re-introduction. As they become available they will be announced here.

New Zealand—Cook Is.—Niue—Samoa

THE motor vessel "Maui Pomare," owned and operated by the NZ Government, maintains a direct service between Auckland and Rarotonga (Cook Island), with alternative calls at Niue and Apia (Samoa).

Auckland	"Maui Pomare"
Rarotonga	Dec. 9
Niue*	Dec. 25-27
Apia*	Dec. 29
	Dec. 30-31

Niue* Jan. 2
Auckland Jan. 9
*Maui Pomare" on arrival at Auckland on January 9 will be withdrawn for survey.
*Western time.

Sydney—Norfolk Island— New Hebrides

THE SS "Morinda," Burns Philp & Co., Ltd., runs at approximately six-seven weeks' intervals from Sydney to Lord Howe Island, Norfolk Island, and main ports of the New Hebrides, and return. A regular fixed timetable is not yet practicable.

New Caledonia

THE New Caledonian Government has subsidised and maintained the coastal shipping services. The East Coast, the West Coast, and the Loyalty Islands, under present conditions, receive 10 round trips per annum. The ships call at the following ports:

EAST COAST.—Yate, Ounia, Thio, Nakety, Canala, Kouaoua Kua, Monoe, Ponerihouen, Tiharama, Poindimie, Wagap, Touho, Tipindje, Hienghene, Tao, Oubatch, Pouebo, Balade, Pam, Arama, and return.

WEST COAST.—Pouembout, Kone, Temala, Voh, Ouaco Gomen, Koumac, Tangalou, Tiebaghi, Nehoue Poume, Baaba, Belep and return.

LOYALTY ISLANDS.—Mare (Tadine), Lifou (Chepenche) Ouvea (Pajajoue, St. Joseph) and return.

The steamer "Neo Hebridais" runs regularly between Noumea and Sydney, with occasional trips to the New Hebrides (mostly Aneityum). The owners are Societe Maritime et Maniere Hagen, Noumea. Sydney agents: H. C. Sleight, 254 George Street, Sydney.

Sydney—Auckland Airways

TASMAN Empire Airways, Ltd., operate a flying-boat service between Rose Bay, Sydney, and Mechanics Bay, Auckland. Large flying-boats, capable of carrying 20 passengers, are employed. The trip is comfortable, and

takes from 8 to 10 hours, according to weather. The flying-boats leave both Sydney (6 a.m.) and Auckland (8 a.m.) every morning except Sundays—it is now practically a daily service. Bookings may be made at the Auckland and Sydney offices of Tasman Empire Airways.

New Zealand—Fiji— Samoa—Tonga

SERVICE CONDUCTED BY UNION SS CO., LTD.—SUBJECT TO ALTERATION WITHOUT NOTICE

	"Matua"	"Matua"	"Matua"
Auckland	Dec. 3	Jan. 3	Jan. 31
Suva	Dec. 7-8	Jan. 7-8	Feb. 4-5
Nukualofa	Dec. 10-11	Jan. 10-11	Feb. 7-8
Vavau	Dec. 12	Jan. 12	Feb. 10
Apia (WT)	Dec. 12-15	Jan. 12-16	Feb. 11-14
Suva	Dec. 18-19	Jan. 19-20	Feb. 17-18
Auckland	Dec. 23	Jan. 24	Feb. 22

*Western Time.

Pan-American— Trans-Pacific Service

PAN-AMERICAN World Airways is now operating a weekly service between Auckland and Los Angeles with 40-passenger Douglas Skymasters. Booking through local agents of PAA in places named. Schedule of times and fares is as follows:

NORTHBOUND

Leave Auckland	0700 Thursday
Arrive Tontouta	1435 "
Leave Tontouta	1600 "
Arrive Nadi	2125 "
Leave Nadi	1700 Friday

(Crosses Date Line)

Arrive Canton Island	0025 "
Leave Canton Island	0155 "
Arrive Honolulu	1250 "
Leave Honolulu	0830 Saturday
Arrive Frisco	2230 "

SOUTHBOUND

Leave Frisco	0800 Saturday
Arrive Honolulu	1800 "
Leave Honolulu	1600 Sunday
Arrive Canton Island	0105 Monday
Leave Canton Island	0235 "

(Crosses Date Line)

Arrive Nadi	0900 Tuesday
Leave Nadi	0600 Wednesday
Arrive Tontouta	0625 "
Leave Tontouta	1100 "
Arrive Auckland	1740 "

(Note: Tontouta is Noumea field. Nadi is near Lautoka.)

FARES

Auckland-Suva	\$165.00 (via Tontouta)
Auckland-Honolulu	395.00
Auckland-Frisco	590.00
Suva-Frisco	442.00
Suva-Honolulu	257.00
Suva-Auckland	165.00 (via Tontouta)

Free baggage allowance is 55 lb. Excess at 1 per cent. of the one-way fare for each kilogram of excess (1 kilo = 2.2 lb.).

(Note: For easy conversion to Australasian currency £1 should be counted as \$3.)

Sydney-Vancouver ANA Service

AUSTRALIAN National Airways Pty., Ltd., on behalf of the British Commonwealth Pacific Airlines, Ltd., are now operating a trans-Pacific service from Sydney, via Fiji, Canton Island, Honolulu, and San Francisco to Vancouver. At present ANA is not permitted to set-down or pick-up passengers in American territory, but it is expected that this will shortly be possible. A Reciprocal Air Agreement was signed by representatives of Australia and America in December. For the time being, ANA lands passengers at Vancouver for the same fare as would apply if they landed at San Francisco, and undertakes to arrange free transport between Vancouver and San Francisco when required. Fare, Sydney-Vancouver, is £214A. Passengers are allowed 66 lb. of luggage free; children paying half-fares are allowed 33 lb.

Skymaster aircraft carrying 36 passengers and a crew of 10 are used on the service. They will leave Mascot (Sydney) on December 8 and December 22 (and thereafter at fortnightly

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intervals); commencing the return flight from Vancouver on December 13 and December 27.

Sydney—Noumea—Suva

QANTAS EMPIRE AIRWAYS are running unscheduled flights with Empire flying-boats between Sydney and Suva, Fiji, with an overnight stop at Noumea, New Caledonia. It is expected that this service will be put on a regular scheduled basis when air agreements between British, American and French territories are finalised. At present Qantas must obtain permission for each of the trips between Australia and Fiji, and return.

Qantas have averaged about one of these trips a fortnight during the past few months. Intending passengers should book through Qantas offices in Australia and Burns, Philp (South Seas) Company, Suva, Fiji.

Sydney—Queensland— Port Moresby Airways

QANTAS Empire Airways, Ltd., employing DC3 planes, operate a regular service between Sydney, Port Moresby and Lae, and return, via Brisbane, Rockhampton, Townsville and Cairns.

Planes leave Sydney on Mondays, Wednesdays, Fridays and Saturdays at 10 a.m., and arrive at Lae at noon on Tuesdays, Thursdays, Saturdays and Sundays.

Planes leave Lae at 5.45 a.m. on Wednesdays, Fridays, Sundays and Mondays, and arrive in Sydney at 10 p.m., accomplishing the Lae-Sydney run in a day.

This is expected soon to become a daily service.

Bookings may be made at Qantas offices at any of the towns named. At present, berths are available only to passengers holding official permits to visit Papua or New Guinea.

RNZAF Services In Central Pacific

NAUSORI (SUVA-NADI (WESTERN FIJI):
Plane leaves Nausori each Tuesday and Friday,

returning same day. Single adult fare £3 (Fijian). Baggage, 35lb.

LAUCALA BAY (SUVA)-AUCKLAND: Flying boat leaves Auckland for Fiji each Thursday, and returns on Friday. Single fare, £25/5/2 (F.). Baggage, 60lb.

FIJI - TONGA - SAMOA - COOK ISLANDS: A Dakota transport aircraft leaves Nausori each Friday for Western Samoa. On alternate Fridays the schedule includes Tonga and Cook Islands (Aitutaki and Rarotonga), an overnight stop being made at Apia, Western Samoa. Single adult fares: Fiji-Tonga, £6/12/11; Fiji-Samoa, £8/17/3; Fiji-Aitutaki or Rarotonga £18/3/4. Baggage, 60lb.

FIJI - NORFOLK ISLAND - NOUMEA - NEW ZEALAND: A Dakota transport aircraft leaves Nausori weekly for Whenuapai, N.Z., via Norfolk Island. Once every four weeks Noumea is included in the schedule and on this trip the departure from Nausori is Sunday. Otherwise the departure day is Monday. Because accommodation at Norfolk Island is limited special arrangements are necessary before through bookings can be accepted. Single adult fares: Fiji-Norfolk, £16/7/11; Fiji-Noumea, £16/7/11; Fiji-New Zealand, £25/5/2. Baggage, 60lb.

Pacific Travellers

PASSENGERS who left Australia by Qantas Empire Airways on:

NOV. 11: Mr. Eggelstone, Mr. J. Hughes, Mr. P. H. Everall, Mr. Disher, Mr. J. H. Walby, Mr. C. J. Buttsworth.

NOV. 13: Mrs. H. J. Schreiber, Mr. A. J. Whittford, Mr. W. M. Marshall, Mr. A. A. Belhouse, Mr. B. A. T. Smith, Mr. K. S. Blake-way, Mr. T. E. Loadman, Mr. H. J. Core.

NOV. 15: Mr. L. J. Crawford, Dr. H. C. Harding, Mr. W. Mayerly, Mr. I. C. Fisher, Mrs. Rodson, Mr. G. T. Masters, Mr. G. H. Shaw, Mr. V. Parkinson.

NOV. 20: Mr. and Mrs. P. D. Moncur, Mr. F. J. Purcell, Mr. J. W. Palmer, Mrs. Barnard (and infant), Capt. J. H. Ahlers, Mr. A. Williams, Mr. S. L. Vellenga, Mrs. P. Hodge (and infant), Mrs. M. Rudge, Mr. J. Bosgard, Mr. P. Bosgard, Mr. R. A. Haughey.

NOV. 22: Mr. W. C. de Russett, Mr. N. Owers,

Mr. J. K. Chalker, Mr. J. Cassel, Mr. J. Hunter, Mr. F. Boid, Mr. W. P. Boid, Mr. J. Thompson, Mr. H. V. Nancarrow, Mr. M. McCormick, Mr. C. A. Towers.

NOV. 25: Mrs. L. Tudor (and two children), Mrs. R. Stephens (and child), Mr. S. J. Martin, Mr. Van Kool, Mr. J. H. Dainton, Mr. C. L. Barassi, Mr. L. C. Anderson, Mr. A. B. Collins, Sister Felix, Sister Pascall, Capt. T. I. Dixon, Mr. W. A. Keatch, Mr. Burgess.

NOV. 27: Miss O. F. Shaw, Mr. L. Atkinson, Mr. F. Snedden, Mr. H. Mitchell, Mr. D. C. Tap-sell, Rev. G. D. Hand, Miss N. Felphan, Mrs. D. H. Black, Mrs. S. Smith (and infant).

NOV. 30: Mrs. N. C. Bergstrand, Mr. A. Izatt, Mr. R. Mitchell, Mr. E. A. Raper, Mr. D. Wash-ington, Mr. E. S. Birrell, Mr. S. A. Falise, Mr. L. S. Frost, Mr. I. R. Stratford.

DEC. 2: Mrs. L. B. Clarke, Mrs. G. Shutt, Mrs. F. J. Ellis (and two children), Miss L. A. Nardi, Mrs. E. J. Sully (and three children), Mrs. J. A. Sullivan, Dr. K. R. Gray, Miss A. M. McNeary, Mr. C. G. Hann, Mr. A. R. Brown.

PASSENGERS who arrived in Australia from New Guinea and Papua by Qantas Empire Airways on:

NOV. 13: Mr. A. J. Sutherland, Mr. M. A. Martin, Mrs. E. E. Morgan, Mr. G. Saville, Mr. C. Saville, Mr. H. Martin, Mr. E. Hoskings, Mr. J. Hamilton, Mr. R. B. Phelps, Mr. H. G. McGilvrey, Mr. L. W. Thompson, Mr. W. M. Burns, Mr. R. O. Seymour.

NOV. 17: Mr. Rohrlach, Dr. J. Gunther, Mr. A. C. White, Mr. J. S. Arphur, Mr. L. Flood.

NOV. 20: Mr. N. L. Robertson, Mr. A. Willis, Miss B. Brown, Miss N. Calender, Mr. C. Cullen, Mr. H. Jarrepp, Mr. B. Bennell, Mrs. M. Camplon (and infant).

NOV. 22: Mr. L. Thrift, Mr. G. Lloyd, Mr. W. Angus, Mr. W. J. Patterson, Mr. W. J. Jackson, Mr. E. J. Peter, Mr. N. L. Boomer.

NOV. 24: Mr. T. Gover, Mr. R. Emmett, Mr. E. Riess, Mr. H. H. Joske, Mr. E. Disher, Mr. E. Hughes, Dr. Worcester, Mrs. J. J. Worcester.

NOV. 25: Dr. H. G. Harding.

NOV. 29: Mr. H. G. Coy, Mr. L. Drill, Mr. R. Plackett, Mr. W. Core, Mr. E. V. Murphy, Mr. W. Cliffe, Mr. F. Bowman, Mr. A. Pinks, Mr. W. G. Breeding, Mr. K. W. Dyer, Mr. G. A. Johnston.

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DULUX

DEC. 4: Mr. B. G. Gabriel, Mr. J. W. Barker, Mr. A. J. Hoile, Mrs. Bunting (and two children), Mrs. J. Irwin, Mrs. B. Healy, Mr. Blencow, Mrs. R. J. McMullen, Mr. W. R. Albert, Mr. H. T. Kienzie, Mrs. E. E. More, Mrs. M. Buckland (and infant).

PASSENGERS who sailed on the "Montoro" for New Guinea ports on November 14:

Sister Mary, Mother Mary, Sister Mary Stellas, Mr. G. D. Griffiths, Mr. F. Cattell, Sister Mary Stanisles, Sister Mary Therese, Sister Mary Veronica, Sister Veronica, Mother Marie Therese, Sister Mary, Sister Mary St. Esprit, Mr. R. A. Gordon, Mr. S. A. J. Bentinck, Mrs. F. Holmes, Mrs. R. A. Gordon, Miss J. M. Gordon, Mr. R. Coats, Capt. F. Dixon, Mr. P. C. Farrell, Mr. G. W. Rio, Mr. and Mrs. F. Shand (and child), Mrs. C. Anderson, Mrs. A. B. McLarty, Mrs. H. Aiken, Mr. M. D. Matehson, Mrs. W. Buckridge, Mr. P. J. Ward, Mr. T. McDonnell, Miss E. Clarke, Mrs. J. S. Johnston, Miss E. Anderson, Mrs. L. Askew, Miss J. Askew, Miss O. Lebas (and two children), Mr. and Mrs. S. Abel, Mr. S. Priestley, Mr. C. O. Anderson, O. Diki, Bro. Wendlin, Bro. Adventus, Bro. Ventantius, Bro. Herbert, Bro. Modestus, Bro. Gonzaga, Fr. Quirk, Fr. Shumack, Fr. O'Mears, Fr. Bevan, Capt. Balahyney, Fr. Parer, Fr. Ignatius, Fr. Darby, Fr. Wiesenthal, Fr. Aufenanger, Fr. Stefanski, Fr. Much, Fr. Ladener, Fr. Kupperts, Sister Frances, Sister Nomita, Sister Alena, Sister Mathilda, Sister Patroca, Sister Modulpha, Sister Milreda, Sister Nicola, Sister Theodora, Sister Vincentiana, Sister Xaverine, Sister Rigoberta, Mr. and Mrs. Rouse, Mrs. J. Duncan, Mrs. I. Johnstone, Mrs. J. M. Flannigan (and two children), Mrs. Crosby (and three children), Mrs. M. E. Shaw, Mrs. Bowman, Mr. V. McCormick, Mr. and Mrs. C. Eckhoff (and child), Mr. M. Ferguson, Mr. M. Naughton, Mr. J. Collin, Mrs. T. J. Powell (and three children), Mrs. S. Wood (and three children), Mrs. C. Simpson, Mr. L. Bowthorpe, Mr. W. Cameron, Mr. Bowen-Jones, Mrs. E. Cullen.

(See also page 78)

A bursary of £80 has been awarded to a Fijian, Macu Salato, in order that he might take a six-month anti-tuberculosis course in England. The award is made by the National Association for the Prevention of Tuberculosis, and the Colonial Office, combined. Macu Salato was a petty-officer in the FNVR and went to London with the Fiji Victory Contingent. He remained there to begin his course.

Remembrance Sunday Observed In Port Moresby

From a Special Correspondent

Port Moresby, November 12.

A LARGE number of European and native residents of Port Moresby gathered at the Memorial Gates on Remembrance Sunday, November 10, for an impressive service to the memory of the fallen of two World Wars.

Dignity and colourful pageantry was given to the scene by the band of the Royal Papuan Constabulary and by detachments of the Army, Navy and Air Force.

The Rev. D. E. Ure conducted the service and wreaths were placed at the Gates by the Acting Administrator (Judge Phillips) on behalf of himself and officers of the Provisional Administration; by the Officers Commanding the RAAF, Army and Navy in New Guinea; by the New Guinea branch of the RSSAILA, the Public Service Associations, the Commonwealth Bank, Papuan Infantry Regiment, Royal Papuan Constabulary, and New Guinea Police Force, the New Guinea Women's Club, Burns, Philp and Co., Ltd., and Steamships Trading Co., Ltd.

REMEMBRANCE DAY IN SUVA

SUVA, Nov. 12.

REMEMBRANCE DAY was observed in Fiji on November 10, and there was a large assembly in Albert Park, Suva, for a service which was attended by units of the Fiji Military Forces, the RNZAF and numbers of ex-Servicemen. Children from schools in the Suva area were also there.

The Governor (Sir Alexander Grantham) inspected the Servicemen and after the service, in company with representatives of the Returned Sailors and Soldiers Association, placed a wreath at the Colonial War Memorial Hospital.

Abuse of Student-Permits?

N.Z. Report of Fiji Indian Students Setting up in Business in the Dominion

SUVA, Nov. 20.

IT has been alleged by certain New Zealand newspapers recently, that some Indian students from Fiji have abused the "student-permit" system, in that they have set up businesses or taken up work in the Dominion.

The student-permit system was introduced in order that students, including Indians, from the Pacific Islands and other Territories might enter New Zealand without fulfilling some of the usual immigration conditions. Normally, they would have to lodge a £300 bond, but this has been replaced by a £50 deposit lodged with the Education Department.

The charge levelled at the Indians has created some excitement in Fiji, where the Indians have sprung to the defence of their countrymen, and deny that the permit system has been abused.

At the same time, it has been reported from Sydney that one Indian has reached Australia via New Zealand presumably with a student-permit, and has set up a flourishing business there. If this is the case, the Indian in question cannot hope to escape for long the attention of the officials who administer the "White Australia" policy, and this will make it much more difficult for genuine Indian scholars, who are now admitted to Australia for specified periods, to obtain permission to enter that country.

LINK WITH ANNEXATION OF PAPUA

Letter to the Editor

THE paragraph appearing in October "PIM" regarding the marriage of Miss Florence Scroton to Mr. Neville Chester recalls the annexation in 1883 of Papua by the bridegroom's great-grandfather.

The proclamation to annex that territory was made by the then Premier of Queensland on behalf of the Queensland Government, and Mr. H. M. Chester, then an official at Thursday Island, went to Port Moresby where he raised the British flag on April 4, 1883. That decisive action, described as statesman-like and far-sighted, has no parallel in Australian political history.

The annexation was repudiated by the British Government but was reconsidered after Germany annexed the present Mandated Territory of New Guinea. In 1887, at the Colonial Conference, the Colonies of Queensland, New South Wales and Victoria, pledged themselves to guarantee £15,000 a year for ten years towards the cost of governing the new territory, (which we now know as Papua), conditionally upon Her Majesty's sovereignty being proclaimed.

Thereupon the territory was formally annexed as a British possession and Sir William MacGregor, who subsequently became Governor of Queensland, was appointed Administrator. He held office from 1888 to 1898 and was Governor of Queensland from 1909 to 1914. He died in 1919.

I am, etc.,

J.M.H.

Kelvin Grove,
Brisbane,
November 16, 1946.

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N.G. Scholarship Fund

Awards to be Made in Victoria Only

BECAUSE it is necessary to have £3,000 to establish a 3-year scholarship of £30 per annum in Victoria, and because the response from other States has not been very great, the New Guinea Women's Association of Melbourne has decided that they will concentrate on making the Victorian scholarship secure.

The women of the Victorian Association have worked magnificently for the Fund but many of the Association's members have now returned to the Territories and this puts an added burden upon the few who now remain in Melbourne.

The Scholarship Fund, which is open, in the first instance, to Territorian children who lost either parent due to enemy action, was inaugurated several months ago by the New Guinea Women's Association of Melbourne. The first scholarship, to be awarded for 1947, is for a Victorian school; but it was hoped that if sufficient support came from other States it might be possible to extend the scope of the awards. Support has been forthcoming from individuals in other States and in New Guinea but no New Guinea organisation as a body has signified its intention of assuming some of the burden which extra scholarships would entail and the Melbourne women, at least for the time being, have had to abandon that idea. As it is, they still have about £800 to provide before the Victorian scholarship fund reaches the necessary £3,000. As there are only 30 members of the Association

now left in Victoria, this represents considerable effort.

The following table sets the position out clearly.

NEW GUINEA MEMORIAL SCHOLARSHIP FUND	
Moneys raised by New Guinea Women's Association (Melbourne) to open Scholarship Fund	£820 0 0
Proceeds of Bird of Paradise Ball, organised by NGWA	804 7 4
INDIVIDUAL DONATIONS FROM:	
New Guinea and Papua	140 10 6
Victoria	135 0 0
New South Wales	62 17 2
Queensland	14 16 6
Tasmania	9 4 0
Canberra	7 7 6
South Australia	5 10 0
Western Australia	3 1 6
Fiji	2 2 0
Firms trading in pre-war NG	219 5 6
Total	£2,224 2 0

During their campaign for funds, the Association sent out a total of 1404 letters of appeal; they received a response to 148 of them.

DONATIONS to the Fund during November were as follows:

Previously acknowledged to 31/10/46	£1,323 15 2
Eric Pockley, Avalon Beach, NSW	3 3 6
Mr. and Mrs. H. W. Quinton, Mount Kuring-gai, NSW	2 2 0
Mrs. Mary Goss, Parramatta, NSW	2 0 6
Mrs. D. Waterhouse, Dungog, NSW	1 1 6
Mrs. Lucy Dwyer, Kirribilli, NSW	3 3 0
A. H. Bunting & Co., Samarai, Papua	10 10 0
Mr. and Mrs. Roy Smith, Kangaroo Grounds, Vic.	2 2 0
Mrs. K. Oxley, Kangaroo Grounds, Vic.	1 1 0
Mrs. B. Feely, Glen Iris, Vic.	10 0

Sgt. H. B. Sisson, 14 Workshops and Park Co., RAE, BCOF, Hiro, Japan (Ex-2/22)	1 0 0
Mrs. M. D. Fraser, North Balwyn, Vic.	1 1 0
Mr. and Mrs. R. J. Booker, N'Drova Plantation, Manus	5 5 0
Miss A. McRae, Camberwell, Vic.	1 1 0
Mrs. H. W. Gregory, South Yarra, Vic. (Proceeds Party)	1 0 0
Mrs. Doris R. Booth, "Chiffside," Wau, TNG	10 0 0
Mr. J. Peterson, Burns, Philp & Co., Lae	5 0 0
Mr. R. C. Donald, Burns, Philp & Co., Port Moresby	2 2 0
Commander and Mrs. Eric Feldt, Brisbane, Qld.	2 2 0
Mrs. H. Fegent, Frankston, Vic.	1 1 0
Mr. R. R. Walls, North Sydney (Ex-2/22)	10 6
Mr. R. F. Bunting, Samarai, Papua	10 10 0
Mr. J. D. Simpson, c/o BGD, Bulolo, TNG	5 0 0
Mr. A. C. Koskey, c/o Administration, Port Moresby	1 1 0
Mrs. G. E. Green, Blaxland, NSW	1 1 0
Mr. A. E. Fry, Wau, TNG	5 5 0
Miss Kay Parker, District Hospital, Yass, NSW	1 1 0
Mrs. M. Valentine, Rabaul	2 2 0
Mrs. Joan Stevenson, Port Moresby, Papua	5 0 0
Mr. and Mrs. W. A. L. Clarke, West Ryde, NSW	1 1 0
Mr. and Mrs. G. Townsend, Koo-yong, Vic.	5 0 0
Mr. T. W. J. Lega, c/o BGD, Bulolo, TNG	1 0 0
Mr. W. T. Crocker, Canberra, ACT (Ex-2/22)	2 2 6
Proceeds Bird of Paradise Ball, organised by NGWA (Melb.)	804 7 4
Total to November 30, 1946	£2,224 2 0

General Meeting

THE Melbourne Association held its Annual General Meeting on November 9. Office bearers elected for the

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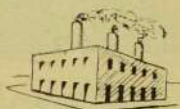
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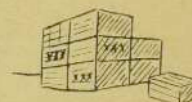
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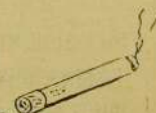


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- "Southern Queen" Canned Fruits

- Hill's English Cigarettes



When in Sydney, call and see us!

coming year were: President, Mrs. Stanley Best; Vice-president, Mrs. Allan Green; Treasurer, Mrs. Joan Hay; Secretary, Miss Dorothy Stewart. Committee: Mrs. C. Cooper, Mrs. H. A. Gregory, Mrs. Winifred Holland, Mrs. G. W. Spensley, Mrs. W. Rowe, Mrs. G. Walker.

The new president, Mrs. Stanley Best, had been Treasurer for the past five years, and at the conclusion of the meeting Mrs. R. Rigby, retiring president, presented her with silver salver as a mark of appreciation.

WHEN S. PACIFIC TRADE BOOMED

Interesting Comparison Between
1900-1914 and 1918-1939

WHEN William Bryan (popularly known as "Bill O'Bryan") died in Rarotonga on October 18, aged 65 (Nov. "PIM"), the Cook Islands lost one of the last remaining links with the halcyon days when Rarotonga was a port of call for regular trans-Pacific liners.

Large cargoes of fruit went away to Southern markets, and trade was booming. The Union Line, from Australia and New Zealand to San Francisco ran via Rarotonga and Tahiti; and Bill O'Bryan's job at Rarotonga was no sinecure. With two heavy launches, strings of lighters and a large force of native labourers, he was in charge of the loading and unloading of ships.

It is strange to think that that important trade, which boomed before World War I, withered and died and disappeared after 1918. O'Bryan, lived in Rarotonga—except for a recent break for war service in the Northern Cooks—for 35 years; and to talk with him about the Cook Islands was an education and an entertainment.

He knew the Cook Islands and their people, white and brown, better than most men. He was proud of being one of the last of the real old deep-sea sailors who had gone to sea in British square-rigged ships in the 'nineties, and he had a wonderful fund of reminiscences about the brave days of "wooden ships and iron men."

EDITORIAL NOTE—Some of the politico-economists who now are displaying such lively interest in the Pacific might explain why the sea-born trade between the Polynesian archipelagoes and Australia and New Zealand "withered and died" after World War I.

Prior to 1914, the Union SS Co. ran regular liners between Australia and San Francisco, via New Zealand, Rarotonga and Tahiti; between Australia and Vancouver, via New Zealand, Fiji and Hawaii; and Sydney and Auckland, via Fiji, Samoa, and Tonga. There were three ships (Navua, Matua and Atua) on the latter service. There were other lines of very good ships running through the South Pacific—notably, the Matson liners, running via Hawaii and Fiji from 'Frisco to Sydney; the German liners, looking after Samoa and New Guinea; and French liners, whose itinerary included Noumea and Tahiti.

By 1939, of all those fine shipping services there remained only the Union ships running between Sydney and Vancouver; the Matson liners, between 'Frisco and Sydney; the French liners; and the little "Matua," running out of Auckland to Fiji, Samoa and Tonga.

What killed that lively and apparently profitable South Seas pre-1914 trade? An

intelligent answer to that question would help some of the politicians who are floundering around in the Pacific at the present time.

Fiji Peanuts for N.Z.

Fiji planters who are anxious to cash in on the present phenomenal demand for peanuts in New Zealand have been advised by the local Agricultural Department that they should "get going" now, as this boom time is not likely to last when other competitors enter the field.

Before the war, New Zealand got most

of its peanuts from China at a price 50 per cent. lower than that ruling at present. Other supplies came from India, Malaya, China, USA and NEI. It is expected that some of these countries will come back into the market shortly.

Good peanuts can be grown in Fiji; but growers in the past have not been over-particular about the export quality of their produce. New Zealand consumers prefer the large dessert type of peanut and, normally, there is little demand for small types.

Growers who wish to hold their New Zealand connections have been advised to concentrate on the large types and to exercise special care in harvesting and bagging their crops for export.



It isn't your necklace
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It's a gift—the way you wear jewels for smart effect, but, even the loveliest trinkets fail to be effective when charm itself fades away.

Don't stop at washing away past perspiration. Guard against risk of future underarm odour. Let Mum give underarms the special care they need.

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INVESTITURE UNDER DIFFICULTIES

From a Special Correspondent

A SOMEWHAT odd "investiture" was held here recently on the occasion of the Administrator's visit. Squadron-Leader McGilvery was presented with the Air Force Cross; and it was intended also to present the DCM to Lieutenant B. G. Hall.

However, due to some oversight (or official bungling) there was no Distinguished Conduct Medal to pin upon his chest; and, in the course of the ceremony, Lieutenant Hall was temporarily decorated with another man's medal—the Military

Medal—and appropriate ribbon—which constitute, of course, a lesser decoration than the DCM.

After the ceremony, the MM was handed back and the Administrator's party then went on to Lae, where the same Military Medal was presented again—this time to its rightful owner.

Six Roman Catholic missionaries from America arrived in Sydney, en route to Rabaul during October. Two of them, the Rev. Fr. A. Gendusa and the Rev. Fr. A. Stamper are qualified pilots and have brought with them a Commonwealth Trimmer Amphibian plane which they will use in their work in New Britain.



He's found the key that unlocks the door to social success and popularity.

Attractive girls take pride in being seen with him . . . a well-groomed escort. He studies his appearance . . . knows the value of first impressions . . . realises the advantage of handsome, well-kept hair. So he uses VITALIS, and the "60-second drill".

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SOUTH SEA PAPAIN AND COCONUT "CREAM"

(A Letter to the Editor)

THE reference in June "PIM" to processed paw-paw latex converted into Papain, reminds me of a European who showed me here, years ago, the blueprints of a different process.

Ripe paw-paws, in this scheme, were crushed, seeds and all, and emulsified with water. The liquid was forced under pressure, through numerous tiny jets facing a fan-tunnel which circulated very hot air. The mist immediately evaporated leaving a fine powder (papain?), which was whirled into suitable containers.

Would not the ripe fruit be richer in papain than the green?

As far as "coconut cream," is concerned—this is no novelty to us. I cannot help wondering what these Samoan innovators are doing to remove from the oily product its well known *laxative* quality! If Europe goes into raptures over the "cream" of South Sea coconuts, it must be jolly hard up!

I do not think Buttercup the Cow need fear much competition from the South Sea palms when the present world shortages give place again to plenty, even if cream-of-coconut is patented!

I am, etc.,

EDWIN GOLD.

Mangaia, CI, 28/8/46.

CURIOUS CUSTOMS IN MELANESIA

By Dr. C. E. Fox, in "Southern Cross Log"

MELANESIANS have curious customs, some of which civilised people might wish to adopt.

On my last birthday I was living in the Solomons at a school of about 50 small boys, my house being on a small hill above the sea. When I had finished my breakfast, I found myself suddenly surrounded by the boys, lifted up and carried on their shoulders down the hill by some of them, while others threw buckets of water over me and plastered me with mud. So we proceeded down to the sea, when they carried me to the end of the wharf and hurled me into the deep water at the end of it.

All this is a mark of special honour. I remember the people used to do it on occasions in San Cristoval to specially beloved village chiefs; and though at nearly seventy you are surprised when hurled violently fully dressed from the end of the wharf, remembering it is a mark of affection, you naturally enjoy it. Headmasters at schools might care to introduce this quaint custom; or even watersiders (the wharf being handy) with their secretaries.

When on San Cristoval I often spent the night on the mountains as a guest at native feasts. All night people danced and sang and all night the orators, one by one, made speeches about matters of political or local interest or old customs and the history of their people. Each would walk up and down a line of fifteen yards or so, talking rapidly, and then, turning on their tracks with a cough or two, continue their speech. But each of them at the end of his speech would come down to us in the audience and give each of us a little piece of native money for listening to him—surely a more logical custom than our own, which is just the opposite. Political meetings and church congregations might like to try this custom.

SAMOANS REJECT TRUSTEESHIP

(Continued from page 12)

- (b) to promote the political, economic, social and educational advancement of the inhabitants of the trust territories, and their progressive development towards self-government or independence as may be appropriate to the particular circumstances of each territory and its peoples and the freely expressed wishes of the peoples concerned, and as may be provided by the terms of each trusteeship agreement.
- (c) to encourage respect for human right and for fundamental freedom for all without distinction as to race, sex, language, or religion, and to encourage recognition of the interdependence of the peoples of the world; and
- (d) to ensure equal treatment in social, economic, and commercial matters for all Members of the United Nations and their Nationals, and also equal treatment for the latter in the administration of justice, without prejudice to the attainment of the foregoing objectives and subject to the provisions of Article 80."

V—The administering authority shall promote the development of political institutions suited to Western Samoa. To this end and as may be appropriate to the particular circumstances of the territory and its peoples, the administering authority shall assure to the inhabitants of Western Samoa a progressively increasing share in the administrative and other services of the territory, shall develop the participation of the inhabitants of Western Samoa in advisory and legislative bodies and in the government

of the territory, and shall take all other appropriate measures with a view to the political advancement of the inhabitants of Western Samoa in accordance with Article 76 (b) of the Charter of the United Nations.

VI—In pursuance of its undertaking to promote the social advancement of the inhabitants of the trust territory, and without in any way limiting its obligations thereunder, the administering authority shall:

- (1) prohibit all forms of slavery and slave-trading;
- (2) prohibit all forms of forced or compulsory labour, except for essential public works and services as specifically authorised by the local administration and then only in times of public emergency, with adequate remuneration and adequate protection of the welfare of the workers;
- (3) control the traffic in arms and ammunition;
- (4) control in the interest of the inhabitants the manufacture, importation and distribution of intoxicating spirits and beverages.

VII—The administering authority undertakes to apply in Western Samoa the provisions of any international conventions and recommendations as drawn up by the United Nations or its specialised agencies which are, in the opinion of the administering authority appropriate to the needs and conditions of the trust territory, and conducive to the achievement of the basic objectives of the international trusteeship system.

VIII—In framing the laws to be applied in Western Samoa the administering authority shall take into consideration Samoan customs and usages and shall respect the rights and safeguard the interests, both present and future,

of the Samoan population. In particular, the laws relating to the holding of transfer of land shall ensure that no Native land may be transferred save

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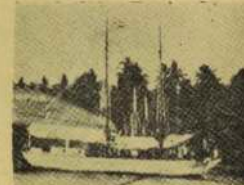
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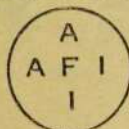
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with the prior consent of the competent public authority and that no right over Native land in favour of any person not a Samoan may be created except with the same consent.

IX—The administering authority shall ensure in the territory freedom of conscience and the free exercise of all forms of worship, and shall allow missionaries, nationals of any State member of the United Nations, to enter into, travel and reside in the territory for the purpose of prosecuting their calling. The provisions of this Article shall not however, affect the right and duty of the administering authority to exercise such control as it may consider necessary for the maintenance of peace, order and good government.

X—The administering authority shall ensure that the trust territory of Western Samoa shall play its part, in accordance with the Charter of the United Nations, in the maintenance of international peace and security. To this end the administering authority shall be entitled:

- (1) to establish naval, military and air bases and to erect fortifications in the trust territory;
- (2) to station and employ armed forces in the territory;
- (3) to make use of volunteer forces, facilities and assistance from the trust territory in carrying out the obligations towards the Security Council undertaken in this regard by the administering authority, as well as for local defence and the maintenance of law and order within the trust territory;
- (4) to take all such other measures in accordance with the purposes and principles of the Charter of the

United Nations as are in the opinion of the administering authority necessary to the maintenance of international peace and security and the defence of Western Samoa.

XI—The administering authority shall as may be appropriate to the circumstances of the trust territory, continue and extend a general system of education, including post-primary education and professional training.

XII—Subject only to the requirements of public order, the administering authority shall guarantee to the inhabitants of the trust territory, freedom of speech, of the press, of assembly and of petition.

XIII—The administering authority may arrange for the co-operation of Western Samoa in any regional advisory commission, regional technical organisation, or other voluntary association of states, any specialised international bodies, public or private, or other forms of international activity not inconsistent with the Charter of the United Nations.

XIV—The administering authority shall make to the General Assembly of the United Nations an annual report on the basis of a questionnaire drawn up by the Trusteeship Council in accordance with the Charter of the United Nations the Trusteeship Council in the discharge and shall otherwise collaborate fully with the Trusteeship Council in the discharge of all the Council's functions. The administering authority shall arrange to be represented at the Sessions of the Trusteeship Council at which the reports of the administering authority with regard to Western Samoa are considered. (Art. 88.)

XV—The terms of this agreement shall not be altered or amended except as pro-

vided in Article 79 of the Charter of the United Nations.

XVI—If any dispute should arise between the administering authority and another member of the United Nations, relating to the interpretation or application of the provisions of this agreement, such dispute, if it cannot be settled by negotiations or similar means, shall be submitted to the International Court of Justice.

SUGAR-BOILING AT MANGAIA—JUG WANTED

From Our Own Correspondent

MANGAIA, Aug. 29.

A RECENT article in "PIM" about "Fiji sugar from a jug" awakes a sympathetic chord in our bosoms—we remember the days when cane really grew here. It was 20 years ago.

Like other optimists, I boiled pulp in a pan, for hours and hours, and strained and re-strained the result (a fluid tasting, when hot, like "trade" cough-mixture).

It just would not granulate. Nor would it agree to become, under any conditions, molasses, treacle, or golden syrup. The only "customers" were the ants—they, simply ate it up!

In John Williams' "Missionary Enterprises" one may read a very good description of the pulping and boiling of sugar-cane. That was in Rarotonga. Perhaps the Reverend may have had a type of cane that granulated with ease (the book doesn't say where he got it).

Even in the tightest day of the war, we of Mangaia made no attempt to make our own. It just wasn't worth all the straining, stirring and general mess. We used honey instead when there was any.

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Central Pacific Air Service

Rarotongans' Narrow Escape

AITUTAKI (C.I.) Dec. 3.

THE air-station here, which has attained considerable importance, saw a very narrow escape from a bad accident, a few days ago.

Normally we have a fortnightly service. The Dakota leaves New Zealand and comes via Norfolk Island, Fiji, Tonga, and Samoa, arriving about 2 p.m. on a Friday after a 5-hours' flight from Samoa. It stays an hour before going on to Rarotonga one hour away. The Public Works Department last August took over this station from the Americans.

The plane stays in Rarotonga over the week-end. Frequently a special week-end trip is made from Rarotonga to Aitutaki and back, when the service is eagerly patronised by Government officials and by natives.

It is said that the hops between Aitutaki and Rarotonga are the only two stages of the "kite's" schedule which pay. The fare is £2/10/- single, and there is always a waiting list.

The schedule has just been altered. The plane arrives here on Saturday and returns (from Rarotonga) on the following Thursday. This is unpopular because Administration and other offices have to be open on Saturday afternoons.

A NEW radio range has been installed in Aitutaki. By the end of November it was ready for air test and calibration.

On November 30 the C47 brought Mr. D. O. C. Haskell (Director of Aerodrome

Services, P.W.D.) and F/Lt. J. F. Gabites (Senior Forecaster for the New Zealand Service). The plane went on to Rarotonga and returned on December 1 to carry out the tests.

When the tests were over, the plane took on the following passengers, at 3 p.m., to return to Rarotonga:

Judge A. McCarthy (Deputy Resident Commissioner), Mrs. A. McCarthy, Messrs. Haskell and Gabites, Mr. D. Reid (secretary to R.C.), Mr. H. H. Hickling (Resident Agent, Aitutaki, Mr. W. Hosking (Department of Agriculture, Rarotonga), Mr. McKenkie (Education Officer), Mr. Norman McKegg (manager of C.I.T.C., Rarotonga), Mr. Henley McKegg and eight native people.

The Dakota rose easily, and friends and officials who had just farewelled the travellers started for home. Suddenly the even roar of the aircraft's engines was interrupted by spluttering and back-firing, and the plane was seen to be banking round to return to the island.

What altitude she had achieved—only about 150 feet—she just maintained as she curved round towards the far end of the strip. A perfect landing was made, with only one engine, although she had a full complement of passengers and freight and a heavy load of fuel. Much praise was given to the pilot, F/Lt. J. Priestley, for skilful handling in a precarious situation. A crash into the coconut trees or the sea would have caused fatalities.

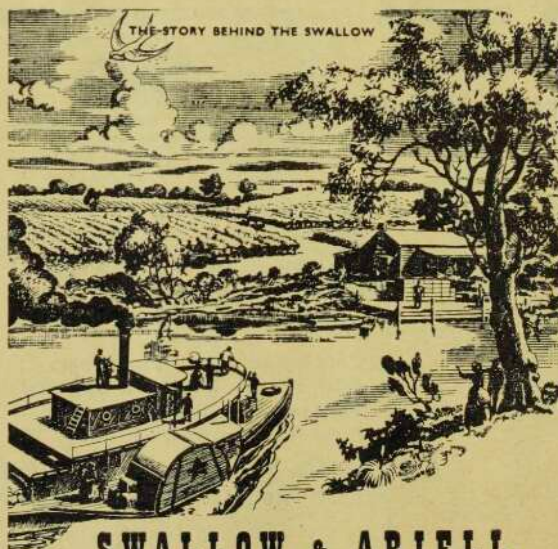
What was thought to be magneto trouble was diagnosed as something more deep-seated, and a new engine was necessary before the plane could proceed. The travellers were forced to spend a few days' "holiday" in Aitutaki. Although the island's accommodation is very limited, all were provided for somehow.

A special aircraft is due here from New Zealand on December 5 with a new engine and installation gear. It will take over the schedule which the grounded aircraft was unable to complete.

HOW A VOLCANO ERUPTS

HOW a volcano erupts was recently described by Commander Trevor Glenny in a broadcast talk on a visit he paid to the little island of Tanna, in the New Hebrides.

The volcano on Tanna is only 600 ft. high, but it took him more than an hour to climb it. "The crater was a huge round yellow cup. The sides fell steeply 300 ft. to a flat round plain about the size of Kensington Round Pond. A narrow wall of yellow rock about 50 ft. high cut the plain in half. There were five blow-holes in the plain—each looked about 30 ft. to 40 ft. in diameter—two blow-holes one side of the wall, three the other side. In the holes white-hot lava seethed and bubbled and spat great white splashes high above the wall. The whole crater glowed like a bowl of fire. . . . Then, miles away, came a very faint sound almost a sigh, that grew into a rumbling, louder and louder. . . . The volcano began to tremble and sway about more and more. . . . Suddenly there would be a terrific roar. Out of two or three of the blow-holes huge slabs of flaming white-hot rock would shoot up into the sky. They seemed to hang there, minutes on end, two or three hundred feet above you. Gradually they would cool, turn red and then come down with a terrific 'wump' in clouds of dust on the opposite side of the crater. These rocks look like the bodies of great animals wrapped in flames. Their glow lights up the island, the lagoon and the sea beyond."—*Crown Colonist*



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WATER INTO GOLD

IN 1886, there came to Mildura, then a cattle run, two men who were destined to transform the whole future of the area. These were the Chaffey brothers—George and William. George Chaffey was an irrigation expert who had already founded successful irrigation colonies in the United States.

A chance meeting in California with Alfred Deakin, the father of Federation had prompted the brothers to come to Australia, and in 1887 they completed negotiations with the Victorian Government to establish a dried fruits industry on the Murray. Land was cleared, irrigation channels dug, and pumping stations soon drew from the Murray the water that was to release the wealth of the soil.

Today, the Murray Valley represents one of the world's richest dried fruit areas. With the production of sultanas, currants, lemons, etc., representing a National income of £4,500,000 it has made Australian dried fruits famed the world over for richness and quality. And it is from the choicest of these sun ripened crops that Swallow & Ariell select with painstaking care the luscious fruits and raisins for their equally famous biscuits, cakes and puddings.

S2-H

RUM BUSINESS

By Russell N. Thomas

"THIS rum," remarked Trader Tom as we sat on his verandah overlooking the lagoon at Motu-iti one evening, "is probably synthesised from natural gas—I hear they have invented a process—and flavoured with a coal-tar derivative. What a time they must have had in America in prohibition days! I don't wonder they resorted to rum-running to get something fit to drink. Apropos of rum-running, did you ever meet Charlie the Chaplain?"

"Charlie Chaplin?"

"No, Charlie the Chaplain was what everyone called him. He was around this Group once, and I thought you might have. He had actually been a chaplain once, though you wouldn't have known it, and his first name was really Charlie. Or so he said."

AS a profession the church must have been a little trying for such a high-spirited lad; it seemed there had been a slight misunderstanding over some church funds, and when the head deacon, who acted as treasurer, finally decided that an explanation was urgently necessary, he found that Charlie had vacated his digs about two hops ahead of him and left town.

He never returned; they got a new preacher, and it was learned that Charlie had gone on the stage.

He made a far better actor than he had a parson, but it was when the full severity of prohibition hit America that he discovered his real metier, and he became quite a big noise in the gangster world. Whether he eventually made Chicago too hot to hold him and found it advisable to take a long holiday I didn't hear, but he was for a time on a rum-runner, and one trip at least brought him to Papeete.

I was staying there at the time at a hotel on the water-front, and one very hot afternoon was idly watching a ship coming in through the pass. This was a somewhat unusual-looking craft. It was hard to define, but she looked somehow different from the usual freighter. So, when she had tied up, I strolled over to the wharf for a close-up. While there, I got into conversation with a man from on board, who was obviously something more than merely one of the crew; but his exact status was not easy to determine, and he wasn't giving away any information about the ship. None of them were; they were all tight-lipped and mysterious, but five minutes after her mooring lines were fixed it was no secret that she was a rum-runner.

The week before, another ship had put a lot of cases of spirits ashore, and the morning after the new arrival these were taken out of the sheds and stacked on the wharf, where the crew started breaking them open. Each dozen bottles was then neatly sewn up in gunny cloth with two ears for handling. The bundles of bottles were then put aboard.

I've seen some ships low in the water, but I never saw anything like this. By the time they had finished, the hawse pipes were down to the water and she looked like a half-tide rock.

WE had been hearing something about her in the meantime, for nothing ever remains a secret in an island port very long. A man from the shipyard had been aboard to do some repairs;

he said she had diesels enough to power a battleship.

Visitors were not received and no one else got aboard, but you could see racks of rifles on the bulkheads through the ports, and I would have very much liked to have lifted the tarpaulin covers off some of the hardware on deck for a glance underneath. Outside of a battle-cruiser, she was about as tough-looking as anything I ever saw afloat.

I met Charlie—the man I had spoken to on the wharf—again later. He was in French Louie's bar with half a dozen of the men off the ship, and it was clear that something was wrong. They all sat close around a table with their heads together and spoke in low voices, but there was thunder in the air, and it seemed that Charlie was somehow in pretty bad trouble, whatever it was.

After a time they got up and left, all except Charlie, and it was easy to see he was up against it. I saw him glancing towards me every now and again, whenever he thought I wasn't looking.

Summing me up—and presently he came over to my table and with a word of apology sat down.

"Trader, aren't you?" he asked.

"Got it in one," I replied.

"I wonder if you could tell me," he said, "if you know some place where I could lie low for a while? You know these parts pretty well, I guess—at least you have the air of being very much at home in this burg. That bunch of thieves aboard are all sore up at me and it's ten to one I'll be floating ars-upwards in the lagoon by midnight to-night, with a shiv in my back, unless I can get away out of this before dark. Would you like to be a pal to a stranger and tell me where I can go?"

"Tell me this first," I said: "What is it all about, anyway? Don't tell me anything you don't want to, but you are asking me rather a lot and I want to know just where I should stand if I helped you."

IT appeared that on the previous trip the cargo had been hi-jacked. There had been a scrap, a lot of damage done, and what was left of the cargo barely covered expenses. Somehow a suspicion started that the hi-jacking was done by some of Charlie's gang who were known to be on the coast at the time. Nothing was said to him, but the rest of the ship's gang started quiet inquiries, and they had apparently received some interesting information by radio and the mail which they had picked up in Papeete.

"They think I double-crossed them," Charlie said, "but wherever they got that dope from beats me; I wouldn't do a thing like that on them."

I thought this over for a while. "How much of all this is true?" I asked.

He shrugged his shoulders. "I'm in an exceedingly dangerous position even as I sit here," he said. "I've nowhere to go and I'll probably be dead before morning."

After all (I thought to myself) the poor devil is evidently in fear of his life. He's probably as bad as the others; maybe worse, but somehow I don't like the idea of him being slaughtered in cold blood. I'll take a chance and do it.

"You know the corner between the American Consulate and the Post Office?" I asked him. "Wait for me there; I'll be along in a taxi. Just hop in."

"Where are you taking me?" asked Charlie a few minutes later.

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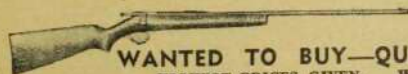
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"To the 'Tropic Bird'—at least, that is our ultimate destination."

"But we're leaving town?"

"We certainly are. One of your pals was keeping his eye on you while you were waiting for me—the one in the check suit."

"Lucky for me you spotted him—I didn't. I'll leave myself in your hands."

"Okay, brother. Got a gun on you?"

"You bet."

"Hand it over."

"Not on your life! I've never felt the need of a gun so much."

But after some argument he saw sense—the French draw the line at target practice—and handed his gun over. In a few minutes I dumped him at an old tumble-down native shack well off the road in a lonely spot where no one would think of looking for him. The taxi move had been a complete surprise to Check-suit, who had been left standing, so he seemed safe enough for the time being.

"Look out for centipedes," I told him; "there are probably dozens in that old thatch and they've a bite like a red hot pincers. I'll be back for you after dark in a different car. So long."

WHEN I got back to the outskirts of the town I dismissed the car in a side-street, giving the driver the tip to say nothing if he was questioned, and walked back to my hotel. I saw nothing more of the sinister collection of toughs off the ship. When night fell I got a car from another garage and went to collect Charlie. I'd seen the captain of the "Tropic Bird" in the meantime and arranged what to do.

"But he'll be found before we leave port and dumped ashore by the police so hard that he'll make a dent in the wharf," the captain had objected when I broached

the subject.

"Hide him in the hold."

"Like hell, I will! There's going to be no more beach-combers who've outstayed their welcome disguising themselves as sacks of copra aboard of my ship. And we're leaving Papeete, not entering it, so we couldn't pull that dodge. Say, and who is this guy, and what is it all about, anyway?"

I told him.

"Well, have it your own way, but of all the crazy things I've known you do, this is the craziest. And where do we put him ashore?"

"Motu-Niu."

"But that's a private island. And what do you suppose old man Henshall will have to say about it? He'll be as wild as hell and refuse to take him."

"He'll say plenty, no doubt. But he'll find use for him. He's been wanting another white man there for some time, partly for company and partly to help with the labour, but couldn't afford to offer enough to make it worth anyone's while to stay. This bird will be glad to work for nothing or next to nothing until this affair has blown over and Henshall will jump at the chance of having him."

"But if he does refuse, what then? I'll have to bring him back here and his papers won't be in order, and then I'll be out of luck."

"You can say you picked him up at sea."

"I could say a lot of things. But as you're so set on it, I imagine you must have some pretty damn good reason for what you are doing, and I'll do my best. By the way, what is the fellow's name?"

"Charlie Henshall."

"Same name as the man you are taking him to, eh?"

"Yes, maybe it was the name that gave

me the idea. He'll be all right there; Motu-Niu isn't a bad little place at all, and he might even want to stay."

"AND he did," said Trader Tom, as he poured out some more of the synthetic rum. "On the trip, Charlie was most concerned at first in putting as much distance as possible between himself and his former shipmates; then when all danger was past he began to ask questions about the kind of place it was that he was going to. I told him all I could remember about the island, and when I mentioned the owner's name he became thoughtful, and I could see there was something on his mind. 'What nationality is he?' he asked, and I told him, American."

"Well, everything turned out very well. Charlie and Henshall took to one another like long-lost brothers—which was perhaps hardly surprising—because when they came to compare notes they found that that was just exactly what they were."

Miss Marian Betham, of Apia, Western Samoa, died in the Government Hospital on November 24, of heart failure. She was one of the junior members of the Union Steamship Company's branch in Apia.

News of the death of Mr. Harold Syddall, formerly of Apia, and more recently of North Auckland, was received with regret by his many Western Samoan friends. When he lived in Apia, Mr. Syddall was a partner in the firm of Andrew and Syddall.

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"UNITED STATES OF INDONESIA"

(Continued from page 8)

tween it and the Netherlands Kingdom. Subject to that, the States of USI are: Republic of Indonesia, Borneo and Great East. The Kingdom of the Netherlands, the United States of Indonesia, Surinam and Curacao will become the Netherlands-Indonesian Union. The Union will have its own organisation to deal with matters affecting all States in common—foreign affairs, defence, finance, and so forth. The King or Queen of the Netherlands will be the head of the Union; and both Netherlands and USI will appoint High Commissioners at the other's capital. It is planned to establish both USI and the Union before January 1, 1949.

The remainder of the agreement makes provision for its implementation.

Immediately after the signing, "cease fire" orders were given everywhere and measures of rehabilitation (restoration of railways, repair of oil installations, etc.) were undertaken.

Nov. 29—Last of British troops depart. Officially announced that by end of year Dutch troops will number 47,000.

November, 1946—Announced that Soekarno, Republican "President" and Indonesia's most influential man, is ill and will not live long.

Dec. 2, 1946—The "cease fire" order has not been generally observed. Sharp clashes have occurred between Dutch and Indonesian troops. The Dutch C-in-C. says the military situation is steadily deteriorating. The Dutch claim that there is now no truce.

December 7, 1946—Conference in Bali to create political structure for Great East.

Dec. 10, 1946—Dutch Cabinet approved the Agreement, which will go before the Dutch Parliament for acceptance. The Dutch people are reported to be "confused and unhappy about Indonesia."

Grave Shortage of Plantation Labour

W. Samoa, Too, Has Its Troubles
From Our Own Correspondent

APIA, Nov. 12.
THERE continues to be a critical shortage of plantation labour in the Territory—Samoans generally are refusing this kind of work. Cocoa is bringing record prices—about £160 per ton—but planters are finding it difficult to harvest their crops.

There is desperate competition for such labour as is available, and wage rates are rising at a great rate—to the great benefit of those Samoans who still can be persuaded to accept this type of work.

FOUR NATIVE CRIMINALS

From Our Own Correspondent

RAROTONGA, Dec. 2.
THE four young criminals who were responsible for the destruction by fire of the Cook Islands Trading Co. store, the attempted theft of the yacht "Myrtle S." and a variety of other crimes, were sent to New Zealand for imprisonment on the November "Maui Pomare" under police escort. One has a sentence of 11 years, one of 5 years, and the other two, four years each.

ABOUT ISLANDS PEOPLE

Mr. J. Bogan, a well-known member of the staff of Burns, Philp SS Co., Ltd., Apia, Western Samoa, died on November 23. He is believed to have shot himself after a party. He was a popular young man and leaves a wife and two small children.

The Rev. Wilfred F. Paton, who has been in charge of some five mission stations in the New Hebrides, for the Presbyterian Church of Tasmania, arrived in Sydney in December, on furlough. He has had 21 years of heavy work in the southern islands, has collected a great deal of malaria, and is considerably underweight; but he expects soon to return to the Condominium. He recently had published an interesting pamphlet, "Fred Paton of Malekula"—the story of the life and achievements of the Rev. Fred J. Paton, who died in Vila on December 12, 1941, after 49 years' service as a missionary on Malekula.

George Thill, the French opera singer, gave two concerts in Noumea during his brief stay there following his Australian tour.

M. Roger Gervolino, New Caledonian deputy to the French Parliament, recently arrived in Noumea by Pan American service from Paris.

Mr. J. J. C. Suckling of the Department of Agriculture, Fiji, has been transferred to the British Solomon Islands Protectorate where he will be Senior Agriculturist.

The new Director of Education, for Fiji, Mr. Howard Hayden, left Barbados on November 7, and is due in Fiji in December.

A 35mm Talkie projector has been presented by Mr. B. Proweller, of Suva, to the Tamavua Tuberculosis Hospital. It was

installed at Tamavua by Mr. Len Noerr, who has made arrangements with New Zealand motion picture distributors for the films, which are supplied without charge for use at the Central Leper Hospital, Makogai, to be screened at Tamavua as well.

Capt. Bert Hargreaves, who formerly flew for Stephens Aviation at Wau, is now flying with Trans-Australian Airlines, and is stationed in Melbourne.

The Rev. R. Hare, General Manager of the Australasian Union Conference of the Seventh Day Adventist Mission, visited Fiji, in November.

Mr. Stephen Marshall returned to Suva by air from New Zealand in November, after spending leave in the United Kingdom.

Mr. Harold Cooper left Suva on the "Monterey" on November 4, for the United States, where he will spend several weeks before going on to Nigeria via the United Kingdom. He has been appointed Public Relations Officer in the African Colony.

Tenders for lightering and stevedoring of ships calling at Apia closed on November 9. It has since been announced that the contract for the next three years goes to the Union Steamship Company Ltd. It was formerly held by the Western Samoa Lightering and Stevedoring Co., Ltd., which is directed by Mr. M. E. F. Paul.

The newly established Australian Press Bureau, Box 287, GPO, Brisbane, announces that it is always glad to peruse articles of a literary nature and short stories from the Pacific—which should be between 1,000 and 1,500 words. Payment is £4 for first Australasian serial use—£1 if previously published.

Pimples and Bad Skin Fought in 24 Hours

Since the discovery of Nixoderm by an American physician it is no longer necessary for anyone to suffer from ugly, disgusting and disfiguring skin blemishes such as Eczema, Pimples, Rash, Ringworm, Psoriasis, Acne, Blackheads, Scabies and Red Blotches. Don't let a bad skin make you feel inferior and cause you to lose your friends. Clear your skin this new scientific way.

A New Discovery

Nixoderm is an ointment, but different from any ointment you have ever seen or felt. It is a new discovery, and is not greasy but feels almost like a powder when you apply it. It penetrates rapidly into the pores and fights the cause of surface skin blemishes. Nixoderm contains 9 ingredients which fight skin troubles in these 3 ways. 1.—It fights and kills the microbes or parasites often responsible for skin disorders. 2.—It stops itching, burning and smarting in 7 to 10 minutes, and cools and soothes the skin. 3.—It helps nature heal the skin clear, soft and velvety smooth.

Works Fast

Immediately, clearing and healing your skin, making it softer, whiter and velvety smooth. Because Nixoderm is scientifically compounded to fight skin troubles, it works fast. It stops the itching, burning and smarting in a few minutes, then starts to work im-

In just a day or two your mirror will tell you that here at last is the scientific treatment you have been needing to clear your skin—the treatment to make you look more attractive, to help you win friends. Nixoderm has brought clearer, healthier skins to thousands, such as Mr. Bob Weedon, Edmund Street, Fremantle, who writes: "I was troubled with pimples ever since I was 13, and have spent pounds and pounds on so-called cures without results. I then tried Nixoderm with astounding effect. The pimples seemed to fade away, and after a week there was not the slightest trace of them."

Satisfaction Guaranteed

Get Nixoderm from your chemist or store to-day. Look in the mirror in the morning and you will be amazed at the improvement. Then just keep on using Nixoderm for one week and at the end of that time it must have made your skin soft, clear, smooth and magnetically attractive—must give you the kind of skin that will make you admired wherever you go, or you simply return the empty package and your money will be refunded in full. Get Nixoderm from your chemist or store to-day. The guarantee protects you.

Nixoderm 2/- & 4/-
For Skin Sores, Pimples and Itch.

(Continued from page 63)

Middle East.



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These "Econo-Steel" frames are transported ready to unfold and connect together immediately on uncrating.

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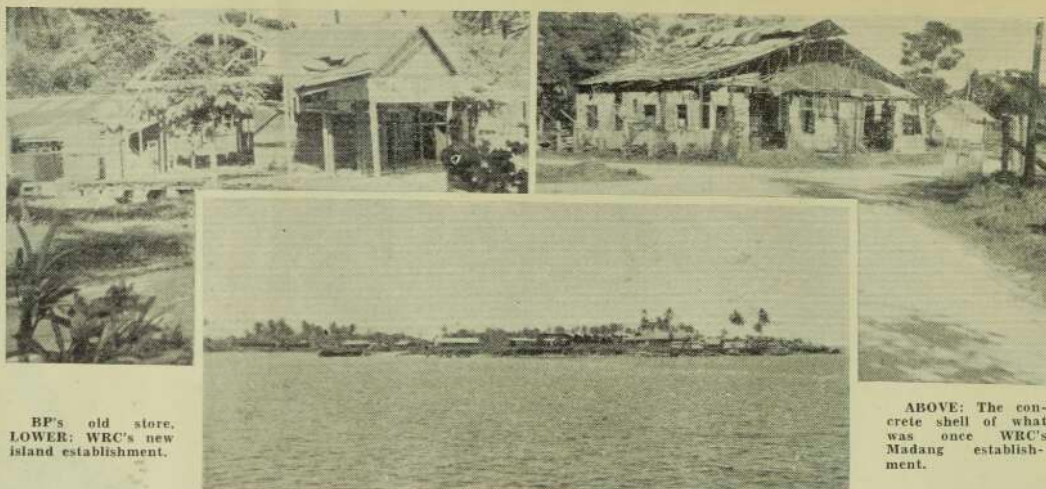


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- EASE OF ERECTION
- FIRE RESISTANCE
- SOUNDNESS OF STRUCTURE
- BORER AND PESTS

RHODES, SYDNEY, N.S.W., AUSTRALIA Cable TULSTEEL Sydney.
And **DRYSDALE & RIDGWAY, Brisbane.** Cable: DRYSTEEL, Brisbane.



BP's old store.
LOWER: WRC's new
island establishment.

ABOVE: The concrete shell of what was once WRC's Madang establishment.

Madang is Battered—But Still Beautiful

WHEN you approach Madang from the sea, the small township looks much the same as it did before the war, except where an island has been shorn of its coconuts to give a better approach to the aerodrome. Ashore you will find war damage enough, and the sort of left-over Army atmosphere that is the prevailing one in old Mandated Territory townships to-day.

There are few of the old houses remaining and fewer of the business premises. But the magnificent rain-trees that border the cricket oval remain, and so do sufficient of the coconuts to give

the illusion that it is the old Madang.

There are now more and better roads—one connecting Madang and Alexis-hafen (it was constructed first by the Germans before World War I, allowed to fall into disuse during our pre-World War II reign, and then reconstructed by the Army after Madang had been taken from the Japs) gives plantations along the coast a land connection with Madang and its port.

Bomb-blast has removed the heads from many coconuts—sufficient, in some cases, to make the plantations unworkable. Their gaunt headless stems, vines climbing thickly up from the base, stand as mute witnesses to the fact that war has been that way. The private plantation of Mr. James Burns (head of B.P.'s) adjacent to the township area, has been decimated in this fashion, and

is to be "wiped-off" as a plantation proposition.

Burns Philp's former store has been shattered by bomb-blast and appears to be held together by nothing more than optimism. In what was once an inner room, the manager of the Madang branch has his office; trading, however, is conducted in an ex-Army building about 100 yards away. Of W. R. Carpenter's establishment only the concrete shell remains. W.R.C. do business in a Nissen hut on the hospital side of the township. The picturesque old hotel has gone, of course, as though it had never been.

The Army roads have, however, opened up the possibility of a newer and better residential Madang on the coast, south of the old township, where the cool

500,000 Men's Second-hand JACKETS and TROUSERS

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Garments.

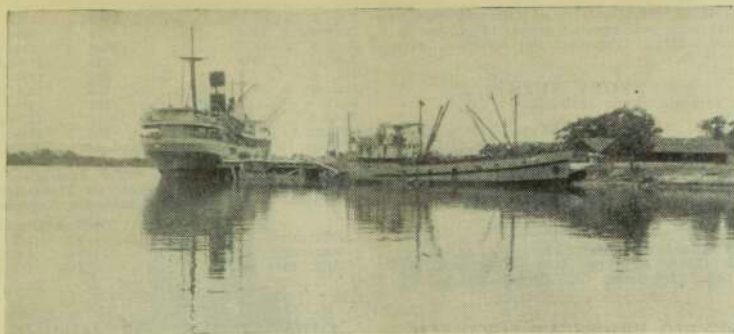
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Harbinger, Manchester.

Part of the Madang coastline—Mililat Pin. It is an area of deep blue sea, green islets and graceful coconut trees.





The old "Montoro" and the Shipping Control Board's "Karu" at Madang wharf.

breezes blow and the scenery cannot be bettered in any part of the South Seas world. The town-planners are yet to visit Madang. It is to be hoped that they do not neglect this area when they do go that way.

Madang, of course, has little future other than in the coconut. At present the local planters are fighting the usual battles against rehabilitation and labour troubles, and W. R. Carpenter & Company are going ahead with the erection of their factory on an island opposite the wharf area—during the war, a Navy establishment.

On Madang waterfront you can learn unofficially all about W.R.C.'s plans. When their factory gets going (sometime in 1947, it is thought) it is said that they will manufacture vegetable oil, soap, vegetable lard, desiccated coconut and other coconut products from whole coconut kernels (thus reducing the amount of labour needed in copra cutting) brought from their own plantations on islands off the Madang coast. But if you persuade someone to take you across to the island you will probably be entertained at tea, and see large pieces of machinery lying about, but you will get no official information as to W.R.C. plans from the staff. For some season these plans are still hush-hush.

Madang has a weekly air connection

Mr. W. Ramsay Main, who has been Reciprocal Aid Officer and Deputy Chairman of the Fiji Supply and Production Board, will shortly complete his work and proceed to the United Kingdom on four months' leave.

The death has occurred in a Sydney hospital of M. Numa Engler, of Noumea, one of the leaders of the New Caledonian Ex-servicemen's Association. He was educated at Hawkesbury Agricultural College, and became secretary of the new Caledonian Chamber of Agriculture. He was son of a former head of the Colony's Survey Department, and his wife, who died recently, was a descendant of Mr. Henry, a Scotsman, one of the oldest sea captains and traders in the New Hebrides, who escaped massacres in that Group in the early 60's and who then settled on the east coast of Caledonia after spending some time in the Loyalty group. Henry was the first captain to introduce New Hebridean native labour to New Caledonia, and his ships were for a time the only ones operating. Numa Engler, who was decorated for bravery in France during the 1914-18 war, had himself an unrivalled knowledge of the north of New Caledonia. Latterly he had been running a butcher's shop in Noumea, and had interested himself in mining.

Mr. G. J. Horsfall has been transferred from Sierra Leone to Fiji as a Chief Magistrate. He is expected to arrive about the beginning of 1947.

The Netherlands Minister for Transport stated recently that in 1947 K.L.M. will fly six times per week on the Amsterdam-Batavia route and three times per week on the Amsterdam-New York, Amsterdam-South America, Amsterdam-South Africa, West Indies-Los Angeles and West Indies-South American routes.

Mr. G. J. T. Hansen, of the Fiji Lands, Mines and Survey Dept. has been seconded to the Native Lands Trust Board, and is acting as Secretary to the Board.

When Worried Tired, Sleepless

AND YOU FEEL RUN-DOWN

Worry is inescapable. Everyone has a share of it more or less. The great trouble about worry is that it plays havoc with your health and fitness if you let it. You become mentally and bodily weary, depressed; cannot sleep at night, lose appetite and begin to feel a nervous breakdown is impending. That starts the vicious circle. You worry, become run-down and nervy, and that makes you worry more than ever.

Meet your troubles all the way by re-invigorating your system and keeping it fit and well by taking Dr. Williams' Pink Pills. These pills help to restore the red corpuscles and iron content of the blood to their normal quantity. This enables life-giving oxygen and nourishment to be carried to the nerves, organs and tissues of the body. In that way you become invigorated, strengthened by Dr. Williams' Pink Pills, the vague aches and pains disappear and you are fit again to deal confidently with all your worries. At chemists and stores.

ALL STOREKEEPERS HAVE—

AUNT MARY'S BAKING POWDER

- Aunt Mary's Baking Powder is now obtainable from your storekeeper. That's good news for you, especially as Aunt Mary's Baking Powder maintains the high quality which has stood the test of housewives for over 70 years.

There is no substitute for Aunt Mary's—There never will be.

ISLANDS PRODUCE

(Quotations in Australian Currency)

COCOA

Official prices for New Hebrides cocoa beans, controlled by the Cocoa, Chocolate and Confectionery Committee, are as follows:—

Buying: £47/10/- per ton, f.o.b. Island port.
Selling: Delivered Sydney, Melbourne or Hobart, £58 per ton.

Acera: £69/10/- (on wharf, Sydney, all charges paid).

New Guinea cocoa beans: No quotations.
Western Samoa: Last sale reported, 1st quality, £80 (f.o.b., Apia).

TROCHUS SHELL

Some parcels have recently changed hands. Nominal quotations on December 8 show prices at the following levels: New Hebrides-New Caledonia type, f.a.q., £90 per ton.

COFFEE

No purchases are permitted in Australia without the consent of the Tea and Coffee Control Board, to whom all offers must first be submitted. Nominal quotations as follows:—

New Caledonian: Arabica, £104 per ton (c.i.f. Sydney). Robusta, £83/10/- per ton (c.i.f. Sydney).

Mysore: £240 (c. & f., Sydney).
New Guinea and Papua: £112 per ton (c.i.f.e.).

Java: No quotations.

VANILLA BEANS

No supplies available. Nominal quotations only.

KAPOK

Very little movement in Javanese kapok. Nominal quotation 2/1½ per lb.
Indian kapok is being quoted for indent at 1/6 per lb. c.i.f. stg.

COTTON

Controlled in Australia. Stocks being made

available to manufacturers at following rates:—
For spinning and weaving yarns, 14½d. per lb.;
cordage making, 11¾d. per lb.; condenser yarn,
12d. per lb.

IVORY NUTS

No firm quotations available.

RICE

No quotations.

GREEN SNAIL SHELL

F.a.q., £100 per ton, in store, Sydney. Market in chaotic condition; no orders are being received.

PEARL SHELL

Australian-controlled price:—
"B" Class, £200 per ton. "C" Class, £190 per ton. "D" Class, £135 per ton.

BUYING PRICES AT SUVA, FIJI, PRODUCE REPORT

Copra (Plantation Grade)	£26/9/-
Copra (FMS Grade)	£26/3/6
Kerosene, per gallon	3/4
Flour, per 50 lb. sack	40/6
Flour, per lb.	3½d.
Sharps, per 140 lb. sack	37/9
Sharps, per lb.	3½d.
Trocas Shell, per ton	£60
Benzine, per gallon	2/4

PRICE OF GOLD

Fine	Standard
oz.	oz.
£10/15/3	£9/17/3¼
(Australian Currency)	

COPRA**COPRA PRICES DURING WORLD WAR II**

The copra market was controlled by Governments from outbreak of war in 1939 until the end of the war in 1945. Controls are still being exercised in the post-war period.

London Fixed Price, per ton, c.i.f., Plantation	Hot-air:	Sterling
October, 1939—January, 1940	..	£12 7 6
January—April, 1940	..	13 5 0
After April, 1940	..	12 17 6

Fiji Fixed Price, per ton, f.o.b., Fiji Currency:

	Plant'n	FMS
February, 1942	£15 15 0	£14 15 0
June, 1942	16 0 0	15 0 0
July, 1942	16 12 6	15 12 6
June, 1944	19 10 0	18 0 0
October, 1944	20 0 0	18 10 0
December, 1945	19 7 6	17 17 6
January, 1946	18 5 6	18 0 0
August, 1946	23 10 6	23 5 0

(Practically all producers received from 30/- to 60/- more per ton on realisation.)

Australian Fixed Price, per ton, f.o.b., Islands

Port, Australian Currency:	Hot-air	Sun-dried	Smoked
April, 1942	Tentative £24.		
July, 1943	£15 10 0	£15 0 0	£14 10 0
October, 1943	18 10 0	18 10 0	17 10 0
July, 1944	19 0 0	19 0 0	18 0 0
August, 1946	(Unofficial) £22/10/-		

Prices paid for copra are tentative and are reviewed at six monthly intervals, when final prices are determined for deliveries during the preceding six months. The final prices for six months ending June, 1946, are in process of being determined.

Official Prices for NG Copra landed at Sydney.

	Hot-air Dried	Smoked
August, 1946	£30 10 0	£29 10 0

RUBBER

London	Para.	Plantation
Price on—	per lb.	per lb.
January 8, 1933	..	..
July 7	5¼d	2 43d
January 5, 1934	..	..
July 6	4¼d	4 28d
January 4, 1935	..	..
July 5	5½d	7 06d
January 3, 1936	..	..
June 5	5d	6¼d
January 8, 1937	..	..
June 4	5d	7½d
January 7, 1938	1/2	10½d
	11d	9½d
	7¼d	7d

July 1	..	6¾d	..	7¼d
January 6, 1939	..	7d	..	8¼d
July 7	..	7¾d	..	8¼d
January 5, 1940	..	13d	..	11 6½d
July 5	..	15d	..	12¾d
January 3, 1941	..	13d	..	12 47½d
April 4	..	15d	..	14¼d
June 6	..	16½d	..	13 5½d
August 1	..	17d	..	13½d
October 10—Price officially fixed at	..	13¾d	..	

Papuan Rubber Prices Under Australian Government Control—Payable on Plantation or Nearby Port, per lb., Australian Currency:

	Grade 1	Grade 2	Grade 3
September, 1943	1/6½	1/4	1/2
September, 1944	1/6½	1/5½	1/3½
July, 1944	1/4½	1/3½	1/1½

QUOTATIONS FOR MINING SHARES

	Mid-Oct.	Mid-Nov.	Mid-Dec.
Emperor Mines	b14/6	b14/6	b14/6
Loloma	s26/9	s24/-	s24/3
Mt. Kasi	s1/3	s1/3	s1/3

NEW GUINEA

Bulolo G.D.	s131/6	s125/-	s125/-
Guinea Gold	s11/9		
N.G. Ltd.	s3/6	s3/6	s3/7
Oil Search	b6/6		b6/5
Placer Dev.	b97/3	b97/3	b97/3
Sandy Creek	s1/6	s1/7	s1/7
Sunshine Gold	b9/-	b9/-	b9/-

PAPUA.

Cuthbert's	b14/-	b14/3	b14/4
Mandated Alluvials	s3/6	s3/6	s3/6
Oriomo Oil	s4/-	s4/-	s4/-
Papuan Apinaipi	s4/-	s4/3	s4/4
Yodda Goldfields	b1/7	b1/7	b1/7

Exchange Rates

THE following exchange quotations show the rates existing in mid-November:

FIJI

Through Bank of NSW and Bank of New Zealand—Australia on basis of £100
Fiji: Buying, £A111/2/6; selling, £A113. Fiji-London on basis of £100 London:—

	Buying.	Selling.
£ s. d.	£ s. d.	£ s. d.
Telegraphic transfer	110 15 0	112 0 0
On demand	110 12 6	111 17 6

WESTERN SAMOA

Through Bank of New Zealand:—Australia on Western Samoa on basis of £100 Samoa: Buying, £A99/12/6; selling, £A100/2/6. Samoa on London on basis of £100 in London:—

	Buying.	Selling.
£ s. d.	£ s. d.	£ s. d.
Telegraphic transfer	122 18 9	125 10 0
On Demand	122 18 9	125 7 6
30 days	121 18 9	125 2 6
60 days	121 18 9	124 17 6
90 days	121 8 9	124 12 6
120 days	120 18 9	—

NEW GUINEA AND PAPUA

Bank of New South Wales, which now has branches in Port Moresby and Lae, quotes an exchange rate between Australia and NG-Papua of 10/- per £100.

FRENCH PACIFIC COLONIES

SINCE December 25, 1945, the franc, instead of having the same value in all parts of the French Empire, has been given different values in different parts of the Empire. There are three groups. Group 1: France, North Africa, West Indies, French Guiana. Group 2: All African Colonies, Madagascar, Reunion, St. Pierre, Miquelon. Group 3: New Caledonia, New Hebrides, French Oceania. Exchange values, in francs, are approximately:

	£ stg.	USA Dollar	£ Aus.
Group 1	480	119.1	384
Group 2	282.9	70	227
Group 3	200	49.6	160-163

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DECEMBER, 1946—PACIFIC ISLANDS MONTHLY

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When you're hot and tired,
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Lager, for "Everybody
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TOOTH'S
K.B.
LAGER



PACIFIC ISLANDS MONTHLY—DECEMBER, 1946



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