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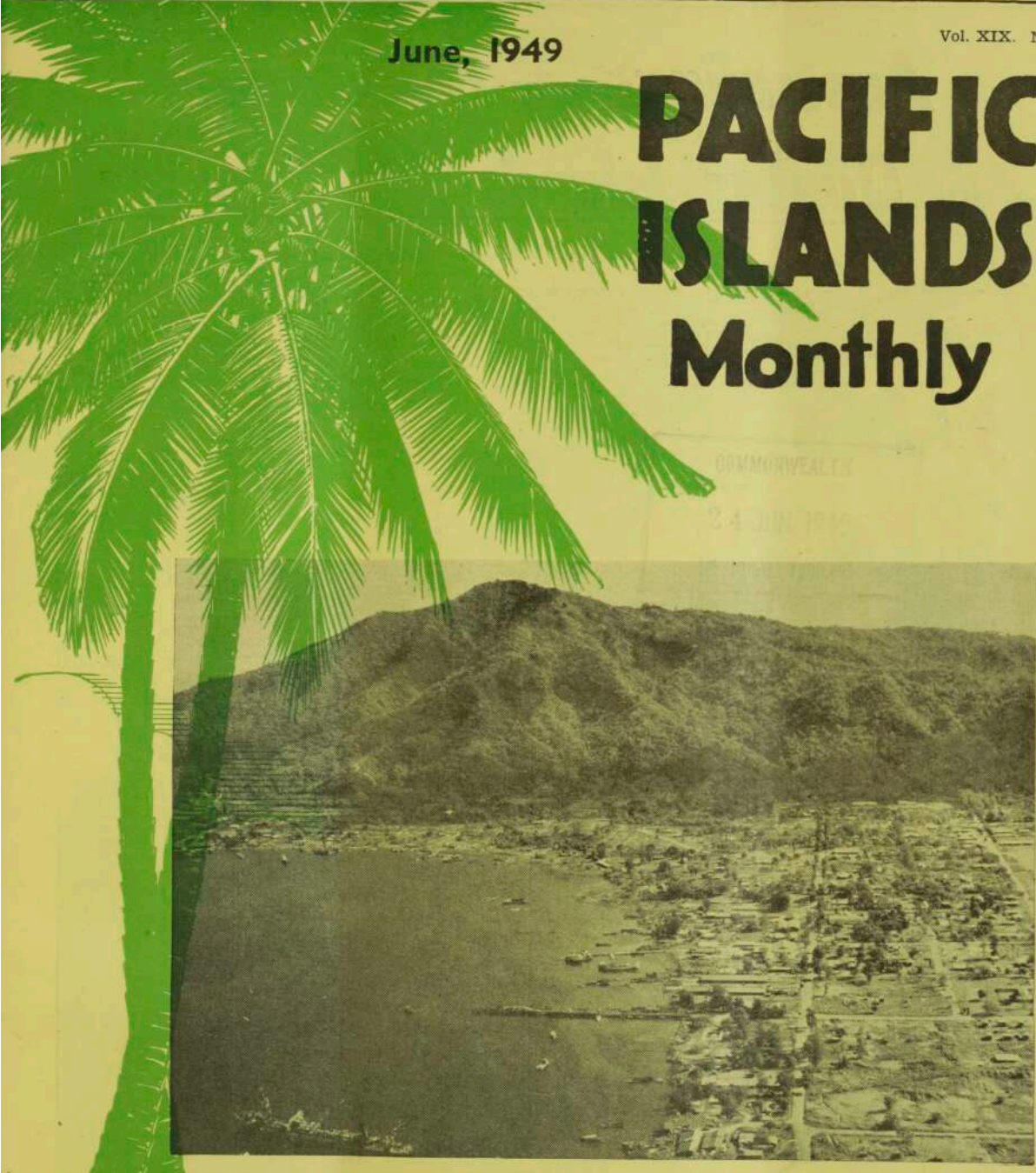
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June, 1949

Vol. XIX. No. 11.

PACIFIC ISLANDS Monthly

COMMONWEALTH
24 JUN 1949



THIS is Rabaul, 1949. Those who have not seen it since the war will find few former landmarks. Gone are the charming homes and gardens, the palms and the trees that gave the pre-war town its character. Almost four years after the war, Rabaul is still little more than a collection of army hutments and temporary buildings—and is likely to remain so, as it is proposed to create, near Kokopo, the new headquarters for the New Britain-New Ireland area.

The photographer was looking in the general direction of what was once Chinatown and the Botanical Gardens.

The wharf area is on the left; the business area, past and present, is shown in centre of the photograph.

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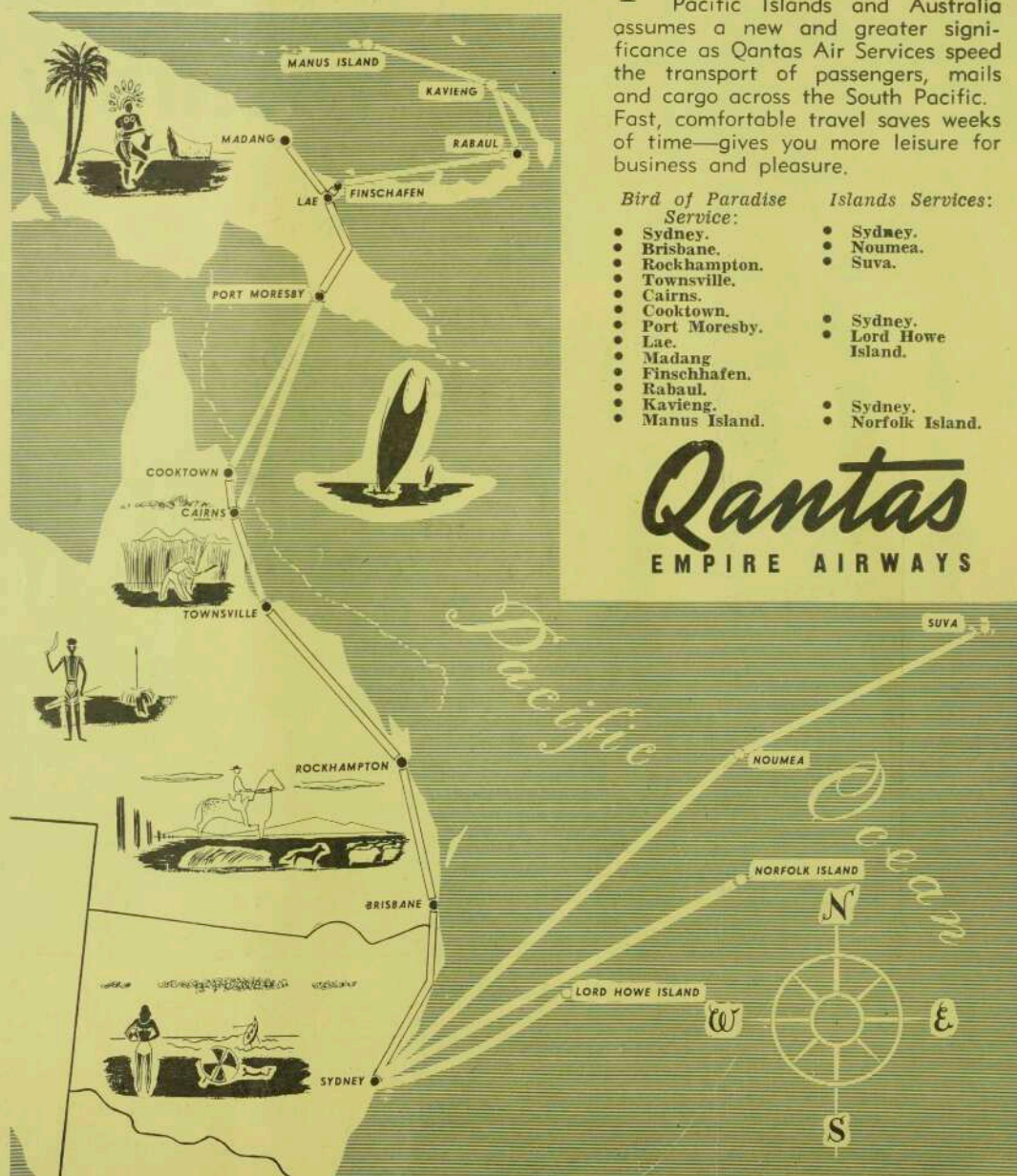
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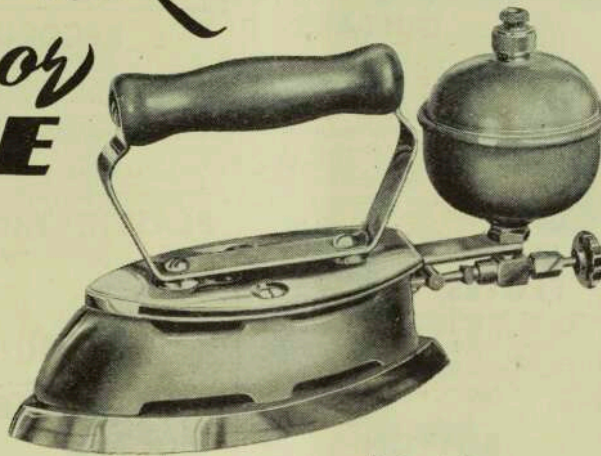
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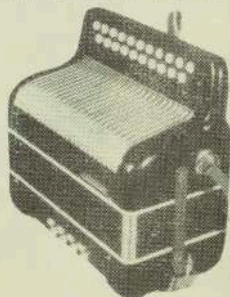
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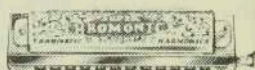


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Sister Jean Henderson, of the Anglican Mission, Papua, left Sydney in May, by the "Malaita" after furlough spent in Victoria and Tasmania. She has returned to her work at St. Margaret's Hospital, Eroro.

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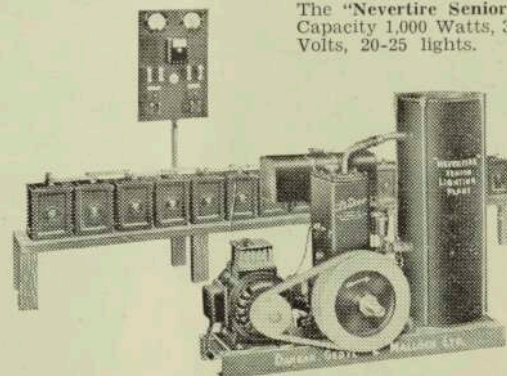
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The Task and Problems of the South Pacific Commission

THE South Pacific Commission, brought into being on the initiative of Australia and New Zealand to undertake an important task of international significance, has made an impressive start. Energy, vision and organisational ability have been displayed by the new Secretariat in setting the Commission to work; and the Research Council already is distinguished by the skill, enthusiasm and practical commonsense of the men selected by the six nations concerned (Britain, France, United States, Netherlands, Australia and New Zealand) to discover, describe, study and find a solution of the problems of government in the fourteen Territories of the South Pacific.

The Secretariat provides the organisation, and equipment; the highly qualified men of the Research Council—all experts in their various fields—study the problems and suggest the answer; and the Commissioners themselves have the responsibility for co-ordinating administrative activities, especially in relation to the problems dealt with.

An examination of the list of "projects" already receiving the attention of the Research Council (published in this issue) will give some idea of the scope, purpose and potential usefulness of the South Pacific Commission.

AT the end of the Victorian era, when the scramble for "colonies" in the Pacific Islands had died away, it became apparent to all observers who felt a sense of responsibility for the Islanders' welfare that there was need for some authority to undertake study, research and co-ordination of European activities

and administration. There were less than two millions of native people in the South Pacific Islands—most of them in primitive Melanesia—but they were divided up among more than a dozen separate and independent administrations; and each administration was conducted in a jealously-guarded compartment, insulated by bureaucrats against any exchange of experience or ideas with the organisation next door.

Soon after it was established, 20 years ago, the "PIM" repeatedly directed attention to the ridiculous situation existing in the Australian Pacific Territories. Only an imaginary line separated Papua from what was then the Mandated Territory of New Guinea. In the two Territories were the same types of natives, the same degree of native culture (or lack of it), the same diseases, the same kind of Europeans and European industries, the same problems of health, education, transport, trade. In fact, the things which divided them were as nothing, compared with the conditions which united them. Yet, believe it or not, those two Territories, both governed from the same Department in Canberra, did not in any way exchange ideas or experiences or officials—instead of being practically one area, for administrative purposes, they were governed as if they had been on separate planets.

Government after Government (mostly non-Labour) refused to concern itself with Territories' responsibilities, and nothing was done, until World War II. However much we may dislike the Evatt-Ward combination politically, we must give to the Australian Socialists the credit

for removing, from the Pacific Territories, the more patent absurdities of the Between-Wars Period.

What applied to Papua and New Guinea applied also, in a lesser degree, to all the South Pacific Territories. Each administration accepted responsibility for the welfare of the natives within its own area; but none was officially concerned in the slightest degree, with the conditions ruling in the adjoining Territory. Unofficially, there was a certain amount of interchange of knowledge; but whatever general research and co-ordination of effort there were, were due to the intelligence and enterprise of individual officials, rather than to any national or colonial policy.

IT may not be correct to say that recognition of the need for research and co-ordination is the result of the European nations' greater sensitiveness on the subject of native welfare; but it is certain that the two things are now hand in hand, and, together, they become the main preoccupation of the South Pacific Commission.

It would be easy to wander into a general discussion of the way in which the Colonial Powers, in the past, have—or have not—discharged their obligations to the native Islanders in their care; but, in that regard, the facts and arguments would fill a volume. Better to forget the past and accept the pleasing fact that, in creating their South Pacific Commission and outlining its programme of work, the six nations concerned have removed most of the conditions that were a source of reproach during the past half century.

The scholarly, and eminently practical address delivered by Dr. L. G. M. Baas Becking, at the inaugural meeting of the Research Council on April 30 (and printed in full in the May "PIM") probably has

Handy Sydney Addresses

PACIFIC ISLANDS SOCIETY meets every fourth Wednesday of each month at History House, 8 Young Street, Sydney. President: Major A. C. Swinbourne. Tel.: XJ 3205.

NEW GUINEA WOMEN'S CLUB meets in the Feminist Club Rooms, 7th Floor, 77 King Street, every Thursday morning at 11; and approximately once each month in the evening.

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been read with pleasure by most people interested in the future of the South Pacific. The programme he has outlined and the plans envisaged, must command approval.

IN considering the future of the Commission, one may see danger in two directions. There is a possibility that the Commission, in giving thought and effort to the welfare of the native Islanders, will neglect the welfare of the European Islanders; and, in the long view, the one is just as important as the other. The second danger is that, if the people who planned and launched the Commission are not careful, the new barque will be wrecked upon the rocks of finance.

It is the opinion of this journal, frankly and frequently expressed, that there is a tendency on the part of the younger Planners of this strange post-war period to overdo their preoccupation with the welfare of native races, and to dismiss the claims of the European settlers of the Islands as merely the greedy clamourings of convicted "exploiters." That policy has been very marked in the Australian Territories, and it has slowed up post-war rehabilitation, and created a spirit of frustration and despair, in a way that has to be seen to be believed.

The safest and surest way of securing the welfare of the natives, and of ensuring their rapid training and material progress, is to harness those desirable things to the interests of the European community. Ninety per cent. of the Europeans like the native Islanders and understand them, and are happy to assist them in every possible way; and the New Planners should accept that fact, and make use of it, instead of regarding all Europeans as the natural enemies of the natives. If the very sincere men who planned the South Pacific Commission and its organisation had spent more time with the experienced European settlers of the Islands, and a little less with the equally sincere but usually impractical anthropologists and academicians, they could count on quicker results and more success.

European settlement throughout the South Pacific Islands is a permanent thing, and should be provided for accordingly. The future of the Islands lies jointly with the Europeans and the native Islanders; and it should be one of the chief functions of the Commission to shape, and guard, and police their relationship. In that way, success is assured. An unsympathetic, non-co-operative European community could slow up the work of the Commission.

IT is probable that the Commission already realises that it has made a serious mistake in selecting Noumea to be its headquarters. The French presented a very attractive proposition, and the Commission naturally accepted it—and neither the French nor the Com-

mission are to be blamed for the fact that the cost of living, and of all activities, is about twice as great in New Caledonia as it is in the English-speaking centres. But the implications of that fact might have been foreseen.

The Research Council has a great deal to do, especially in these early, formative years. It needs plenty of staff, and plenty of travel facilities. Both, when arranged in Noumea, are fearfully expensive. So far, the six Governments have been generous with funds; but, even so, the new organisation is finding difficulties with its budget. Those generous funds probably are being eaten up at a distressing rate by the unexpectedly heavy and apparently inescapable costs of the Noumea establishment. We probably shall hear more about this before 1949 is ended.

The Commission has made an excellent beginning, in organisation, in personnel, in envisaging the task and in the enthusiasm with which the selected men have applied themselves to that task. It would be a thousand pities if this new establishment were to be crippled, in the beginning, by lack of funds. There is the further danger that new political set-ups will make less money available through the six nations. Might it not be possible, before it is too late, to consider the removal of the Commission's headquarters back to Sydney, where all possible facilities—staff, accommodation for staff, means of travel—are available, at much less cost? Sydney, after all, is the metropolis of the South Pacific and, with radio and these ever-growing air services, it is now in close daily contact with all the principal Territories of the South Pacific.

SUDDEN DEATH OF CAPTAIN G. V. LANGDALE

A MAN who was popular and highly respected in the Central Pacific, Captain Geoffrey V. Langdale (usually called "Bunna" Langdale) was drowned in the lagoon at Canton Island, international air-station, on the night of May 30.

It is not known how he got into the water. He was master of the Western Pacific High Commission ship, "Maureen," which was lying off Canton Island, and it is presumed he fell accidentally from the vessel, and injured himself. Although crippled—he lost both his legs, some years ago, as the result of coral poisoning—he was a good swimmer.

He was a member of an old Fijian family and was in his middle forties. His parents were the late Captain Fred L. Langdale, of Wakaya, and Mrs. Langdale (formerly Miss L. Morris). He was for some years a member of the staff of the Government yacht, "Pioneer."

After leave in Australia, Mr. V. Pearson, manager of Rabaul branch of Colyer Watson (NG) Ltd., returned at the end of May with his wife and family.

A successful cocktail party was held on May 31, in the Sisters' Mess at the European Hospital, Namanula, Rabaul, NG, to introduce Matron Stock to Rabaul residents. Matron Stock arrived in Rabaul recently to take over control of the hospital during Matron Hanlon's leave in Australia. Matron Hanlon departed in the May "Bulolo." Sister Betty Henry, also from Namanula, went on leave in the same vessel. Sister Henry was the first woman to set foot in Rabaul after the Australian re-occupation. She helped establish the Army hospital and with the rest of the staff spent a busy time in assisting released prisoners-of-war back to health.

TRIBUTES TO LATE SENATOR QUESNOT

PAPEETE, May 10.

THE body of the late Senator Joseph Quesnot was brought to Tahiti for burial, on April 29. As the SS "Pioneer Glen" entered Papeete harbour, early in the morning, all ships sounded their sirens; the quay was lined by a silent multitude; and the town ceased all work for the day.

The body was buried in the afternoon with full official and military honours. The Governor described the Senator's unceasing good work for French Oceania, and tributes were paid by Monsieur Anziani (who asked that a street of Papeete be named after Senator Quesnot), Monsieur Leboucher (vice-President of the Representative Assembly), Monsieur Terrieroo (Dean of the Islands chiefs), and Monsieur Pouvanaa (Head of the Opposition party).

M. Quesnot, Tahitian representative on the French Conseil de la Republique, and President of the Tahitian Representative Assembly, died at sea on the "Eridan" of a heart attack while on his way to Marseilles.

PALMS, ROBBED OF FRONDS, SOON WITHER

Letter to the Editor

THE Tongan who wrote to you and described the harm done to coconut palms by the indiscriminate cutting of fronds for village purposes is perfectly right. This can be a serious matter.

To maintain full bearing, a palm-tree requires 24 healthy leaves. Therefore, when the fronds are removed, the palm has to produce more leaves before bearing more fruit. Without the support of its leaves, the growing bunch of nuts will gradually lose hold, until it is torn off by its own weight.

You may see examples of this kind of vandalism in Fiji, just as in Tonga—especially around the native villages, where handy trees, continually denuded of their foliage, remain stunted and unprofitable, and gradually die off in the end.

I am, etc.,

ELIZABETH HENNINGS.

Vaitauba, Fiji.

MATUA PASSENGERS



Passengers on the Union Steamship Co.'s "Matua," which arrived in Suva, Fiji, on May 23, included Mrs. M. Gillmore and Mr. A. Herriek. Both had been on holiday in New Zealand.

BP STORE BURNED

Heavy Loss at Ba, Fiji

SUVA, June 1.
THE general store of the Burns, Philp (South Seas) Co., Ltd., at Ba, was completely destroyed by fire yesterday. Excluding the value of building and plant, the loss is estimated at £50,000.



ABOVE: The fire, soon after it had started.
BELOW: The scene two hours later.
—Photo by Akbar's Studios.

The outbreak occurred a little after 3 p.m. There is no fire-fighting equipment in Ba. Lines of residents, with buckets, managed to get enough water to adjoining buildings to save them. Police under Inspector S. E. Gullidge did good work, with a hose from a small pump. But by four o'clock, when the fire brigade arrived by road from Lautoka, 24 miles away, the store and its contents were already destroyed.

QANTAS CATALINA SURVEYS OUTPORT AIR-ROUTES

From Our Own Correspondent

RABAU, May 18.
SURVEY flights are being carried out at the present time by a Qantas Catalina flying-boat with the object of establishing flying-boat bases at outstations not now served by land aircraft.

On May 14, this aircraft arrived in Rabaul en route to Bougainville and Namatanai, New Ireland. It is hoped, as a result of it, that a fortnightly service will be established for both Bougainville and Namatanai.

This will mean a great deal to these outports, which at present are serviced only by small ships at irregular intervals.

SUNNY SUVA!

SUVA, June 1.
SUVA broke all records in May and ended the month with 57.59 inches of rain—the wettest May ever (see also page 25, this issue).

The previous record for the month was registered in 1936, when 25.63 in. fell. Suva's normal yearly average of 120.86 in. has already been exceeded this year by 12.56 in. There have been 133.42 in. of rain in the past five months. During the night of May 28 and the morning of May 29, a total fall of 14.39 in. was recorded in Suva.

Fiji Birthday Honours

THE following residents of Fiji and Western Pacific Territories were included in the King's Birthday Honours:—

MR. JAMES JUDD, prominent public servant, recently retired, CBE.
MR. B. E. V. PARHAM, notable agriculturist, OBE.
MAJOR A. H. DIFFEY, Fiji Military Forces, MBE.
MISS JANE SINCLAIR, matron of War Memorial Hospital, MBE.
MESSRS C. S. ST. JULIAN and LLOYD AMBLER, retired from public service with distinguished records, ISO.
SERGEANT IROMIA, 31 years in the Solomon Islands Armed Constabulary, Colonial Police Medal.

NEW COLONIAL SECRETARY IN FIJI

MR. A. F. R. STODDART, Chief Assistant Colonial Secretary, Sierra Leone, has been appointed Colonial Secretary, Fiji, in succession to Mr. J. F. Nicholl, CMG, who was recently transferred to Hong Kong.

Mr. Stoddart is expected to arrive in Fiji before the end of September. He was born in 1904 and was educated at Trinity College, Oxford. He was appointed to Nigeria as a Cadet Officer in 1927 and became a District Officer in 1937. He was transferred to Sierra Leone in 1942 as Chief Secretary from October, 1947, to March, 1949.

SKYMASTERS FOR NORFOLK ISLAND SERVICE

COMMENCING with the departure on June 9, Qantas Empire Airways are operating the fortnightly service to Norfolk Island with a Skymaster. This type of aircraft will replace the Lancastrians, with which the route has been serviced since October, 1947.

The Skymasters will continue to operate to Norfolk Island on a fortnightly schedule until further notice.

This innovation is necessary, owing to the increased demand for air transport to and from Norfolk Island. The Lancastrians carried only 11 passengers, whereas the Skymasters will take considerably more. The Skymasters take just over seven hours to fly to Norfolk Island from Sydney.

SOLOMON ISLANDS PASTOR ON A WORLD TOUR

THE six weeks spent in Great Britain by the Solomon Island native, Pastor Robert Salau, under the guidance of Pastor A. G. Stewart, of the SDA Mission, produced much of interest. The Islander's lectures were attended by many thousands, and innumerable newspapers described the unusual visitor and his activities.

They had 10 days in France and Switzerland; and on May 24, when they landed in New York, they were greeted by an army of reporters, photographers and television men.

Pastor Stewart is a very capable business manager; and he everywhere secured "a first class press" for his interesting protegee and, consequently, for the work of the SDA Missions in the Pacific. Pastor Salau is now lecturing in America.

NG TIMBER LEASE REPORT NOW AWAITED

IT is expected that the report of Mr. Justice Ligertwood, the Royal Commissioner who inquired into the New Guinea Timber Lease case, will be presented to the Australian Prime Minister before the end of June.

It is generally believed that, as a result of the report, Mr. E. J. Ward will be soon re-established in the Australian Federal Cabinet and in his Department of External Territories. In the meantime, the extraordinary case is still sub judice, and may not be commented on.

Mr. Ward has been a very silent member of Parliament in the current session. He

NEW GUINEA WOMEN'S CLUB, SYDNEY

THE annual general meeting of the New Guinea Women's Club of Sydney will be held in the Feminist Club, 77 King Street, Sydney, on the evening of July 22.

Members will meet at the Cenotaph, Sydney, at 10 a.m., July 1, to pay tribute to Territorians who lost their lives in World War II.

has been neither inactive nor silent in the Parliamentary Labour Caucus, however; reports indicate that he is the leader of the Leftist group. An increasingly severe underground struggle is in progress in Australia, between moderate and advanced Socialists.

Mr. L. Parer, of the Stanford X-Ray Co. Pty. Ltd., of Sydney, a brother of Mr. Ray Parer, has placed in circulation a very long "open letter" addressed to Mr. Justice Ligertwood, in which he makes some bitter comment upon the Timber Lease case generally. He attempts to link it up with the deplorable social and political conditions in the world to-day.

WHOSE BUS?

Moresby Contest Is Typical Of The Times

From Our Own Correspondent

PORT MORESBY, June 4.
BIG quiz question of the moment here is: "Who is going to get Mr. R. Corlett's streamlined bus when the administration buys it—Europeans or natives?"

For quite a while, Moresby natives have been cruising around in this modern 27-passenger bus, watched enviously by Europeans in the administration's old "wait and hope" chariots. Europeans did not feel they could complain much, however, as they at least were getting a free service, while the natives paid fairly high fares.

Then the Administration got the idea of buying Mr. Corlett's bus; and immediately pro-native and pro-European officials started a tug-o'-war for the vehicle. At first, the natives looked like winning—but just now it's anybody's event.

If the natives get the bus, the Administration will probably try to soothe the Europeans with the announcement that another modern bus is awaiting shipment to Moresby from Australia.

If the Europeans get it, the natives will be compensated with a free service by one of the present European buses.

Mr. Corlett, incidentally, plans to get a parlour car to provide a service between Moresby and Sogeri.

A SILLY COMPARISON

Between Queensland and Fiji-Indian Sugar Workers

IT is reported that an emissary of the Fiji-Indian cane-growers, who visited the Queensland sugar-towns and made an industrial investigation, has produced a pamphlet, in which a sharp comparison is made between the wages paid by the CSR Company to European cane-growers in Australia, and by the same Co. to Indian cane-growers in Fiji.

There is a wide difference, of course; and the data is being used to foment restlessness and discontent among the Indian cane-growers.

This is a good example of the stupidity of the average agitator and amateur economist. It is impossible to make any helpful comparison between sugar-producing conditions in Australia and Fiji.

THE Queensland canefields produce sugar only for the Australian market.

Partly by import duty, partly by subsidy, the Australian market is reserved for the Queensland industry. Australia pays more than world parity for her sugar, because the Australian workers in the Australian sugar industry get much higher wages than the workers in the innumerable other tropical and sub-tropical countries who produce sugar for the world market. Australian sugar could not be sold profitably in the world market—its production is much too costly.

In Fiji, there is no domestic market worth mentioning—if the Fiji industry is to survive, the sugar produced in Fiji must be produced cheaply enough to be sold at a profit in the world's markets. That in turn means that the standard of wages in the Fiji sugar industry must remain much below the Australian standard.

Anyone who has travelled in Fiji will agree that the standards of living in the Indian sugar-towns could be raised, with advantage to everyone. But those standards are not controlled by the CSR Company (which makes only a modest profit out of its Fiji enterprises), or by the British Government of Fiji. They are controlled by the industrial conditions ruling in the various tropical and sub-tropical countries which produce the sugar that is sold under competition in the world markets. Any improvement in those conditions would be immediately reflected in the Fiji-Indians' standards of life.

If the Fiji-Indian agitators would cease their attacks upon the CSR Co. and the British administration, and co-operate with those who are trying to get agreement concerning sugar-workers' conditions between all countries which export sugar, some real good might be achieved.

MAKEA ARIKI AS GODMOTHER

RAROTONGA, May 16.

THE Makea Nui Teremoana Ariki became godmother to the infant son of Mr. and Mrs. M. B. Baker, at his christening in Rarotonga recently. Mr. Baker is Director of Agriculture for the Cook Islands Administration. Mrs. Baker is a daughter of Mr. Mark Estall, a well-known local planter.

The child was named Hugh, Mark, Davida—the last name being chosen by Makea Ariki after Makea Davida, holder of the Makea Nui Ariki title when missionaries first went to Rarotonga. He presented to the LMS the lands on which the church and other mission properties were established at Avarua. Davida's only daughter was Queen Makea, who placed the Cook Islands under the protection of the New Zealand government.

FATAL BUS ACCIDENT IN WESTERN SAMOA

APIA, June 1.

ON May 23, a passenger motor-bus of the Gold Star Co., Ltd., driven by a Samoan, Lui Hane, travelling from Apia to Falelatal, smashed into a coconut tree at Peapaela Plantation (NZ Reparation Estates) and caused two deaths.

The bus took a curve in the road at speed, struck and killed a Samoan pedestrian, and hit a tree so hard that the left side of the bus was smashed and four of the passengers injured—one of whom, a child, died later. The cause of the accident is the subject of police investigation.

FIRE AT FALEOLO AIRPORT

DURING the night of May 10, the Radio Office of NZ National Airways Corporation at Faleolo Airport, 20 miles west of Apia, was completely destroyed by fire, with radio equipment and plant. Loss is £4,000. Cause of the fire is unknown.

CONGESTION OF PRODUCE

SOME 5,000 tons of copra are accumulated in Apia produce sheds, with a large quantity of cocoa beans, awaiting transport. An English cargo steamer is expected to lift some 4,000 tons of copra during June, while another 1,000 tons are earmarked for New Zealand.

The Norwegian motor-ship "Thor I" is expected shortly to lift a large quantity of cocoa beans, some 100 tons of which have been purchased by Syria at a price of approximately £130 sterling per ton FOB Apia.

Recent abnormal heavy rains do not augur well for the incoming cocoa crop.

WEDDING IN APIA

THE marriage took place at the Apia Protestant Church on May 28 of Rev. Francis Auld, Resident LMS Missionary and Minister of Apia Protestant Church, and Miss Barbara Joy Fowles, headmistress of LMS Papauta Girls' School. The ceremony was performed by Rev. H. W. Whyte, of Malua, and was followed by a reception and a Samoan feast and entertainment. There was a large gathering of Europeans and Samoans.

LMS MEETING AT MALUA

THE annual Meeting of the London Missionary Society took place from May 11 to May 21 and, as usual, was attended by thousands of Samoan

DEATH OF CAPTAIN STRINGER

BOTH Captain H. Stringer (who was lost in the foundering of the "Bombo" off the NSW coast) and Mrs. Stringer (now a resident of Sydney) were very well known in Ocean Island and Nauru. Captain Stringer, in the service of the British Phosphate Commission, was in Nauru for 8 years, and for over 20 years he was harbour-master at Ocean Island.

Mrs. Stringer was one of the Europeans captured by the German raiders in 1940, when the Nauru installations were bombed. She had been in Australia, and was on her way home to Ocean Island by the "Triona" when the "Triona" was



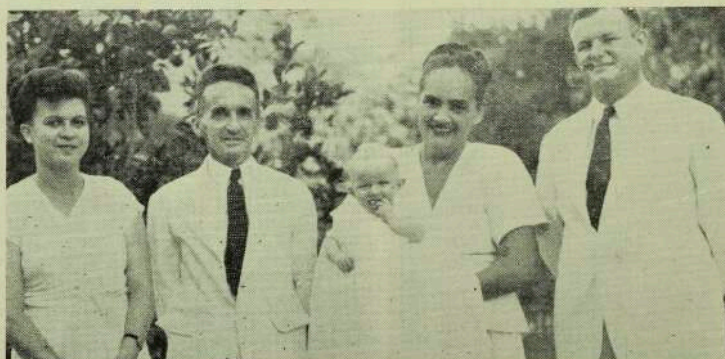
The late Captain Stringer and Mrs. Stringer.

taken off Nauru and sunk by the raider. She and others were a fortnight aboard the raider before they were all put ashore on Emirau (near New Ireland) at Christmas-time, 1940.

Another Ocean Island woman aboard the raider, who was landed at Emirau at that time was Mrs. W. Allen, another old resident, who was cruelly murdered on Ocean Island last month—see report elsewhere. Mrs. Stringer and Mrs. Allen returned to Ocean Island in 1941, but were evacuated before the phosphate islands were invaded by the Japs, a year later.

Captain Stringer, who was held generally in high regard, was to have taken command of the "Bombo"—he had gone aboard as first mate, to learn something of the coastal service, just before the vessel left on her last voyage.

adherents from all districts of Western and American Samoa. The Rev. Norman Cocks, Secretary of the South Pacific Conference of the LMS, was present and Rev. P. Kightley, of Tuasivi, Savaii, was elected Chairman of the Samoan Church.



Mrs. Baker, Mr. T. Duggan, Makea Nui Teremoana Ariki (holding baby), Mr. M. B. Baker.

Third Trans-Pacific Service Starts in July

IT is expected that a third trans-Pacific service will be in operation shortly. This will be operated by Canadian Pacific Airways, using four-engined Canadian-built, pressurised aircraft (Canadair Fours, somewhat similar to Skymasters but with Rolls Royce Merlin engines). They will carry 36 passengers.

The first flight will leave Sydney on July 22 and thence every two weeks, for the present. Later, it is expected that the service will be increased and that Auckland, NZ, will also be a terminal. Stops between Sydney and Vancouver will be Nadi (Fiji), Canton Island, Honolulu, San Francisco. At present, CPA are not permitted to set down passengers in San Francisco.

The way was left open for CPA to come into the Pacific service when negotiations between UK-Australia-NZ, on the one hand, and the USA, on the other, were completed in mid-1946. Pan American World Airways and British Commonwealth Pacific Airlines began services immediately negotiations were completed; CPA's plans were indefinite at that time.

With restrictions on dollars and the extremely high cost of trans-Pacific fares, it might be imagined that there would be little room for a third operator. However, the general public will, no doubt, welcome the advent of CPA in the hope that competition between the three operators will eventually force down fares.

Each company now has something a little different to offer patrons. CPA's specialty is to be day-time flying with nights spent in hotels as the Company's guest. This hotel accommodation will be provided at Nadi and Honolulu.

Fares by CPA will be £11/10/- less to Vancouver than BCPA. The Union Steamship Company are the CPA booking agents.

Mr. W. Woollett, the special representative of the new Airline, already has been established in Sydney, in the offices of the Canadian Pacific Railways, in Union House.

Guinea Air Traders Provide Welcome Air Services

From Our Own Correspondent

RABAU, June 1.
THE weekly Guinea Air Traders Ltd. service which leaves Lae each Monday for Madang, Wewak, Rabaul and Kavieng (returning from Rabaul to Lae each Tuesday via Wewak and Madang), has now been operating for two months. The service has been well received by the public of Rabaul and Kavieng.

It is operated by C47 aircraft, and apart from providing Kavieng with a welcome additional passenger and mail service, it also enables Kavieng to be supplied weekly with fresh meat, fruit, etc. The service gives the Rabaul public an additional mail service to Australia, as the aircraft connects with the southern-bound Qantas plane which leaves Lae each Wednesday, and also provides direct connection with Madang and Wewak, which hitherto could only be reached by first proceeding to Lae.

The Wewak-Rabaul link has been well supported by local planters and traders and, also, by the Administration, for the transportation of native labourers.

Captain T. Deegan, permanent crew-captain of GAT, and traffic-officer, John Rowbotham, have become popular with the Rabaul and Kavieng public.

World's Most Expensive Coffee Bean

IT cost Mr. and Mrs. Fred Bannigan of Wau, New Guinea, £1,200, in May, to have one small coffee-bean extracted from the throat of their son Murray.

Bannigan Junior had inhaled the bean into his bronchial tubes, while playing on the Wau coffee plantation where his father was repairing a truck. He was rushed to Wau hospital but there was, of course, no bronchoscope there. Mr. Bannigan borrowed a jeep to drive to Lae, but the jeep overturned and he himself was injured. Then he was able to charter a plane to fly his son to Lae, taking along with him a bottle of oxygen used in welding, and a mask obtained from the Wau hospital. Lae Hospital could not help either. A Qantas Dakota was chartered and landed the Bannigans in Townsville that same night. But there was no ear, nose and throat specialist in Townsville and no bronchoscope. So the next morning the Bannigans chartered more planes and finally reached Brisbane at 9.40 a.m. The bean was successfully removed an hour later.

The whole episode took less than 24 hours but it cost the Bannigans their entire savings. They expressed themselves well satisfied in that their young son's life was saved.

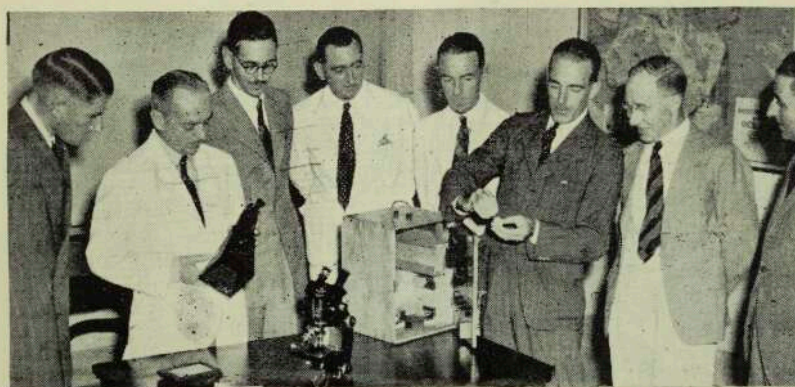
Their story interested the good people of Brisbane, however, and the Brisbane "Courier Mail" launched a bob-in fund and six Brisbane motor cycle clubs held a gala day and donated £20 to the Coffee-bean Boy.

Maybe New Guinea residents, to whom the Bannigans are well known, would also like to help?

New Microscope for Fiji Health Department

THE Suva manager of Boots, the Chemists (Fiji) Ltd., on May 18, presented to the Director of Medical Services, Fiji, a very fine microscope. It will be used in the Pathological Laboratory of the Suva hospital and was given by Boots Pure Drug Company of Nottingham, England.

The microscope was promised in 1944 but due to a series of accidents its manufacture was delayed. It is equipped with every modern device and will be a welcome addition to the equipment of the Colonial War Memorial Hospital's laboratory.



Shown in photograph (left to right): Mr. R. Smidt (Manager, Boots the Chemists (Fiji) Ltd.), Dr. J. M. Craikshank (Director of Medical Services, Fiji), Mr. J. E. Pery-Johnston (Laboratory Superintendent), Mr. F. T. Stackpool (Government Pharmacist), Dr. E. W. D. Maxwell (Acting Deputy Director of Medical Services), Dr. G. T. Barnes (Pathologist), Dr. T. A. Doran (Medical Superintendent, Colonial War Memorial Hospital, Suva), Mr. L. G. Usher (Public Relations Officer, Fiji).
—Photo by Public Relations Office.

LABOUR FOR NEW CALEDONIA

Javanese Will Cost About £6/10/- A Per Month

From Our Own Correspondent

NOUMEA, May 30.
THE French Colonial Minister has authorised the gradual repatriation of Tonkinese workers from New Caledonia and the New Hebrides, and has informed the Indo-Chinese High Commissioner of this decision.

It is proposed to pay Javanese workers—now due to arrive in New Caledonia—at the rate of 600 Pacific francs monthly for men and 500 francs for women engaged in agriculture, and 100 francs extra per month in other occupations, during their first year of employment. (160 Pacific francs equal the Australian £.) For the second and third years they are to get an additional 100 francs a month. They are on a three-years' contract.

Employers will, as well, have to provide lodging, food and two issues of clothing per annum; the fares to Noumea and for final repatriation; and insurance—in all, an extra 350 or 400 francs per month.

This is equal to about £6/10/- A. per month.

These rates of pay also apply to Javanese and Indo-Chinese who have been in the Colony for years.

ARREST IN OCEAN ISLAND MURDER CASE

THREE Brisbane CI Branch detectives, Senior Sergeant T. E. Martin, Detective Constable J. Hamilton, and fingerprint expert, Constable C. E. Smith, left Brisbane on April 30, for Ocean Island to investigate the savage murder of two Europeans, Mr. and Mrs. W. Allen.

The police party left for the island in response to an urgent appeal from the Fiji Commissioner of Police. The motor vessel, "Edenbank", was diverted 300 miles off her course to call at Brisbane to pick up the party of detectives.

On May 23, a Chinese coolie was arrested on Ocean Island in connection with the murder. The police were, however, continuing their investigations as they think other Chinese may be involved.

WORLD COPRA PRICES SHOW SLIGHT DECLINE

Demand Eases as Other Fats and Oils Become Available

IN step with what appears to be a worldwide lowering in prices of all tropical products, copra values have declined in recent months in most of the countries where free trading in fats and oils is still conducted.

USA market prices have receded generally and early in April copra was quoted on the San Francisco exchange at 165 dollars (equal to £A51/1/6) per short ton, down from 200 dollars (£A61/18/6) a couple of months previously.

London copra market observers last month put the current decline in Philippines prices down to a restricted demand, caused by increased offerings of other oils and fats. Philippines copra rates settled at 167.5 dollars (£A51/11/0), f.o.b., following the sale of some 500 tons to France at 162.5 dollars (£A50/6/6).

Because they consider the price asked for sterling area copra too high, European buyers have been holding off and, in consequence, Straits copra dropped £3 to £4 to £Stg.68 for May shipments. Taking advantage of the situation, Dutch East Indies sellers have been offering copra in guilders at considerably under the Straits parity.

COCONUT OIL MARKET EASIER

WITH buyers somewhat reserved, the market for coconut oil has been easier lately. London sources report that May-June shipments of Straits oil were offered at £108 Stg. per ton, c.i.f., but Continental crushers remained aloof, anticipating the price to go lower.

Some Philippines coconut oil has been finding its way to Europe, mainly to German buyers, at 310 dollars (£96 Stg.) per metric ton, c. and f.

Of all the South Seas territories, the market trend in coconut oil is of greater interest to Fiji, where this industry has shown remarkable growth since World War II. Before 1939, coconut oil exports never amounted to more than 200 tons, worth annually a couple of thousand pounds. Two copra-crushing mills now are in operation in Suva, with the oil being exported to the United Kingdom and the residue oil cake going to New Zealand, where it is in over-demand.

The following table shows post-war coconut oil exports from Fiji:—

Year	Amount tons	Value
1945	689	£28,230
1946	1,807	74,068
1947	6,570	440,189
1948	9,053	760,774

SYDNEY CRUSHERS PAY MORE

THE Commonwealth Government, at the end of May, granted permission to the Australian New Guinea Control Board to add 10/- per ton to the prices of Papua-New Guinea copra sold to mills in Sydney. This is to cover increased shipping freight charges. Prices to Australian crushers now stand at: Hot-air Dried, £A66/10/- and Smoked, £A65/17/6.

The ANGPCB still is marking time until the Commonwealth Government decides to implement its decision announced almost a year ago, of abolishing the Board. Territories' planters are continuing to deliver copra to ANGPCB depots, receiving

Seven natives were admitted to hospital in Rabaul on June 1 when a truck travelling along the North Coast Road, about 10 miles from the town, struck another parked by the roadside.

a fixed price of £A48 per ton; while ANGPCB, in turn, ships the copra to Australia for sale to crushers and soap manufacturers (at £A66/10/-) or sends it abroad in chartered shipping for the use of the British Ministry of Food (at a fixed price of £A60—or £Stg.48—under the terms of the recent nine-years' contract).

THE FUTURE

SOME planters in Papua and New Guinea believe that the original plan of the Commonwealth Government to remould the ANGPCB will not be proceeded with in its entirety, but that ANGPCB will be reconstituted and renamed something akin to a "Copra Board" and will proceed along similar lines as at present. This would be in line with the Socialist Federal Government's avowed policy of keeping the big commercial firms' interest in the profitable Islands copra trade down to a minimum.

The downward trend of the world copra market will not immediately affect planters in the South Pacific Islands, except those in French Territories. All others, during the past nine months, have entered into the British Ministry of Food contract, under which they get a guaranteed price for nine years—around £48 in the first year, and no fall in the following years to be more than 10 per cent. of the year preceding. This British guarantee has given remarkable security to the South Pacific copra market.

CANDLENUT OIL NOW A PROTECTED INDUSTRY

THE Fiji company, Industrial Oils (Fiji) Ltd., which started in a very small way in 1945 to crush candlenuts for their oil, has become a Protected Industry—which virtually gives it a monopoly of the candlenut oil business in Fiji. They are to purchase candlenuts, process them, refine, sell and export the oil therefrom.

For their part the Company must guarantee to submit financial statements to the Colonial Secretary twice per year, purchase candlenuts at £7/10/- per ton, purchase all candlenuts that pass a "float test," refrain from exporting any nuts and "diligently engage in the business of extracting oil".

The success of the candlenut oil business in Fiji is a personal triumph for Mr. H. A. Mitchell, an Australian, who became interested in the oil before the war and after it was over went back to start operations in Fiji. Candlenut oil is used in paint and in this respect is equal to linseed oil. The great problem was how to crush it from the very woody candlenut. Mr. Mitchell solved this and other problems of production and put the industry on its feet in Fiji.

It is interesting to note that one of Australia's biggest paint manufacturers has recently been advertising the fact that it has now commenced to make candlenut oil in Queensland.

'WESTCLOX' FROM SCOTLAND

It is announced that Westclox Ltd., a subsidiary of General Time Corporation, of the United States, have commenced production at their factory in Strathleven, Dumbarton, Scotland. This means that traders in the Sterling area now may obtain shipments invoiced in British sterling, instead of being dependent upon uncertain Dollar quotas from USA. Details may be obtained from Pacific Islands Trading Co., 244 California Street, San Francisco.

THE HAHN FAMILY OF TONGA

OVER 20 years ago, three youngsters named Hahn, from Tonga—where they were connections of the well-known Reichelman family—settled down in Sydney with their mother. They were Olita, Dick and Charles. When Mrs. Hahn died, Olita and Dick shared a flat together.

Then came the war. Dick, who by then was holding a high position in the accounts department of David Jones,



A recent photograph of Mr. and Mrs. Tableporter, taken in Los Angeles.

Ltd., went to New Guinea with the Australians and, in Bougainville, he received injuries from which he later died. He was a leading member of the Sydney Polynesian Club, and his death was regretted by very many friends.

Olita—charming and vivacious—married an American serviceman, Mr. Mitchell Tableporter, who in private life is a well-known song-writer, and he took her home to Hollywood. His latest song is reported to be a great popular success.

The third member of the family, Mr. Charles Hahn, has established a restaurant, the Mount Colah Roadhouse, on the Pacific Highway just north of Hornsby and about 15 miles from Sydney's Harbour Bridge. The restaurant—already famous for good cooking—is decorated with tapa-cloth and Tongan artifacts.

Recently, when a traveller from Vavau wandered casually into the restaurant, and saw the display of tapa, he developed a nostalgic excitement, which was not lessened when the suave and courtly Charles talked to him about well-known Tonga families.

Mr. P. Legh, an Englishman, who had recently been at Keravat, New Britain (P-NG), left Sydney by Trans Oceanic Airways' flying-boat early in June for the Solomon Islands. He will join the staff of Lever's Pacific Plantations Pty., Ltd., at Banika, Russell Islands, in the centre of BSIP.



South Pacific Commission Approves Extensive Research Programme

Next Session, Noumea, October :: South Pacific Conference, Suva, April

THE third session of the South Pacific Commission concluded at SPC headquarters, Noumea, New Caledonia, on May 17. Chairman of the session was Mr. J. B. D. Pennink, Senior Commissioner for the Netherlands.

The fourth session will be held in Noumea in October, 1949. The chairman will be the Senior Commissioner for New Zealand.

A South Pacific Conference will be held in Suva, Fiji, in April, 1950, according to plans now being made by the SPC. Delegates will be invited from 15 Pacific Territories: Papua-New Guinea (Australian Trust Territory), Nauru, New Caledonia and Dependencies, French Oceanic Establishments, Netherlands New Guinea, Western Samoa, Tokelau Islands, Cook Islands (including Niue), Fiji, British Solomon Islands Protectorate, Gilbert Islands, Ellice Islands, American Samoa, New Hebrides. The Kingdom of Tonga will also be represented.

Mr. B. E. V. Parham, of Fiji, Associate Member for Economic Development on the South Pacific Commission Research Council, was requested by the Commission to represent it at the Conference on Conservation and Utilisation of Resources being held by the United Nations at Lake Success in August, 1949.

Before the third session broke up it approved 28 research projects that had been recommended to it by the Research Council which met in Noumea from April 25 to May 9. The 28 projects will cover the fields of health and social and economic development among non-self-governing native peoples in the Pacific. They are:—

PLANS TO IMPROVE HEALTH

Collection and distribution of epidemiological information and investigation of quarantine regulations.

A project in improvement of infant and maternal welfare, the weaning of infants among Island peoples.

A co-ordinated attack on the problems of tuberculosis by an investigation of field methods for tuberculosis survey and a comparison of the different forms of tuberculosis found in the area.

Provision of liaison between the various field groups investigating the epidemiology treatment and control of filariasis; and the co-ordination of work in this field.

Collection and examination of existing data relating to nutritional and dietary problems in the area as a necessary background for formulating detailed proposals.

Down side: Mr. W. D. Forsyth, Secretary-General; Mr. J. B. D. Pennink (Netherlands), Chairman of Third Session; Dr. L. G. M. Baas Becking, Chairman Research Council. Lower (left to right): USA Delegates; United Kingdom Delegates; Australian Delegates.

ECONOMIC PROJECTS

The introduction of economic plants to the South Pacific area, their study in introduction gardens, and their distribution to all Territories.

An immediate review of scientific research facilities relating to cash crops such as the coconut and its products, rice and cocoa; together with an examination of their economic future.

Studies of tropical pasture improvement leading to an improvement in animal nutrition and the development of mixed farming essential for raising standards of human diet.

A pilot land-use survey project relating to the establishment of hydrological and forestry reserves, the control of erosion, and the delimitation of crop and pasture lands, New Guinea land-use survey.

Proposals for regional co-operation in establishing a standard system of grading fruit and vegetable produce for commerce in the area.

A pilot project designed to introduce improvements possible in cash and subsistence crops in coral islands and atolls. Economic survey having special reference to the by-products of the islands.

Proposals for the encouragement of positive fisheries research and close liaison with the Indo-Pacific Fisheries Council.

Research into the diet and working tools of indigenous peoples with a view to improvement of subsistence economies.

Proposals for co-operative effort in the execution of work on biological control of insect pests and weeds.

The pooling of information on credit facilities and other forms of financial assistance available to Island peoples for agricultural and industrial development.

The collaboration of Member Governments in the 1950 World Agricultural Census organised by FAO.

Encouragement of the proposed research projects sponsored by the Fiji and Western High Commission Territories Research Council.

The pooling of information on current and proposed research throughout the South Pacific area.

SOCIAL DEVELOPMENT

The collection and dissemination of information of technical and professional training of Islanders throughout the area and examination of the possibilities for further developing centralised training institutions for Island peoples.

An experimental survey of the use of visual aids in the development of dependent peoples.

A study of methods of literacy training.

Conference of educationists.

A review of the research work already carried out in social anthropology and the formulation of future lines of research in that field.

A survey of the work done in linguistic research and requirements for the area.

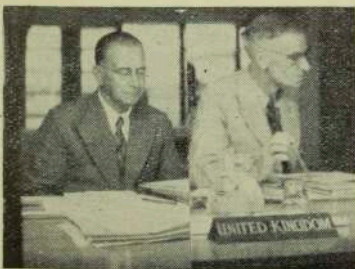
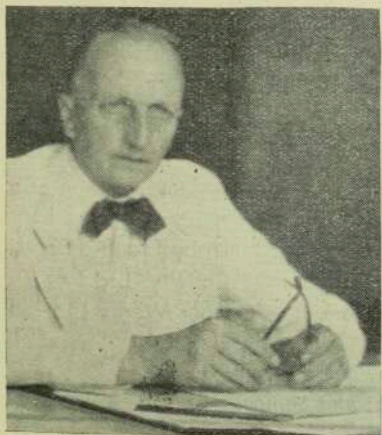
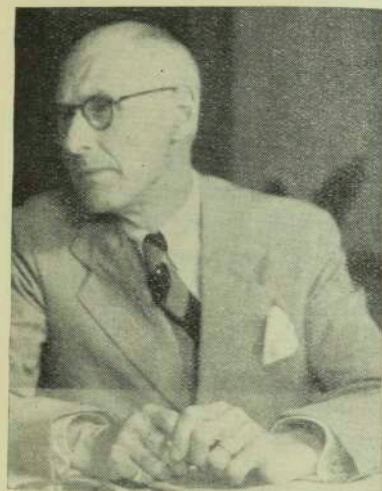
A study of existing native co-operative societies and groups operating in the South Pacific and of methods for creating and developing the movement throughout the area.

A survey to determine the most suitable types of native building.

The establishment of pilot projects designed to develop a selected community in each territory through the combined operations of the community itself and a team of specially trained native leaders.

Recording and preservation of archaeological sites.

(Continued on Page 87)



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GOVERNMENT BACKS DOWN

Unfortunate Strike Sequel In Fiji

From a Special Correspondent

LAUTOKA, June 2.

REMARKABLE aspects of a strike which occurred in the Ra district is May direct attention to the national undercurrents which are interfering with orderliness and good government in this Colony.

On Tuesday, May 24, the Ra Road Overseer refused to allow a truck to be sent 10 miles, to bring food for a party of 8 men. He pointed out that there was food growing at the Depot and there was a truck going out the following day, which could bring food on its return journey. The men were not entitled to special consideration, because they were supposed to have brought in with them, according to custom, sufficient supplies for a week.

On Tuesday, May 24, the Ra Road Overseer's helpers, said to be a Communist, was instructed that the men could go and do what they liked, so long as they were back at 7 a.m. next day, to start work. He passed this on as "Pack up your bedding and return to your villages."

On Wednesday morning, out of a mixed labour force of 61 Indians and Fijians, only 6 reported for work. The Overseer was informed by telephone from Lautoka, 68 miles away, that "your men are on strike."

The District Engineer hurriedly investigated. He learned that three Indian members of the striking road gang, during the night, had interviewed the Fijian village chiefs, and informed them that all Fijian labourers in the Sigatoka, Lautoka and Ba districts were to strike in the morning; and the chiefs were persuaded to authorise the men from their villages to cease work.

A WELL-KNOWN Indian political leader told the District Engineer that the three Indian agitators were not acting for the Union—he said that the Union wanted the labourers to return to work. As this put the three Indians "in wrong," they were sacked by the Chief Engineer.

The labour force returned to work on Saturday morning, minus the three. But the same Overseer's assistant again jumped into the picture, and ordered the men to cease work and go home. They obeyed.

Public Works men thereupon interviewed the highest native authority, Roko Tui Ra, and he promised that the Fijians would return to work on Monday, with instructions to disregard the Indian mischief-makers. This looked like a clear victory for law and order.

But, meanwhile, a hurriedly-called conference, attended by the Governor, the Acting Government Secretary, the Commissioner of Labour and the Director of Public Works had decided that the three sacked Indians should be immediately reinstated, pending an investigation. The Public Works Director fought against this, but was over-ruled. The decision was telephoned to Ba, and was obeyed by a reluctant staff.

So here we have another case of the Government displaying its ridiculous super-sensitiveness to Indian feelings. Surely it might have had enough backbone to allow its officials on the spot to handle a situation that had been created by Indian cheekiness and mischief-making. Such incidents only encourage a class of men who are making conditions in this Colony more difficult. Everyone who knows the circumstances agrees that those three Indians should not have been reinstated.

MRS. JANE T. WALLACE

Returns to the Charge Through Trustee Council

IT will be remembered that, in the palmy days between the wars, Mrs. Jane T. Wallace made miserable the lives of sundry high officials in New Guinea, by her persistent charges that natives were being cruelly ill-treated and exploited.

Again and again, her charges were investigated and blown out—both by Australian officials and by the League of Nations—but Mrs. Wallace—a highly-educated, cultured woman, and a tireless campaigner—refused to stay put, and returned regularly to the attack. Official files groaned under the weight of her manuscripts, written in perfect copper-plate.

Mrs. Wallace and her son operated a small plantation near Rabaul. They were in constant, close touch with the natives; and their influence was not favourably regarded by officialdom.

Mrs. Wallace was evacuated in 1941, and was not heard of for several years. Her son, Mr. Tom V. Wallace, also a well-educated man, remained in the Rabaul district and was captured by the invading Japs, and was among the hundreds who lost their lives on the "Montevideo Maru"—sacrificed by blundering Australian officials.

Mrs. Wallace, 81, and as active and warrior-like as ever, now lives in Spring Street, Melbourne, and she has turned her batteries upon the Trusteeship Council of U.N.O. Her sensational charges of "virtual slave labour" have been seized upon with delight by that section of Council members who are classified as "Communists, fellow-travellers and Anglophobes generally," and the sensational Press on May 25 carried large slabs of her fiercely-written communications. The fact that her charges are not treated seriously by anyone who knows New Guinea, past or present, makes no difference to the Anglophobes.

Much as one deplores her campaign, one must admire the ability, tenacity and strength of character of little old Mrs. Wallace. She could have achieved so much, had she put her hand to a different kind of plough.—RWR.

RABAUL RECORDINGS FOR AUSTRALIAN RADIO SESSIONS

From Our Own Correspondent

RABAUL, May 18.

MR. FRED EDWARDS, Acting Officer-in-Charge, Port Moresby ABC Station, 9PA, accompanied by Mr. Cunningham, technician, of ABC, Sydney, have arrived in Rabaul by Qantas Catalina.

Their purpose is to make recordings of interesting objects in and around Rabaul, not only for broadcast purposes but also for the National Museum at Canberra.

The recordings made over the weekend were excellent and very soon Australian folk will hear such things as the Vunapope band of 45 pieces, the Vunapope choir of 100 voices, Rabaul women-folk discussing their attitude towards domestic native servants, and sing-songs made by various tribes at present working in Rabaul.

Some of these items will be heard in the ABC Walkabout Series and others probably, in the women's sessions.

Mr. Colin Simpson, ABC special commentator was to have made this trip but he became ill in Port Moresby and was replaced by Mr. Edwards.

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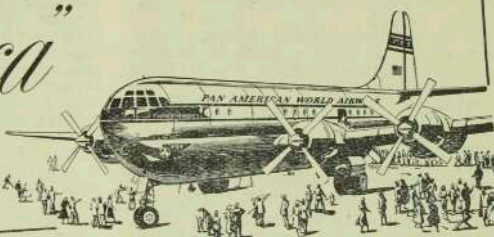
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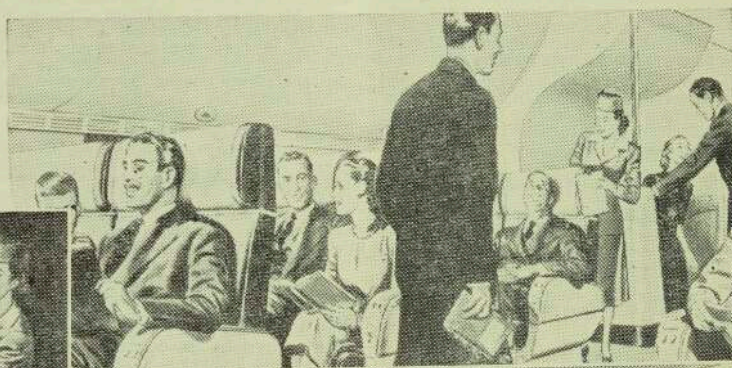
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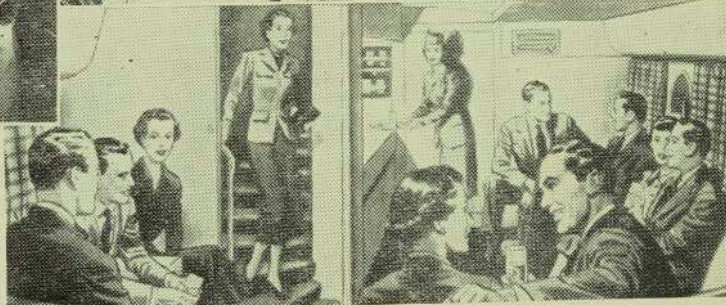
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Australian Manufacturers Won't Buy Papuan First Grade Rubber

From Our Own Correspondent

PORT MORESBY, May 26.
HUNDREDS of tons of rubber are piling up at plantations and storage centres in Papua, because planters refuse to sell to Australian manufacturers at a reduced price.

Little rubber has been shipped to Australia since the end of March when the "Bulolo" took away a consignment.

While the "Bulolo" was on her way to Sydney on that occasion, Papuan planters were notified, by their agents in Australia, that manufacturers could not use No. 1 grade smoked sheet rubber from Papua for some time.

The manufacturers said they could buy Papuan rubber only if growers were prepared to sell their No. 1 grade product, comprising about 85 per cent. of the total production, at the price usually paid for No. 2 grade—a difference of about four-fifths of a penny per lb.

The Papuan Planters' Association immediately advised its members not to sell at the reduced price and the "Bulolo" consignment was placed in storage in Sydney.

The Association has asked the Commonwealth Government to intervene to help planters get the full price and to ensure that Papuan rubber is given preference, grade for grade, over rubber from Malaya and other countries.

Planters can't understand the manufacturers' attitude. They say the manufacturers must be using some No. 1 grade and if so it should come from Papua, not foreign countries.

The manufacturers' move is not regarded as an attempt to lower the grading of Papuan rubber, which is recognised as being equal to the best from overseas.

While the Planters' Association tries to straighten things out, rubber is accumulating and planters may soon have to cut production through lack of storage space.

Papua sends Australia its full rubber output, which at present is about 1,500 tons annually. Despite labour shortages and other problems, production is reported to be rising steadily.

Prices are calculated on Singapore day-to-day quotations, which are considerably below the prices paid during the war when the Australian Government controlled production and prices of Papuan rubber.

WHY FIRST GRADE IS NOT WANTED

INQUIRIES made in Sydney show there is no ill-feeling between Papuan rubber producers and Australian rubber manufacturers. The main trouble is that, during the war period, when manufacturing processes had to be adapted to difficult conditions created by the war, the manufacturers found that they could do just as well with Papuan

second-grade rubber as with first-grade. Therefore, they naturally want only second-grade, which is sold by the planters at seven-eighths of a penny per pound less than first-grade.

The planters, on the other hand, having suffered a considerable reduction in the world price of their product in the past couple of years, are naturally reluctant to sell their first-grade rubber at second-grade prices.

Discussions between the two sides are proceeding. Mr. T. L. Sefton, a well-known Papuan planter who returned to Papua from Sydney on June 11, expressed the opinion that negotiations would find a happy compromise.

Mr. Ward's Production Control Board handled rubber with enthusiasm when the rubber market was good. But when the slump came, the Board hurriedly passed over the marketing of the product to the planters. It retained complete control of the other Territories' product, copra, however. Copra can be sold easily, anywhere.

Mr. Thomas Inglis, who died in Brisbane some months ago, became well-known to Papua residents during the two years he was there as inspector of

schools. He left a widow and two daughters.

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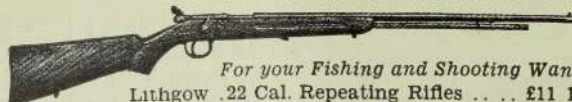
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Rabaul aerodrome has now been equipped with flare-type kerosene landing lights. Although it is not usual for planes

to land after dark on New Guinea dromes, the lights will be an emergency safe-guard.

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CHINAMEN'S LUCK!

Result of Rabaul's Big Raffle

AT least five out of the eight prizes in Rabaul's Easter Carnival Raffle (In aid of the Sacred Heart Mission School, Rabaul) were won by members of New Guinea's Chinese community.

Considerable local interest was taken in this raffle, which was drawn in Rabaul on May 26, as the first prize was a brand new Vauxhall car.

Tickets were £2 each, but patrons apparently thought the odds favourable. Over 900 tickets were sold, and although the prizes were valued at over £1,000, it is expected that the school will benefit handsomely.

The official prize list follows:

- First Prize: One Vauxhall Velox Car. Ticket No. 209. S. J. Corfield, Rabaul.
Second Prize: 52 ft. Qonsett Hut Frame, with 30 sheets rounded iron. Ticket No. 560. F. Lam Hong, Rabaul.
Third Prize: Phillips Radio. Ticket No. 602. J. Lau, Rabaul.
Fourth Prize: Open Order for £25. Ticket No. 72. Tong Yut Ming, Rabaul.
Fifth Prize: Open Order for £20. Ticket No. 876. R. Thackston, New Ireland.
Sixth Prize: Open Order for £15. Ticket No. 9. Joseph Seto, Kavieng.
Seventh Prize: Open Order for £10. Ticket No. 38. Chan Ngo, Rabaul.
Eighth Prize: Open Order for £5. Ticket No. 691. F. Chan, Rabaul.

Murder of Mr. A. Robinson

Natives' Sentences Commuted To 10 Years' Hard Labour

THE three New Britain natives who were convicted, on April 7, of the murder of Mr. Alf Robinson, and sentenced to death have had their sentences commuted to ten years' hard labour. The reason given is that the area where they live is not fully under control. (Robinson, an experienced Territorian and former Administration officer, was murdered in a remote village in New Britain in mid-December, 1948. He had been on a recruiting trip.)

We reported at the time of Robinson's murder, and repeated it in May "PIM," in reporting the trial of the murderers, that eight natives had been killed at the same time as Robinson. Our Rabaul correspondent now points out that this is incorrect and that Robinson only was murdered. In December, when the first message was received by the District Officer, Rabaul, telling of the tragedy, it was stated that the natives had been killed but this subsequently was found not to be so.

SUVA-VANUA LEVU RUN GOES TO NEW SHIPPING CO.

SUVA, May 18.

IT has been announced that Messrs. Barratt and Baker have been successful with their tender for the government-subsidised shipping service between Suva-Levuka-Vanua Levu. The service will be carried on with an auxiliary ketch, "Island Prince."

Morris Hedstrom, Ltd., had carried on the service for years previously and their small ship, "Adi Rewa," became an institution in those ports. In a recent letter to the firm, the Colonial Secretary spoke of the spotless condition of the vessel and the consideration always given by the master of the vessel to passengers.

Mr. L. Corbett, of Rabaul, NG, left the Territory for Australia, on leave, at the end of May.

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PACIFIC ISLANDS SOCIETY

GUEST speaker at the monthly meeting of the Pacific Islands Society, 8 Young Street, Sydney, on May 25, was Mr. A. E. Heath, CMG, President of Sydney Chamber of Commerce. His subject was "Britain and World Problems."

The Annual General Meeting of the Society will be held on July 27. Nominations for office bearers to be elected at the meeting, must be in the hands of the se-

cretary not later than July 6.

NEW MEMBERS:— Mrs. E. Banks, Mrs. H. Carr, Mrs. M. Eheret, Mrs. Hallan, Mr. and Mrs. J. Gardiner, Mr. Randolph Griffiths and Mr. F. E. Sturt.

Mr. J. K. Stone, of the "Fiji Times" staff, suffered a severe injury in May, when he fell and lacerated the tendons in his leg. He is having a spell in Suva Memorial Hospital, with his leg encased in plaster.

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More Air Services For Papua-NG

Qantas Catalina Pioneers Three New Routes

From Our Own Correspondent

PORT MORESBY, June 4.
MOST important event in the Territory, for years, was the recent introduction by Qantas of Catalina air services to the neglected areas east and west of Moresby, and between Moresby, New Britain and Bougainville.

The Administration thought it important enough for an official send-off by the Deputy Administrator, Judge Bignold, just before the plane left Moresby on May 30 on the first flight of the new services.

In the soft light of approaching dawn, Judge Bignold addressed a small audience consisting of crew and passengers of the Catalina and a few others, including Qantas assistant operations manager, Captain Orme Denny, who got the new services going. Judge Bignold spoke of how the services would benefit administration and commerce, and wished Qantas success.

The Catalina will make fortnightly trips along each of the new routes. The draft itineraries are as follow:—

WESTERN PAPUA SCHEDULE

Alternate Mondays—Tuesdays

Depart Moresby, 6 a.m.
Yule Island. Lake Kutubu.
Kerema. Lake Murray.
Kikori. Daru.

On return flight, the plane calls only at Kikori, Kerema and Yule Is. Arrives in Port Moresby at noon.
Fare, Moresby-Daru, £9/15/-.

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EASTERN PAPUA SCHEDULE

Alternate Wednesdays and Thursdays

Departs Moresby at 9 a.m.
Abau.
Milne Bay.
Samarai. Remains overnight.
Departs Samarai early.
Esa'ala.
Kiriwina (Trobriands).
Woodlark Island (opt.).
Deboyne Lagoon.
Samarai.
Milne Bay.
Abau.
Arrives Moresby about 5 p.m.
Fare Moresby-Samarai, £7.

NEW BRITAIN-BOUGAINVILLE SCHEDULE

Alternate Mondays—Thursdays

Departs Moresby 6 a.m.
Moewe Harbour (south coast of New Britain).
Talasea (north coast of New Britain).
Rabaul.
Rabaul to Buka Island.
Kieta (east Bougainville).
Buin (south Bougainville).
Return via Kieta and Buka to Rabaul.
Depart Rabaul, and call at Talasea, Moewe Harbour, Jacquinot Bay (southeast New Britain) and return to Rabaul.
Return to Port Moresby at 11.50 a.m. on Thursday.
Fare, Moresby—Rabaul, £16.
The Catalina plane will carry 20 European passengers, or 20 natives, and a maximum load of 5,000 lb.
The Catalina is the Island Chieftain, which formerly made chartered flights in the Territory for Island Airways. The present skipper, Captain Hugh Birch, and Flight Engineers Ken Smith and Tom Mitchell, were in the plane's crew when it was flying for Island Airways. Other crew members are First Officer Ross Treadgold and Purser Arthur Grogan and Keith Rawlings.

Qantas hopes to bring up another Catalina, later, as a reserve plane.

Residents served by the Catalina are looking forward to swift mail deliveries and regular supplies of fresh meat, and most of them are thankful for this chance to avoid travelling on the coastal ships.

I WENT on the first flight of the Moresby-Daru service as the guest of Qantas and I heard plenty of uncomplimentary remarks about the coastal boats.

"It wouldn't be so bad if only they were clean," said one woman. "I'm just wondering how long it will be before the plane is full of cockroaches, too!"

Passengers on this historic first trip (Western Papua) were the Rev. and Mrs. E. R. Penn, of the LMS, who were returning from leave with their two children; Mr. B. W. Brazier, of the Treasury Department, bound for Daru on business; Mr. C. McCubbery, Deputy Crown Law Officer, who made the round trip on

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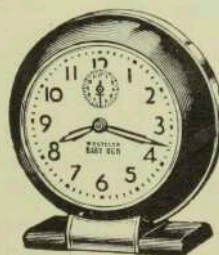
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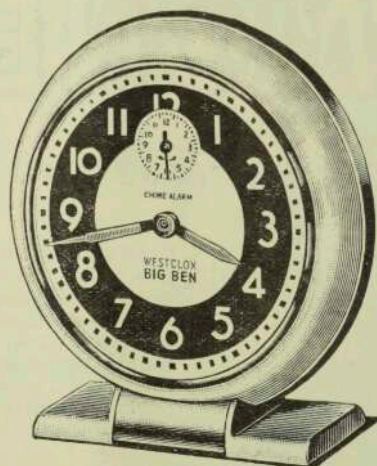
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official business; Dr. Pike, who went to Daru on inspection work; and Assistant District Officer Sid Smith.

Mr. Smith will re-open the Government post at Lake Kutubu, and he went on this first flight to tell the natives there that the Government would soon be returning. Because of bad weather, however, the Catalina had to by-pass Lake Kutubu. Sid will go there on the next trip.

Young Peter Burchett boarded the plane at Yule Island for the round trip, and a number of natives were also carried.

At Lake Murray, Patrol Officer Ken Earle and Dr. Boyd were so eager to reach the Catalina that their launch hit the

tail-end of the fuselage, denting it and knocking a native policeman from the launch into the water.

The overnight stop was made at Kikori, where passengers and crew were accommodated in the homes of District Officer C. Healey, and Patrol Officer "Speed" Graham. Later, Qantas hopes to have its own rest house at Kikori.

Warm welcomes were given the Catalina crew at all stopping-places; but the welcomes would have been warmer except for one thing—through no fault of Qantas, there was no fresh meat aboard. The crew assured disappointed residents that it would not happen again.

Incidentally, the Qantas plane which arrives from Australia on Saturdays now goes to Bulolo and Wau, as well as to Lac.

FIJI FOOTBALL TEAM MAY PLAY IN SYDNEY IN 1950

The Fijians are in danger of becoming as famous in the world of Rugby football as their cousins the Maoris. It is proposed to send a Fiji Fifteen to Australia, next winter. The following is from "Sydney Morning Herald" of June 6:—

NEXT season is likely to be a busy one for Australian Rugby Union. A Fijian team may come here in the early portion of the 1950 season. Later, the British side will play in Australia.

News has been received by the NSW Rugby Union that a representative of the Fijian Union is coming to Australia to negotiate for a tour by a Fijian team. The chairman of the Union's management committee, Mr. F. Herlihy, hopes arrangements can be made for the Fijians to arrive early next season.

Nine of the Maori players now touring Australia were in Fiji with an official team last year. The standard of play amazed them. In a six-match tour, they were beaten by Fiji, 9-8, at Suva, and drew with Suva-Rewa, 3-3. The Maoris won the other matches, including a test, at Suva.

Last year's Fijian team held the Maoris in hard rucking, and provided fireworks with their big fast backs.

If it is not possible to fit a Fijian tour into next season's programme, it probably will take place in 1951. A tour in that year would assist the Australian selectors in choosing the team for South Africa.

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ANGRY PADRE ON THE WARPATH

How Church Was Tricked Out of Its Site In Lae

IN the language of the proletariat, the Anglican Church in New Guinea has been "double-crossed" by the Papua-New Guinea Administration; and the Rev. W. E. Moren, priest in charge of the Church of England in Lae, has denounced the Administration in plain and forthright language.

Here are the facts, as published by Mr. Moren in his monthly Parish Newsletter, dated June 6:

In 1934, the Church obtained title to land in Lae, whereon to build a church. After the war, the Administration proceeded to make a new plan for the town of Lae. In February, 1948, it appealed to the Church, and other landowners, to surrender their titles, so as to assist the new planning. The officials assured the Church that there would be a town plan in operation within three months.

Naturally, the Church agreed.

Three months passed. There was no sign of a town plan. The Church, now anxious to get on with its building plans, asked if it could have a temporary lease. The Administration begged the Church not to take up a temporary lease, as that would be "embarrassing". But there still was no plan.

Failing to get satisfaction from the officials at Lae, the Church applied to Moresby. Moresby did not even answer the Church's letters. Then the Church got angry, and then Moresby said the matter was one for Canberra. This was in conflict with a letter which the Church already had received from the Minister.

An Acting-Minister went to the Territory, and was appealed to. The Church again was asked not to embarrass the Administration.

Then the town plan was published; two mission leases were advertised as available. Neither represented what the Church wanted—the positions were not quite right according to the new plan—but the Church reluctantly applied for one, and got it. The terms showed that the land was granted "by administrative act": it could have been so granted at any time during the previous frustrating period of 14 months.

LAST month, the Church learned, to its dismay, that the town plan had been scrapped; and a new one, which completely altered the situation of the Church's lease in relation to the rest of the proposed town, had been substituted.

"Our site, therefore, has become simply three acres of land on the fringe of the outskirts of a new town plan," says the Padre. "In a real sense it is not the site we applied for. Thus there comes to an end 14 months of administrative evasiveness, temporising and questionable conduct. . . . When that grant was made it was already known in official circles that the plan under which we had applied had been superseded. . . . Let them recall that we lost our chance to build in 1948, when we surrendered our land on their advice and for their convenience."

The Padre goes on to point out that this incident is symptomatic of the conditions in the Territory. "What do we

find here? Persons are being pushed around, kept in the dark as to their future, denied any say in self-determination. In short, persons are being treated more as if they were things.

"Furthermore, far from the decencies of personal living being ensured, our living conditions are a shocking scandal. In the scandal of our material environment the real wealth of this Territory—the courage, the civic virtues, the enterprise of people—is itself decaying. Everywhere there is frustration, misery, and a growing apathy.

"To dissipate material wealth is bad business. To dissipate spiritual wealth is criminal folly. Had there been a plan to create frustration, apathy, and misery, and the destruction of civic virtues, it could not have succeeded better than the methods of this administration through three-and-a-half years of town planning.

"Territorians have taken this sort of thing since November, 1945. The time has come to stop 'taking it'. The time has come to act. The challenge in this situation is to assert ourselves as persons, with rights, and with responsibility to self-determination.

"There are men and women here who desire nothing more than that this Territory shall once again be worthy of Australia. There are officials yet who want

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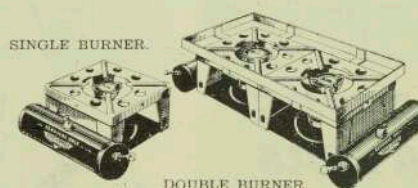
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EDITORIAL NOTE

Most people who know conditions in Papua-New Guinea will understand and sympathise with the Padre. But his reproaches, cast in the general direction of Port Moresby, should go farther and deeper.

The fault lies not with the frustrated

LAZY TURNAROUND OF SHIPS

What It Costs Burns, Philp

DISCUSSING the Company's affairs at the annual meeting of shareholders of Burns, Philp & Co., Ltd., in Sydney last month, the chairman, Mr. Joseph Mitchell, said that the firm's Island shipping services, in the financial year just closed, made a loss of almost £73,000.

The chief cause contributing to this state of affairs, he said, was the lamentable conditions in the Australian ports—the vessels had spent one-third of their time at sea and two-thirds of their time in port.

It is impossible, of course, to make any shipping line pay under the conditions created by Socialism. Fortunately for the old firm, Islands shipping services now represent only a small percentage of its operations. During the past couple of decades, the Company has transferred the bulk of its activities from Islands shipping and Islands industries generally, to the ownership and operation of chains of stores in Australia. Thus, despite the losses caused by go-slow dock-workers the Co. made a very handsome overall profit.

and silent Administrator at Moresby, but with the Minister at Canberra, whose political associations created for him such a situation that he has been kept dancing attendance on courts, and judges and Royal Commissions during 1948 and part of 1949. He will be back, on the job, any time now, full of fierce invective and blistering phrases—none of which will hide the fact that the Territories, for the better part of two years, in a most critical period, have been drifting helplessly before wind and weather.

There surely is frustration throughout

the Territories—but in no place is it felt more keenly than in the private offices of Moresby's high officials who are trying to do a creditable job.

The Rev. A. Kroenert and Mr. A. H. Orr, Baptist Missionary Secretary, left Brisbane recently by the motor vessel, "Malaita," to pioneer a new mission field on the Central Highlands of New Guinea. Mr. Kroenert, who is 28, is an ex-serviceman. He was trained at the NSW Baptist Theological School and School of Pacific Administration.

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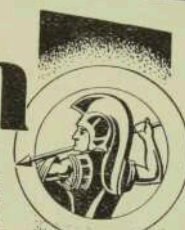
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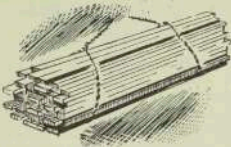
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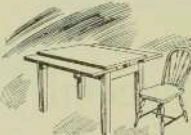

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RAIN BY THE FOOT IN FIJI

All Records Broken

SUVA, May 16. WITH more than a foot of rain in six hours, Suva on the night of May 5-6 broke the Laucala Bay record of 11.8 in., created on April 29.

In the second deluge, Suva registered 14.5 in.—most of it between 10 p.m. and 4 a.m. On this occasion, Laucala Bay had only 6.16 in. in the same period, but Walu Bay, close to Suva, had 12.98 in.

On May 5 and 6 Nausori Airport was waterlogged and unusable. Malls which are normally flown from Nausori to Nadi had to be taken by road.

Highways in southern and eastern Viti Levu suffered severely and the King's Road has been blocked by a bad wash-out, north of Nayavu.

Serious flooding occurred in the Nubulakou Creek area of Suva on the night of May 5. Cumming Street shops (mostly Indian and Chinese) were under water to a depth of more than a foot. Stocks were damaged.

Lowlying stretches of the highway past Walu Bay were under a swirling torrent deep enough to stall the engines of cars. The following morning saw many garages jammed with cars and trucks towed in for repairs.

Food Supplies Threatened

SUVA, May 16. IMPORTANT, locally-grown foodstuffs are likely to be desperately scarce in south-eastern Viti Levu, including Suva, if the unprecedented spell of sunless weather continues much longer.

Fiji's butter supplies (local production supplemented by limited imports from New Zealand) have been inadequate for years. And on May 12, Mr. J. A. Garnett, chairman of directors of the Rewa Co-operative Dairy Co., Ltd., said that a further serious decline in output is likely in the near future.

The endless rain (the 1949 figure already is 108.68 in. up to May 16) has caused a deterioration of pasture grasses, with the result that the cream supply at both Rewa and Tailevu has dropped by 50 per cent., with a corresponding decrease in butter production. Only immediate improvement in the weather can prevent a further slump.

Eggs, at 5/- a dozen—and much more on the black market—are all but unobtainable in Suva. Usually there is a seasonal increase in production with the end of hot weather in May, but this year many fowls refuse to start laying.

A considerable part of the south-eastern Viti Levu rice crop has already been lost. Cultivators are doing their best to harvest the remainder, but how much is saved depends entirely on the weather.

Market gardens have suffered severely and vegetables and supplies of cultivated fruit are likely to become progressively scarcer.

With regard to the butter shortage—an old complaint is still current: There is no check on the amount of butter bought up by strategically-placed Indians for conversion into ghee.

(The rainfall in south-eastern Viti Levu this year has broken all previous records. Since January 1, Suva has had 108.72 inches. The previous record for five complete months was 99.34 inches. Since 1884, the heaviest rainfall recorded for the whole month of May has been 25.63 inches. In the first 17 days of May, 1949, 32.89 inches fell. The aver-

age rainfall for a year in Suva is 120.86 inches.)

WAR DAMAGE IN BRITISH ISLANDS

Little Hope of Compensation

THE Solomon Islands planters have not much to thank the Communists for. Now they may also place to the debit of the Reds the fact that they are unlikely to receive any adequate war damage compensation, such as was paid just across the border, in New Guinea.

Britain made it clear, some years ago, that the possibility of paying compensation in respect of war damage in Solomons, Gilbert Islands, Malaya, Hongkong, and other invaded colonies depended on the amount of indemnity ultimately paid by Japan.

The Western nations, especially the United States, now are rebuilding Japan economically as a barrier against Communist Asia; and, as part of that plan, it is not proposed to force the Japanese to pay war indemnities. Presumably, no Jap indemnities means no war damage compensation.

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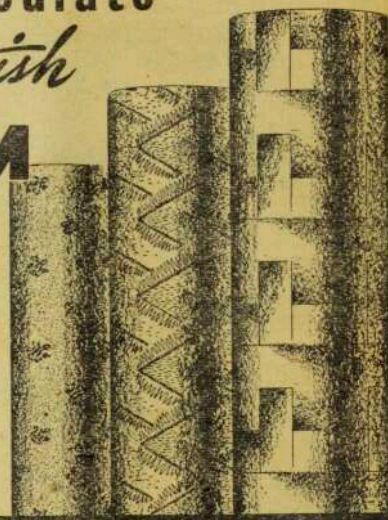
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Sister M. St. Florent, of the Sacred Heart Order, passed through Brisbane in the "Bulolo" recently on her way home to France after spending 23 years continuously as a missionary in Papua.

Lady Freeston, wife of the Governor of Fiji, Sir Brian Freeston, returned to Fiji from the United Kingdom in May. She was accompanied by her 15-year-old daughter, Miss Wanda Freeston.

GI'S Clamour For A New Hebrides Paradise

THE following remarkable story was published in a large number of United States newspapers on April 29:—

"Do you want to get away from it all, to a plantation in the South Seas where most all the cultivation can be done from a hammock while beautiful island girls feed you tropical fruit with music and dancing? Well, for the plantation part, at least, there's some 100,000 acres of land for rent in the New Hebrides at 20 cents a year per 50-acre plot.

"Left for British settlers by the will of Sir James Burns, founder of the Burns-Philp group of companies, the Australian government as trustee has declared GIs eligible, reports "Pacific Islands Monthly" of Sydney.

"There is a catch—no doubt only minor to some enterprising GI—in that the neighbours are mostly cannibals. Otherwise, it's a cinch and the soil is as fertile as one could find anywhere in the world"

NEEDLESS to say, the story is a figment of some worthy pressman's imagination. Such a report was never published by the "PIM."

Ever since the beginning of May, the "PIM" has been getting excited letters from former servicemen. They are most eager to get to this new Elysium. Every one of them seeks more details—how do they obtain the land, to whom do they apply, how soon can the matter be arranged—and what are the girls like?

We could not answer all the letters, so we have appealed to the Press Association which distributed the silly story to make a correction, and let us sleep in peace.

(Continued on Next Page)

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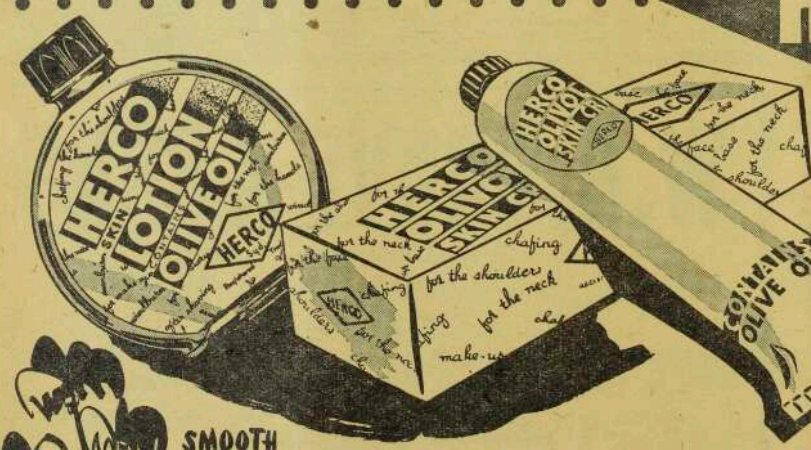
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IT is a fact, of course, that something like 100,000 acres of New Hebrides land belongs nominally to the Australian Commonwealth. A company in which the late Sir James Burns (founder of Burns Philp and Co., Ltd.) was interested acquired rights over this land in the course of trading in the group, at the latter end of last century. Early this century, Sir James gave those land interests to Australia, evidently in the hope that Australian settlement in the valuable group thereby would be encouraged.

The Australian titles, however, still have—to a large extent—to be confirmed by the Condominium Land Court; and that Court, judging it by what it has accomplished in the last 30 years, will take another 500 years to finish the job. Until World War II, Australia kept a solicitor established in Vila, whose duty mainly was to protect her land rights and advance her claims before the Land Court.

Since 1920, British interests in the Condominium, as the result of British official indifference, have dwindled greatly, while French interests have correspondingly increased. France now probably would sharply contest any Australian claim for bigger interests in the Group, although the New Hebrides chain is a vital part of the north-eastern perimeter of islands that guards eastern Australia against invasion from the north.

Someone suggested, jokingly, at the end of the Pacific War, that a difficult problem might be solved by encouraging GI's to settle on Australian lands in the New Hebrides; and that may have started the extraordinary story quoted above.

Two Roman Catholic missionaries, Father Alexis Maye, and Father Charles Ramuz, passed through Brisbane recently on the French freighter, "Le Verdon," on their way home to the Rhone Valley, Switzerland, for 12 months holiday. Both

went to the Gilbert Islands as young men and have been there for many years because nobody had been available to relieve them. They have even forgotten how to speak their own native tongue. They expect to return to the Gilbert and Ellis Islands' Mission in 1950.

Dr. Harold Norrie, a Macquarie Street (Sydney) eye specialist, and Mr. S. Went-

worth Jackson, optometrist and optician, will make a business tour in Papua and New Guinea next month. They will be in Port Moresby on July 7-16, and in Rabaul on July 22-August 4.

Miss Doreen Quilty was recently entertained in Brisbane before her departure for Port Moresby where she will marry Mr. Stan Carne.

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28 JUNE, 1949—PACIFIC ISLANDS MONTHLY

Death of Mr. 'Dick' Laycock Well-Known Solomon Is. Planter

From Our Own Correspondent

HONIARA, April 21.
WITH the death of Mr. R. C. (Dick) Laycock on May 16, at his plantation, Papari, Ysabel, BSI has lost one of its really old identities and one of those few remaining pioneers who know the Protectorate like the palms of their hands and have done their share towards its development.

Mr. Laycock's Islands career dated from about 1905, when he arrived in the Group as a tall young man to take a job in the late Billy Pop's workshop at Aola, Guadalcanal. Two years later, he opened up a store at Balusuna, not far along the coast, gradually expanding his activities until he was in a position to start the big store in Tulagi which was to be later the basis of Messrs. W. R. Carpenters' interests in the Solomons.

The sudden drop in the copra price at the end of World War I hit Mr. Laycock hard, but, undefeated, he set to work and firmly rebuilt his fortunes. One of his secrets was an immense popularity among his boys—indeed, hundreds of Solomon Islanders knew of "Dick" almost as a sort of tradition—and another his capacity for hard work.

He had a brother who joined him in the Protectorate and lost his life during a recruiting expedition on Makira.

Devoted to boats, Mr. Laycock owned, during 40 years, a succession of craft too numerous to recall. His lugger, "Joan," was used, under command of the late Gordon Train, to evacuate Chinese from Choiseul at the onset of the Japanese invasion, and remained in war-time Government service after the civilian evacuation of the Solomons.

Mr. Laycock returned to the Protectorate after the Pacific war in the epic trip made by Southern Cross early in 1946; and, of the thirteen former residents battered and tossed on that unlucky journey, he was the only one to return to anything resembling his former possessions. He found his house still standing, the "Joan" was waiting, and so were his stores and bags of shell, which his devoted boss-boy had taken inland and securely hidden. Sadly enough, this faithful servant died just before his master's return.

Mr. Laycock's death came as a great shock to all his friends in the Protectorate. Although in indifferent health for some time, he had visited Honiara a few days before and cheerily fraternised with local identities. He died, alone, at Papari, shortly after he returned home and was buried near his coconut palms.

Mr. Laycock was a correspondent of the Pacific Islands Monthly almost from its first issue, 20 years ago. His pungent, well-written articles, based on sound common-sense, received much favourable comment.

Solomon Islanders Now Have Own Club

From Our Own Correspondent

HONIARA, May 15.
AN innovation for the Solomons is a club for Solomon Islanders, officially opened in Honiara on May 14.

Housed temporarily in an ex-Army quonset hut, the club will serve as a recreational centre for male native residents of Honiara. Annual subscription, 12/-. It has ping pong facilities and members are hoping to be allowed space for their own tennis court nearby.

The Interisland Steam Navigation Co. of Honolulu proposed to send the SS "Hualalai" on a cruise of the Pacific Islands in June, with 200 passengers. She was to spend five days in Tahiti. The Governor of French Oceania has expressed his earnest desire to promote Tourism.

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Government Attitude Unsympathetic and Unhelpful, Says BSI Planter

Letter to the Editor

YOUR article in April PIM, "Copra Production in the Solomons", states that the BSI planters have agreed to accept the guaranteed price offered by the British Ministry of Food, although earlier it had appeared that the offer had been turned down.

Even now it is not clear to me how the BSI Government arrived at the conclusion that a majority of the planters favoured the acceptance of the Ministry of Food's offer. Was it on the basis of a "Gallup" poll of all producers, native and European; or was the opinion of the large producers—that is, the European planters—regarded as the deciding factor. This has not been disclosed.

At a meeting of the European copra producers convened by the Chairman of the BSI Copra Board in October, 1948, the Chairman (Mr. Masterman) stated

that he had received many messages from producers stating that they were in favour of acceptance of the British Ministry's offer. However, the meeting was not informed whether these messages were fully representative of the growers' opinions. Certainly, at that meeting as well as at a previous meeting, the viewpoint of the planters present was unanimously for rejection of the offer.

The main arguments advanced in support of the rejection were:

- The Government was not prepared to give any guarantee that the 15 per cent. export tax on copra would not be increased.
- Although the majority of the commitments of European planters in the BSI are in Australian currency,

The BSI Government refused to consider changing the basis of the nine-year contract from sterling to Australian.

- Planters were not satisfied that the price of copra at Honiara, at that time, was a reasonable one in view of higher prices being obtained on the open market in other producing countries—it was believed that the BSI Government was inclined to be unduly generous to the British Ministry of Food at the expense of the BSI planter.

- Absence of definite information as to how the first year's price of £48 stg. per ton at Honiara would be allocated—i.e., what deductions would be made for freight, export tax, stabilisation fund, etc.

THE BSI planter feels himself in an invidious position as compared with copra producers elsewhere. In the Solomons he pays an export tax of 15 per cent., a fairly solid income tax, very high annual rentals on his leased properties, a higher rate of pay to natives than he would in New Guinea, and higher freights.

Although most of the estates in the BSI suffered severely during the years of war, reverting to jungle and suffering heavy damage from shell fire, etc., there has been no indication that any claims for war damage will be met by either the BSI Government or the British Government, and, so far as is known, no funds have been allocated for this purpose.

The BSI planter who is tackling the task of getting the plantations back into shape, feels that he is not receiving the support from the BSI authorities to which he is entitled. The natives have no respect for authority and little de-

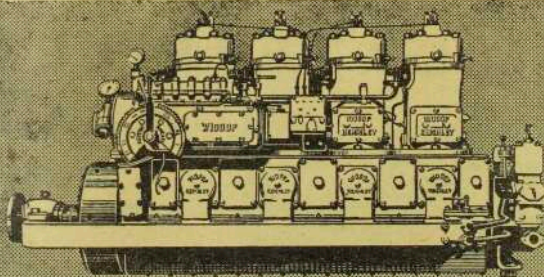
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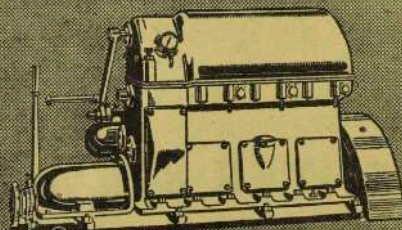
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sire to seek regular plantation employment.

The BSI planter feels that the copra export tax during the period of rehabilitation is unjust, and also that lease rents could, in fairness, be greatly reduced or even waived until such times as the areas are brought under control once more.

To my mind, the refusal of the assembled planters at the meetings held in Honiara last year to ratify the nine-year Ministry of Food's offer, was not so much due to hostility of the offer in itself, but more in the nature of a protest against the unsympathetic and unhelpful nature of the treatment they have received from the BSI Government over the past two or three years.

I am, etc.,

BSI PLANTER.

Sydney,
May 6, 1949.

EXCESSIVE COST OF SHIPPING STOCK TO NEW GUINEA

Letter to the Editor

A STOCK-BOAT, the SS "River Fitzroy", was made available recently to carry livestock to the Islands. Being in Sydney, I took the opportunity of sending six horses to Rabaul, for the use of myself and a neighbouring planter, Mr. J. T. Allan. I think the public should know what this cost us.

The horses were ordinary utility mares, required for general plantation use, and the purchase price for the six animals amounted to £112, which was reasonable, in my opinion. However, when settling finally with the agents, Messrs. Burns, Philp, Ltd., I found I had to pay £20 per head as freight, and no less than £143 for the erection of six stalls.

When paying, I queried the excessive cost of the stalls, which worked out at over £23 each. I had inspected these stalls before the ship sailed, and found they were constructed of, perhaps, third-rate timber and, as they were situated side by side, comparatively little material was needed.

Burns Philp did say it was intended to dismantle the stalls on the arrival of the ship and the timber would be sold by the Administration, and subsequently a rebate would be made to shippers of stock.

In addition to the costs I have mentioned, there was an amount of £31 for feed required on the voyage, and insurance, which has yet to be paid, and for which I have not received the accounts. But there is no doubt that the total cost to us of the six horses will be approximately £300, or more.

One would have expected more sympathetic treatment by the Administration. It should at least have borne the cost of the erection of stalls, particularly as the charter of the ship was sponsored by the Government.

As this was really a trial shipment of stock to the Islands, and it is probably intended to make future shipments, it is not very encouraging for planters to fully stock their properties.

I would like to point out that the War Damage Commission paid a maximum of £10 per head for horses lost during the Japanese invasion, although, in

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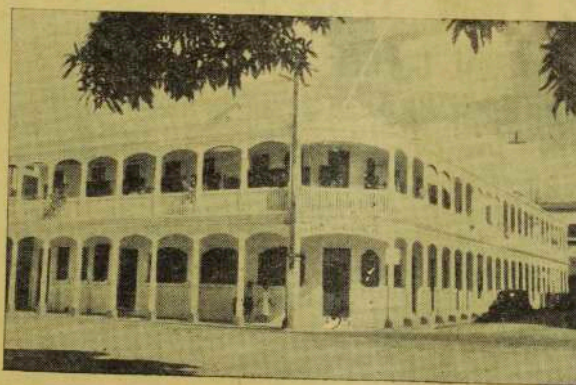
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several cases, including my own. thoroughbred horses of considerable value were involved.

I am, etc.,
VICTOR B. PENNEFATHER.
Sydney.

Mr. and Mrs. W. Wills and twin daughters, Carolyn and Angela, passed through Brisbane on the "Bulolo" recently en route to New Britain. Mr. Wills, who has been managing a coconut plantation for the past 12 months, returned to Australia to take his family to the Islands.

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Peace, Prosperity and More Ships for the Cook Islands, in 1949

From Our Own Correspondent

RAROTONGA, May 1.
RAROTONGA'S 1949 shipping season has opened with every prospect of its being a more prosperous one. The Government, as promised, is providing more shipping; and a hurricane season which brought plenty of rain and sunshine without destructive high winds, has assured a good crop of citrus fruit throughout the Lower Cook Group.

The Northern Islands, too, are getting their share of prosperity by the continuing demand, at good prices, for their copra and pearl shell.

The "Maui Pomare" completed her first run in April, lifting 8,724 cases of oranges from Mangaia and Mauke; and 3,388 cases of tangerines, grapefruit, lemons and limes from Rarotonga. A few days later the SS "Waltomo" loaded, at Rarotonga, 11,768 cases of oranges and 1,440 cases of tangerines, grapefruit and limes, also some tomatoes. This was the largest single shipment of fruit from Rarotonga since 1937.

Another record shipment will be lifted by the "Waitemata" at the end of May. The Department of Agriculture estimates that this will be Rarotonga's best season for many years.

The diversion, to the Cooks, of the Union Steamship Company's Trans-Pacific freighters is proving of great value in helping to relieve the shortage of direct shipping facilities.

BESIDES improvements in overseas shipping, this season sees an increase in inter-island communications. Three small motor-vessels will shortly be operating in the Group.

Following the loss of the schooner, "Tahitiene," Mr. D. C. Brown chartered from Suva the converted Fairmile launch, "Mahurangi," for use in collecting copra and pearl shell from the Northern Islands. The "Mahurangi's" first trip to Manihiki,

as reported in May "PIM," was somewhat adventurous and the SS "Waitemata," which was bound for Rarotonga, was diverted to go to her assistance.

At the time of writing, the "Mahurangi" is at sea again on a voyage to Manihiki, Penrhyn and Pukapuka. The vessel is providing excitement for the isolated inhabitants of the Northern Atolls, in the form of sound pictures shown on a portable 16 mm. projector. The Pukapukans as their first movie show will be an event really worth watching.

Mr. Brown says that the inclusion of a 16 mm. projector in the "Mahurangi's" equipment is making his ship a very popular one in the Northern Islands. Among other things, he finds it effective in speeding up loading operations. The dictum of "no pictures until the work is finished," is producing record-breaking efforts at ship loading at those atolls where work is usually long-winded.

The much debated plan of providing a Fairmile launch for Administrative and medical service in the Cook Islands has at last been discarded in favour of a more suitable type of vessel, and the stout little double-ended motorship, "Ranui," has been chosen for this purpose.

Island Territories Department has taken over the "Ranui" from the Meteorological Department which has been using the ship for servicing the weather stations at Sunday Island, Campbell Island and other outlying posts. The vessel is at present being overhauled before entering service in the Cook Islands.

Whether she can remain in the Group all the year round is, as yet, undecided, owing to the difficulties of a safe anchorage during severe weather.

THE firm of A. B. Donald Ltd., principal traders in the Group, has released details of their addition to the new era of motorised shipping in the Cook Islands. A suitable vessel of recent construction has been procured from Singapore and will shortly arrive in Auckland where a few alterations will be made. She is expected here within two months.

In Auckland the ship will be rechristened the "Charlotte Donald." It is a twin-screw Diesel ship, length 125 feet, beam 24 feet, loaded draught 12½ feet, cruising speed 7 to 8 knots, capacity 300 tons. There will be comfortable cabin accommodation for passengers and the management believes that the vessel will provide the best inter-island freight and passenger service the Cook Islands have ever known.

The firm's schooner, "Tiare Taporo," which arrived back in Rarotonga early April, after overhaul in Auckland, will probably be transferred to Tahitian waters at the end of the present season.

The introduction of better shipping facilities within the Group is a matter for considerable satisfaction, and from a practical standpoint there is no doubt that the day of the sailing schooner is done. Nevertheless, there is a general regret in Rarotonga at the thought of the passing of the old "Tiare Taporo."

The famous schooner and its equally famous skipper, Andy Thomson, are our last link with the romance of the old South Seas. We have not yet heard what is to happen to Our Andy. We cannot picture him pacing the bridge of a motorship, his weather-tanned chest constricted by a brass-buttoned tunic. Perhaps he will just sit quietly on his verandah and tell us stories of the good old days when ships were ships and sailors were sailors.

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TONGA'S GROWING PAINS

A Call For Some Urgently-Needed Minor Reforms

A contributor, calling himself "Whither Bound?," who knows Tongan conditions well, points to some minor evils which need attention. It is an interesting description of the country's condition, because a great deal now is being said about the Pacific Islander's capacity for self-government, and Tonga is the only Pacific country which is almost completely independent.

IN the "Pacific Islands Monthly" of December, 1945, there was a stimulating article entitled "Whither Bound? If Tonga has a future, what is it?"

In the three years that have elapsed since, not much change has been recorded. And, while there is much to be said against Tonga trying to change itself into a commercialised and industrialised community, some advance on present "laissez faire" methods would be advantageous, while retaining the main characteristics of Tongan life, as it has been lived for centuries. The desire to get into the van of civilisation may be all very well theoretically, but there are grave disadvantages in it; and the best thing to do with the Tongan, if he is to preserve his placid existence in a distracted world, is to leave him largely alone—to leave him, in fact with the "hope that light and graciousness, and the survival of a simple view of life, that accepts birth and death as it does the fecundity of the earth, will remain long exempt from mechanisation and organisation."

But where the authorities fail is in leaving too much to right itself.

THE January "PIM" published a resume of Revenue and Expenditure for

1948-49, with some ambitious spending forecast in the last paragraph.

The new telephone exchange is needed, provided it will improve the telephone service; but the electric light scheme for Nukualofa, estimated to cost £28,000 is a doubtful proposition, as it must be run on imported fuel, which may make the cost to users prohibitive.

So many new schemes are in the air, and in the minds of their promoters, that needful work on schemes already passed, having lost their novelty, is shelved—e.g., the repair of the Yellow Wharf and the improvement of the water-front. The water-front, from the Palace to Maufanga, could be improved out of sight by the judicious expenditure of a few pounds.

In a country whose population has a marked tendency to pulmonary diseases, greater attention could well be bestowed on the roads. Within twelve hours of the cessation of heavy rains, dust is raised by a passing motor lorry or car and, after a day or two, clouds of pulverised coral hang in the air for several minutes, when passing vehicles disturb it. The surface of the roads (outside those in the town, some of which are tarred) is not hard enough to stand the

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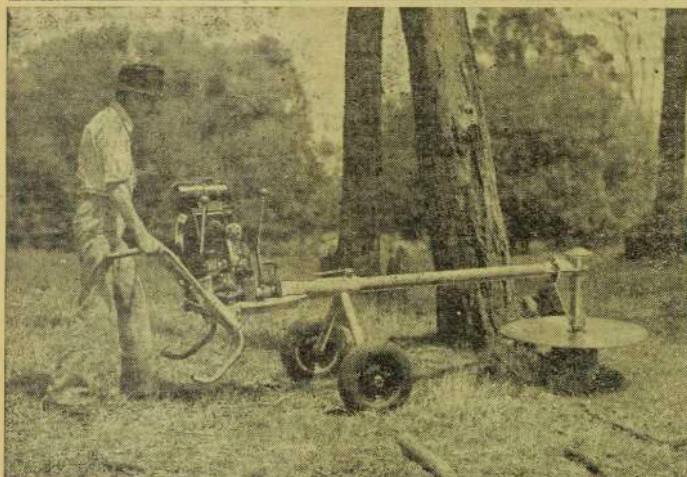
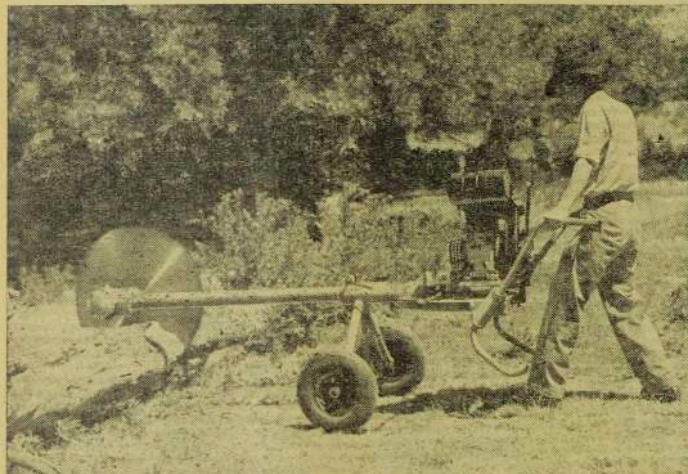
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growing traffic of 6, 8 and 10-wheeled lorries, in addition to the normal traffic of horse-drawn vehicles—the roads "wear" too soon. A means of providing a hard, smooth (that is, free from knife-sharp bits of rock which are unsuitable to a barefooted population) and lasting surface is a problem that the Public Works Department might well ponder and solve and apply the solution. Also, it should attend to the encroachment of the sea at certain parts of the beach, notably (1) Kolomotua, (2) the Eastern side of the Palace and (3) at Tukutonga.

THE matter of intoxicating liquor being far too easy of access to the native Tongans, and its debilitating and demoralising effects, is also one which might receive Cabinet consideration. Far too much liquor, in recent years, has got beyond the imaginary barrier between the stores (and clubs) and the native. New regulations regarding liquor are urgently needed or, at the very least, the present regulations should be enforced.

Card indexes for the keeping of liquor stocks should be abolished and a proper leather-bound book kept, showing receipts from Overseas and sales to the actual consumer, and periodically inspected by the police.

The police themselves should be instructed in the handling of drunks—that is, get them out of the way when they have become a public nuisance, and not merely look on, as at a spectacle of public entertainment.

The argument now being advanced, that all restrictions on liquor to natives should be lifted, is a dangerous one. The Tongan, except in a few cases, does not know how to use liquor and even the official list of persons with permits might be curtailed with advantage.

ATENTION has already been called in your columns to the rates for air mail postage from Tonga, which are far in advance of the rates on inward air-letters for the same journey—2/3 outward, in one instance, as against 7d. inward.

With regard to the closing of mails at the Post Office, the time advertised should be the latest time for posting, and not the time the made-up mail leaves the Post Office for the outgoing steamer or for conveyance to the air-port.

Since the publication of the article "Whither Bound?" three years ago, it cannot be said that the Tongans have made any progress in public demeanour. There is a larrikin element which could and should be suppressed, to the ultimate benefit of all concerned. No doubt the presence of overseas troops during the War assisted these lads in their slide downhill, but the process had started before the troops came. Now, the task of the Government and the Missions, as well as the steadier section of the Tongans themselves—but especially the Police—should be to get them back to where they were—a dignified and respectful people.

PROBABLY the high price of copra (£46/10/- per ton to the producer) is too easy money. Certainly, the natives rely too much for food on their increased spending power, and they obtain foodstuffs imported by the stores and are not giving the necessary attention to the production of home-grown food on their allotments. Repeated warnings and proddings by the authorities are necessary in every village throughout the group to get the people to plant and keep on planting.

The peculiar spectacle of natives buying from other natives that which they could have for the growing, and at absolutely black market prices, reveals a state of affairs that should never have been allowed to come into being.

There is a Competent Authority here, of course, but there is great confusion as to prices. In the sale of native produce, such as taro, kumala, yams,

bananas, eggs, chickens, etc., there seems to be not even a suggestion of sticking to the published figures, whilst in tailoring, bootmaking and repairing, the listed rates do not have any bearing on the rates charged.

With regard to imported goods, some of the prices fixed by the Competent Authority are less than landed cost, some are about the equivalent of landed cost, some leave a meagre suggestion of profit if everything goes right (no pilferages on board ship, short weight, or anything of that sort) while on others there is a modest return.

These contradictory levels, together with an unnecessarily complicated system for the assessment of duty, and other calculations, apparently cause a confusion of mind which is worse confounded by numerous other regulations and restrictions.

Recent figures give £141,000 as the Customs duties expected in the current financial year, which includes £21,000 from the iniquitous Port & Service Tax of 5 per cent. calculated on a basis which puts a value on imported goods in excess of the true value, and further adds directly to the already stratospheric cost of living. This tax should be abolished. With £400,000 odd in the stocking the Government could forego this.

At the 1948 session of Parliament a motion was brought in and passed designed to simplify the tortuous method of ascertaining values for the payment of duty and to arrive at a value nearer to the true value of the commodity. The result of this, after the "experts" had finished with it, was a method more complicated than the one superseded. The only true value of a commodity for the assessment of duty is its prime or invoice cost, plus actual freight, insurance, etc. It is to be hoped that this miscarriage will be put right by the next Parliament.

But the brightest jewel in the glittering crown is that while the Government charges 3 per cent. to remit money in payment of imported goods and 3 per cent. on the exchange (if any), there is a regulation in the official Tongan Government Gazette which specifically prohibits this charge to be included in an Importer's costing of goods at more than 1½ per cent. What sort of comedy is this? Not to use a harsher term, it is at least unethical.

FOR the past two or three years the community has been afflicted with periodical goal-breaking. Habitual and desperate criminals are housed in buildings quite inadequate to contain them, and slack supervision makes escape easy. During their periods at large these criminals perpetrate further crimes, those of robbery and intimidation, and are a source of fear and terror to the law-abiding and tax-paying natives, particularly those in the remote and more

secluded villages, who have every right to expect and to receive protection from these marauders.

Before any grandiose schemes are put into operation the protection of the law-abiding citizen should be assured. One of the first reforms necessary in Tonga is the complete reorganisation of the police to make them an efficient force for the maintenance of public order. Meanwhile the obvious course to be adopted with these escaping desperadoes is for the Government of Tonga to make suitable arrangements for their incarceration in Fiji prisons. (This has now been done.—Ed. "PIM.")

Uraia N. Koroi, of Fiji, was a conspicuous exhibitor at the recent Ipswich Show (Queensland). He is a third year animal husbandry student at the Gatton Agricultural College. On completion of his course he plans to take a Government position in Fiji.

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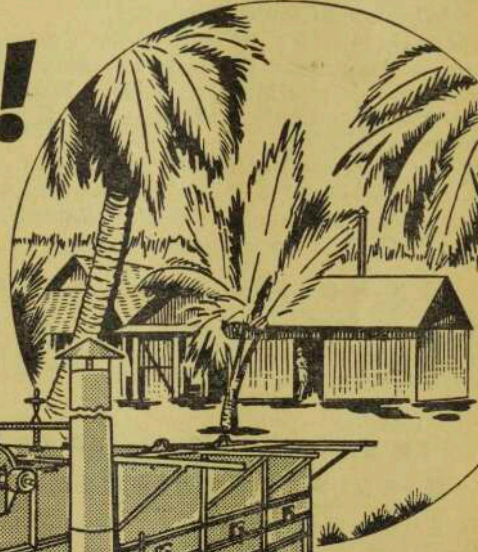
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NZ's Samoan Administration Gets Official Approval and Much Advice

AT the end of March, the Trusteeship Council of the United Nations Organisation officially approved the annual report by New Zealand in respect of Western Samoa. The Council, however, made a number of what were called recommendations.

One of the wishes expressed was that Western Samoa should have, at the earliest moment, a system of universal suffrage in order that the Legislative Assembly may be as representative as possible. Another desire was that the administering authority (NZ), should encourage further the development of their own culture among the Samoans.

Delegates to the Trusteeship Council apparently are not aware that there is nothing in Samoan culture to support universal suffrage. This is not due to any restrictive measure on New Zealand's part but because the Western Samoans themselves prefer their own traditional methods of selecting their leaders.

Other recommendations are that New Zealand take all possible steps to protect the Territory against a fall in prices of primary production by introducing secondary industries, that the Dominion intensify efforts towards developing the Territory's natural resources so as to "raise the standard of living of its poorer inhabitants" and to elaborate an overall plan for the economic development of the Territory. It is also suggested that NZ should not let up in its efforts to provide improved social service, educational and health benefits. Finally, the Trusteeship Council appears

cheered to know that "an inquiry "regarding the existing preferential treatment of 11 per cent. in favour of British goods is under way."

IN short, the "approval" of the Council is just a babble of words, issued apparently with the express purpose of trying to justify the existence of a team of delegates who know less about conditions in Western Samoa than does the man in the moon.

It is hard to imagine the officials in Wellington, whose concern Western

Samoa is, suddenly whipped into action by the stratospheric idealisms of those precious gentlemen at Lake Success.

ABOUT the same time that the manifesto on Western Samoa was issued by the Trusteeship Council, Colonel McCormick's "Chicago Tribune" borrowed a number of Russia's well-worn methods of hurling abuse at what they are pleased to call "imperialistic powers," and attacked New Zealand's rule in Western Samoa.

In an editorial the "Tribune", on March 25, contrasts conditions in Western Samoa with those ruling in the neighbouring American territory of Eastern Samoa—to the disadvantage of New Zealand's Territory.

Eastern Samoa, the "Tribune" states, voluntarily placed itself under American

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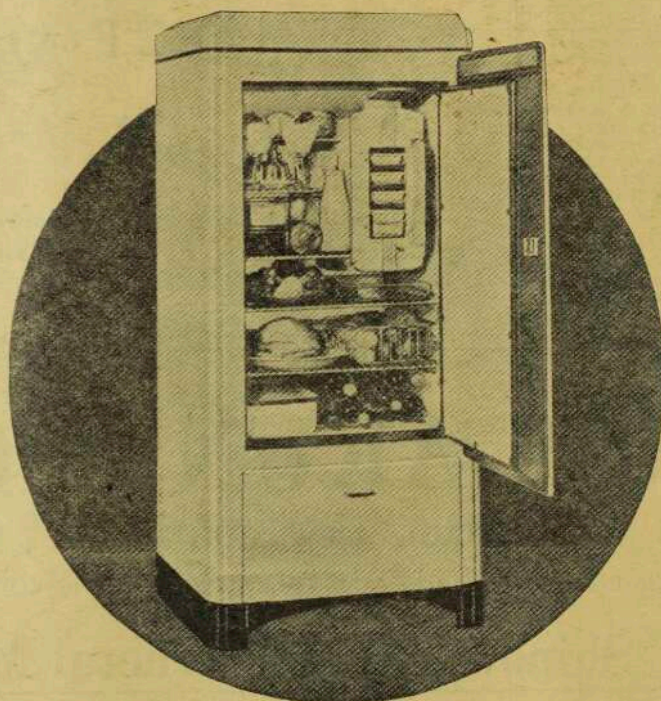
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rule; New Zealand, on the other hand, seized Western Samoa from the Germans.

The editorial goes on: "American Samoa is run for the Samoans. They own the land, pay no income taxes and most of the expenses are borne by the United States. Western Samoa presents a fairly typical example of colonial exploitation under the British Empire. When they seized the islands the New Zealanders also seized the best agricultural estates, which had been held by Germans. These properties are now operated for profit of the New Zealand Government on the claim that the seizure represented reparations for the New Zealanders' war costs. The reparations, of course, are actually collected from the Samoans, who were innocent bystanders in the war."

"New Zealanders also have a State monopoly of the marketing of copra. This is sold at only a half to one-third of the prices realised by their kinsmen in American Samoa. Although Western Samoans pay taxes they get less in the way of roads, schools and hospitals than the Eastern Samoans receive, largely free, from the American Government."

"Western Samoans should be freed from this economic slavery. If the United Nations were an honest organisation it would tell New Zealanders to get out. Unfortunately the United Nations was formed for the very purpose of protecting such colonial robbery as New Zealand is perpetrating."

Colonel McCormick's anti-British views are now so exaggerated as to have become merely ridiculous. The opinions expressed in this present article on Western Samoa are uninformed, ignorant nonsense, not worthy of the trouble of contradiction.

Disease Threatens Taro Crops in BSI

From Our Own Correspondent

HONIARA, May 17.

TARO crops in the Shortlands (BSI) have suffered heavily through an outbreak of some taro disease. It was first observed three years ago and identified in the Australian territories 18 months later as *Phytophthora colocasia*. It has caused consternation among native garden growers, since taro is the principal item of their diet.

The Administration, on the advice of the Agricultural Department, instituted strict plant sanitation which, although not 100 per cent. effective, contributed largely to the regeneration of clean taro beds.

From the Shortlands the disease hopped to the north-western end of Choiseul and appears now to be working its way to the south-eastern side. BSI agricultural officers have been observing the disease on Choiseul and think that it may next make its way to taro crops on other islands.

The disease is thought to have been endemic and to have become epidemic through some indeterminable cause—possibly through a combination of certain climatic conditions. The spore might be airborne from island to island, or might be carried by canoe. *Phytophthora colocasia* in small patches can be controlled with Bordeaux mixture spray but this is not practicable in a widespread attack. Effective plant sanitation is almost equally difficult to enforce in BSI.

It is thought that there is no cause for great alarm. Taro will certainly be

in short supply for a while, but in the Shortlands depleted gardens are already beginning to stage a recovery and it will not now be necessary to import new planting material from unaffected islands.

The Choiseul epidemic is expected to be similarly but a passing phase, which is being closely watched by the district agricultural officer.

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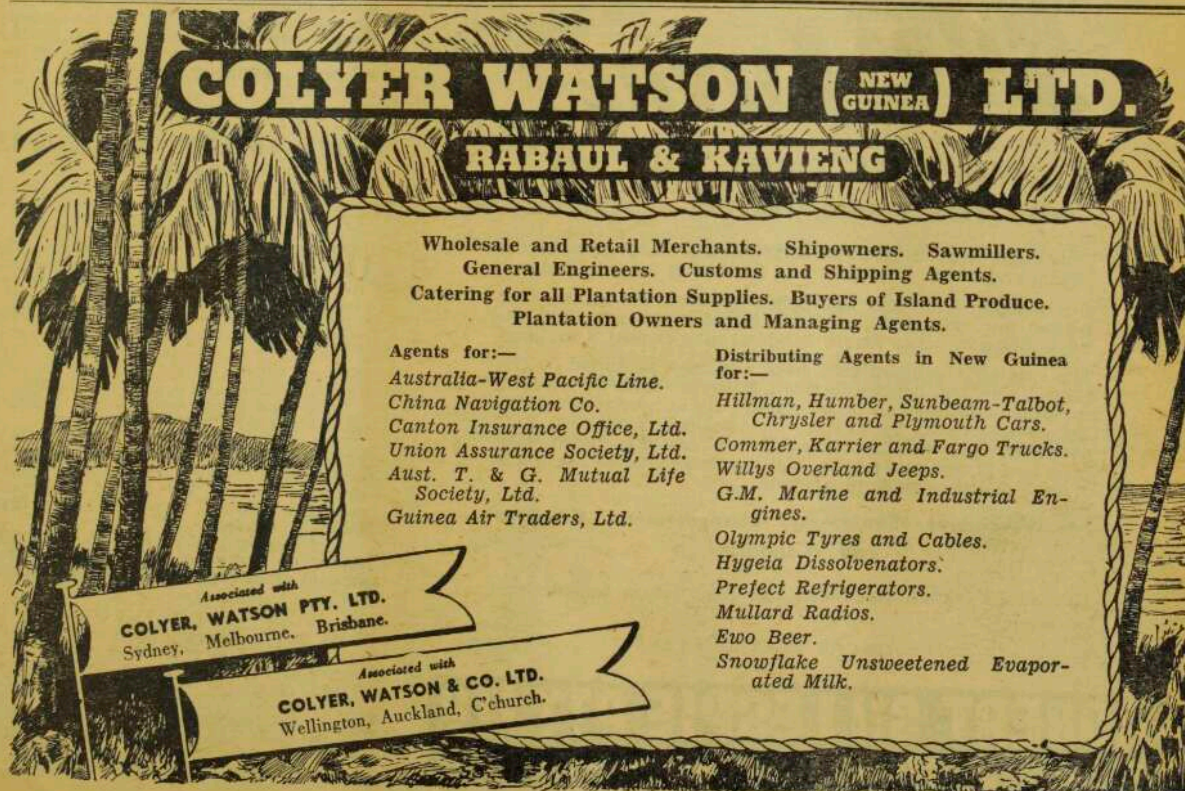
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Mr. A. W. L. Savage, CMG, was recently appointed Governor and Commander-in-Chief of Barbados. From 1935 to 1939

Mr. Savage was Deputy Treasurer, Fiji. From Fiji Mr. Savage went to Palestine and in 1946 to Nigeria.

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WHY FIJIANS DEVELOP TB

From Our Own Correspondent

SUVA, May 9.

TUBERCULOSIS among Fijians was the chief topic for discussion at a recent health conference at Nausori, Fiji.

The Southern District Medical Officer, Dr. T. U. Clunie, said that tuberculosis was a very much more infectious and contagious disease than leprosy, which, up to the present, had gained much more public sympathy.

"The spread of tuberculosis is encouraged by overcrowding, bad housing and inadequate diet . . . in Fiji it is a particular danger to the Fijian race, which does not have behind it generations of resistance or immunity, as found in Europe or India. The ratio of infection in Fiji is four Fijians to one Indian".

Dr. Clunie, as well as a number of prominent Fijian medical practitioners, made it clear that the Medical Department is now achieving as much as limited funds and shortages of staff and equipment permit.

In reply to questions about the reasons for Fijian susceptibility to the disease, Dr. Clunie said that under the communal system the Fijian, especially in the last decade, is much more subject to overcrowding than the individualistic Indian, that the change in diet of young Fijians leaving their villages to work in mines, plantations, ships and towns is much more pronounced than in the case of Indians; and that young Fijian women working in towns undergo a similar drastic change in diet and conditions.

He added: "That the Fijian lacks adequate immunity is confirmed by the fact that the disease in the Fijian usually runs a more rapid course than is the case with those races which have developed immunity throughout the centuries".

DEATH FOLLOWS JUNGLE-JUICE PARTY

From Our Own Correspondent

HONIARA, May 9.

ONE native death and one serious illness resulted from a drinking experiment near Lunga River, Guadalcanal, on April 30.

Finding a drum of some war-purpose fluid, abandoned in a former American air-raid shelter, a native stevedore from Honiara offered it to two friends, another stevedore and a Honiara cookboy.

Both tried it and took a small quantity of the "liquor" home with them.

Five days later the cookboy was admitted to Central Hospital and died the same night. The other victim pulled through but is left with permanent, partial-blindness. The fluid had a high alcoholic content.

A charge will be preferred against the finder of the drum, who prudently refrained from sampling its contents himself.

Mr. Marvin Henry, a 25-year-old American, left Brisbane recently in a 26 ft. converted life-boat (bought in Brisbane), for a tour round the Pacific Islands on one of which he plans to settle. He served in the US Merchant Marine Service during the war; said that he liked the Islands and the people, and that he wanted to go back and start a coconut plantation.

He Laid the Foundations of a Better Native Policy

Some of the Achievements of Sir William MacGregor, from material collected by Alice Allen Innes.

IN this period when Governments are so complacently producing what they claim as new native policies, it is as well to remember that there is nothing particularly new in any of them; and that the basis of the current plans for native health, education and general advancement were laid by a former generation of humanitarians—and not by the theorists and politicians of to-day.

Of these outstanding men of the past, Sir William MacGregor is particularly worthy of note, for his service to native peoples was not confined to one territory. Many writers have referred to his career and his wide and varied interests, but a comprehensive story of his life has yet to be written. Mr. L. Austin, in the 1927 edition of the "Australian Encyclopedia," has, with brevity and clarity, gathered the following informative facts, which are worth quoting:

"Sir William MacGregor was born in 1846, at Towie in Aberdeenshire, and was the eldest son of John MacGregor, a farm labourer. He received part of his early education at Strathdon manse and afterwards at a small school at Tillyduke. From 1865 to 1867 he attended the Aberdeen Grammar School, then entered King's College and took his Arts degree. Later he changed to Medicine (MB and CM, 1872; Watson Gold Medal, LRCP, Edin., 1872; MD, Cambridge, 1874). He also studied in Berlin, Florence, and Paris."

Like Cecil Rhodes, this wide-visioned empire-builder undertook his long and distinguished colonial career for his health's sake, in the first place. Chest weakness developed when he was on the staff of the Glasgow Infirmary and later, at Aberdeen, it gave him further cause for alarm. So in 1873, he became Assistant Medical Officer at Seychelles.

Then in 1874 he was sent to Mauritius as surgeon of Port Louis Hospital; and, from 1875 to 1888 he was Chief Medical Officer in Fiji. In Fiji he also acted as Receiver-General, Commissioner for Lands, High Commissioner and Consul-General for Western Pacific, Colonial Secretary and Auditor—surely as unique a record of public service as ever made by one man. Furthermore, he was no mere figurehead in any capacity, for he was so keen a student that to each branch of the service he could bring knowledge and wisdom.

The native risings in the mountains of Viti Levu, in 1876, were suppressed with firmness and dignity which left no rancour but built up mutual respect between Fijian and European which developed with later years. In 1877, the Fiji Native Regulations Board came into wider powers under his leadership.

The story of the measles epidemic in Fiji, and how Dr. MacGregor (as he then was), trained the first Native Medical Practitioner, and laid the foundations of the Suva Medical School, must be well known to all Pacific Islands readers. However, the story of his winning the Albert and Clark Medal is not so well known to the present generation.

When, about 1874, the "Syria" was wrecked some twelve hours' sail from Suva, one can imagine the panic there must have been amongst the large coolie passenger list. Dr. MacGregor not only hastily organised relief but went himself with the rescue party.

It is told that he was almost god-like

in his great physical strength and determination, dragging one woman by her hair, held in his teeth while he pulled a man in each hand, so bringing them out of the swirling waters into safety. He crawled along the broken mast and saved other helpless and, no doubt, hysterical Indians. One wonders that the descendants of those Indians, in Fiji, have never built a memorial to their benefactor.

It was in 1879 that the Colonial Office needed this versatile genius to report on financial conditions in Tonga, and in this task also, he was most successful.

The wisdom and forbearance of his Fiji Administration has become a byword, his plans and ambitions to develop the native races, coupled with the remarkable programme (for that time) for a native medical network, led to Dr. MacGregor becoming Administrator of British New Guinea in 1888.

IN 1895 he was appointed Lieutenant-Governor of Papua. In Papua (as British New Guinea was later known) he himself considered that his best work was the establishment of the native Police Force, and system of village constabulary.

Sir William introduced specified districts for various missions, to prevent overlapping and confusion of denominations—but that wise rule faded into the limbo of lost causes, to leave, in Papua, some heritage of bitterness and sectarianism.

He pioneered native training for the Government Service; the land regulations ensuring native rights; the regulations forbidding the sale of liquor or drugs to natives—in short, he laid the foundations of a native policy which endures to this day. It was taken up loyally, and added

to, and splendidly developed, by Sir Hubert Murray.

Sir William went forward on a long and distinguished career until he retired in 1914. He died in his native Aberdeen in 1919.

(Continued on Next Page)

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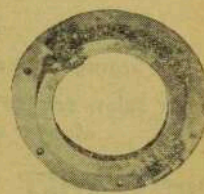
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FROM his lengthy handwritten reports, it is now possible and opportune to read and realise the grip of detail and wide vision that he had in those pioneering days. In rebuilding and re-planning our territories in the South-West Pacific we may cull much of value from him.

The reports, reprinted here, were prepared by Sir William for the Governor of Queensland in July, 1889, and cover visits of inspection to the goldmining islands of St. Aignan and Sudest, and

the district of Aroma, east of Port Moresby.

Sir William wrote:

We came to anchor at St. Aignan on the evening of the 5th July, and the 6th was spent in visiting as many as possible of the places at which the miners are at work. The schooner, "Marion," was at anchor at the usual anchorage.

A small native village of some eight or nine houses, fully inhabited, stood at this anchorage when I was at the same spot in the latter part of last year; their houses are still there, but the natives have left them, with the exception of a few who linger, employed more or less by the Europeans living there or passing through to and from the gold diggings in the island. There are four or five small stores on the site of this village, all unsubstantial buildings, partly of wood and iron, and partly of native construction. Mr. Hely, resident magistrate for this district, informs me that the native owners received compensation for their houses, but the information I obtained on this point needs fuller inquiry, on the spot. At these stores provisions can be purchased at moderate prices, and some of them sell the ordinary and better-known medicines such as fever mixtures, etc.

The nearest mining camp was on a creek about three miles from the anchorage, and to this I first proceeded. The men's tents extended over a large area—in fact, the miners are so widely distributed that it is difficult to say where a camp begins or ends. About 60 or 70 miners' tents came under observation; but it is believed by the Resident Magistrate and by the Customs officer at Samarai that there are altogether nearly 400 miners on the island, at present. It was impossible to visit all these, or even to learn where many of them were at work, but I was able to see enough to

form an opinion with regard to the points that formed the object of my inspection.

The bed of the main creek and of most of its branches have already been searched and washed for gold, and now the men are scattered about looking for new ground, or sinking small pits and shafts into the lower terraces near the creek, or are digging into the banks of the creek from its bed. The creeks themselves are practically exhausted, but gold has been found on some of the terraces which may be sufficiently rich to pay working. Traces of gold may be found almost anywhere over this part of the island, but no gold-bearing reef has been reported.

IT would thus appear that the future of this field is chiefly dependent on the results that may be obtained from working on the terraces or the slopes leading down to the main creek, and which, in former ages, have at different epochs been the bed of the creek.

While creeks were being worked the first time, not a few men were believed to be making considerably more than wages, as rough gold was found sometimes in pieces weighing several ounces. Now, it appears to me, very few are making more than wages, and that the majority are making a living and little more, and a small minority are doing almost nothing.

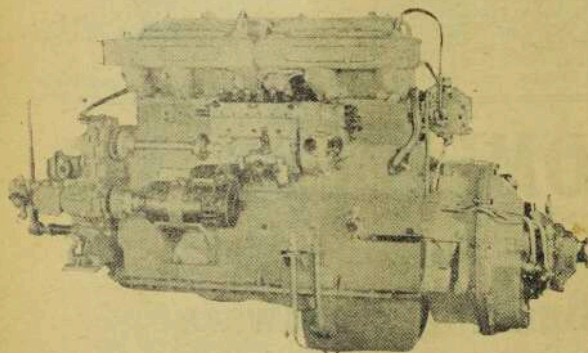
But it has to be remembered that men that are doing well on gold are very reticent, while those that are indolent or unfortunate are, generally speaking, the reverse.

I saw a great many dishes of stuff washed, none without "colours" of gold, but none yielding more than from 2 gr. to 4 gr., and the best only where there was but a small quantity of the deposit worth washing, and below sometimes 8 ft. or

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Good normal digestive and liver activity means good, normal health and fitness. If you are becoming gloomy and feel tired out, the cause may be a congested state of your intestinal tract. So many people are troubled with constipation, which, through the retention of waste in the digestive system, causes sick headache, biliousness, pimply skin, unpleasant breath, irritability, slackness and dull eyes.

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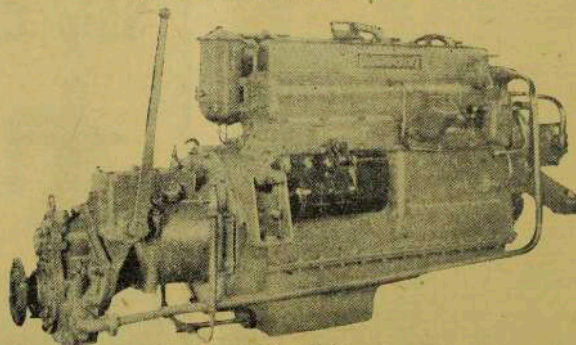
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10 ft. of earth and boulders. Generally speaking, it seems to be very hard work to make 2 pennyweights a day in what is considered the best ground.

There has been a large amount of sickness, mainly fever, during the wet season. Four men died in the Main Creek camp, and many left, ill, for Cooktown. There has been little dysentery, if any, and now the sanitary conditions may be said to be satisfactory, there being cases of fever still, but few of them severe. Taking into consideration the fact that the men are nearly always working in water, and that their food is not as nutritious as such a climate would require, the health of the camp is surprisingly good.

Among the miners themselves there are no disputes or quarrels. The great majority of them are miners from Queensland, many of them having been so employed for a large number of years, so that they are well acquainted with the unwritten rules of the mining camp. I have great satisfaction in being able to say that I found them, without exception, both here and at Sudest, civil and respectful, and that I was greatly pleased to see that the large majority of them are composed of respectable, honest, hard-working men.

Of course in this, as in all other communities, there are a few men of inferior or bad character, but they do not influence the conduct of the solid majority of good men. Drunkenness may be said to be unknown on the fields.

Friendly relations exist between the natives and the miners. The natives carry the miners' stores from the anchorage, and they bring, also, native food for sale. There are some complaints of thefts committed by natives, but it was remarked to me by miners, both here and at Sudest, that if any theft was committed by a white man it was, of course, put down to a native. There is no doubt whatever that the miners have had much assistance from the natives.

A DAY or two before leaving Port Moresby I received a letter from a miner then on St. Aignan, signing himself J. J. Brown, in which he expressed his regret that he had had to shoot three natives of the island in order to protect himself. This matter has not yet been judicially investigated, and it would therefore be premature to form any opinion with regard to Mr. Brown's position in it. It may be mentioned, however, that according to his own account, one of the three natives was running away when fired at twice, being missed the first time. Mr. Brown naively states that he would have spared him had it not been that he had only three cartridges left. Brown seems to have thought nothing more of the matter. He did not report it to the resident magistrate, but went away with a prospecting party to the island of Normanby.

Several miners at St. Aignan, who are trustworthy men, informed me that Brown had given them an account of the affair corresponding in general outline to what he had written to me, but added that they had made inquiry of the natives and they all denied that anyone had been shot. Up to the present the only evidence against Brown is that found in his own statements. Strict investigation will, however, be made, and it need not be doubted that eventually the truth of the matter will be arrived at, and the case dealt with judicially in a regular and impartial manner.

ON July 7, the steamer went to Sudest, and on the following day I visited two of the mining camps on that island. I saw between eighty and ninety miners' tents there, but the number of miners on the island is nearly 300. Near

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Have You A Job For Any Of These People?

In the hope that I may assist some deserving people in the Old Country to find New Opportunities in a New World (the South Pacific Islands) I decided to start a Non-Profit Employment Agency in the South Pacific.

I advertised in British Newspapers, and sent Questionnaires to all who replied. I asked those who filled in the Questionnaires to send a Fee of Five Shillings, to cover cost of Air-mail Postage, Stationery, etc. Where I considered the Applicant unsuitable, for any reason, I returned his Five Shillings.

Employers who are interested are invited to write to me and indicate, by quoting the Index Number and Details, the particular Applicant they are prepared to consider. I will forward, by return Air-mail, the Home Address of the person concerned. The rest is up to the Employer.

Will Employers Co-operate with me in thus Showing Appreciation of what the British People did in World War II?

LIST No. 1—British Men Who Seek a Job In the South Pacific Territories.

- | | |
|---|--|
| 5 S.—Man. Age 34. Married. Five Years as Assistant Sales Manager. Book-keeping & Accountancy Qualifications. | 300 M.—Man. Age 35. Married. Assistant Manager Clothing Company. Insurance Agent. |
| 10 C.—Man. Age 38. Single. Eight Years Grocery Salesman. Fourteen Years Traffic Clerk and Store-keeper. Present Position Depot Manager. | 303 M.—Man. Age 26. Married. Tree Feller, Tractor Driver. Speaks German. |
| 18 M.—Man. Age 41. Married. Four Years Bank Clerk & Cashier. Five Years Manufacturers' Agent. Has Fair Knowledge of German. | 187 M.—Man. Age 25. Married. Estate Agent. |
| 30 G.—Man. Age 28. Married. Seven Years with Multiple Stores. | 193 R.—Man. Age 22. Single. Six Years Clerk. |
| 240 M.—Man. Age 28. Married. Four Years Senior Shipping Clerk. Three Years Branch Manager, Shipping Agents. | 225 R.—Man. Age 47. Married. Marine Engineer. Engineer Oil Company, Manager Oil Company. |
| 247 A.—Man. Age 34. Married. Four Years Despatch Clerk; Five Years Cost Clerk. | 229 G.—Man. Age 41. Married. Three Years Ship's Purser. Eight Years Ship Officer. Five Years Shipping Clerk. Five Years Haulage & Engineering Clerk. |
| 255 T.—Man. Age 28. Single. Ten Years Grocery Trade. | 230 G.—Man. Age 36. Married. Ten Years Clerical Duties of all kinds. Three Years Accountant & Secretary. Fellow of Society of Commercial Accountants. Fellow Association of Secretaries. |
| 265 N.—Man. Age 23. Single. Inland Revenue Dept. (Income Tax) Clerk. | 177 M.—Man. Age 27. Single. Seven Years Engineering & Welding. Foreman Shift Engineer & Stores Supervisor. Speaks French & German. |
| 267 M.—Man. Age 43. Married. Ten Years Engineering Pattern-Making. Insurance Inspector Eleven Years. Cost & Wages Clerk Four Years. | 13 M.—Man. Age 28. Married. Six Years Grocery Experience. Two Years as Manager. Six Years Insurance Agent. Clerical Experience. |
| 273 R.—Man. Age 25. Married. Five Years Shipping Clerk. | 39 M.—Man. Age 40. Single. Twenty Years in General Trade, Grocery, Wines, Drapery, Hardware, Etc. Present position Manager. |
| 275 D.—Man. Age 34. Married. Precision Fitter, Turner, Engineer. Air-Crew Engineer. Speaks French & German. | 226 R.—Man. Age 24. Single. Five Years Control Room Engineer BBC. Four Years Flight Engineer R.A.F. Speaks French. |
| 279 C.—Man. Age 39. Married. Ten Years Training in all branches of Tailoring. Four Years Fitter & Salesman for Multiple Tailoring Firm. | 293 S.—Man. Age 42. Married. General Builder Twelve Years. Six Years Maintenance Engineer. |
| 297 A.—Man. Age 41. Married. Eighteen Years Hotel Prop. Three Years Supply Depot Manager NAAFI. Two Years Grocery Trade. | 15 L.—Man. Age 29. Married. Eleven Years Painter & Decorator. |

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the ordinary anchorage there are four or five stores at which provisions can be obtained at fair prices. One or two of the buildings are of iron, and are fairly substantial.

Here, as at St. Aignan, the creeks are nearly worked out, and gold is being looked for in the banks of the large creeks or in blind gullies. There still remain certain spots in the large creeks that are not exhausted because some capital and much labour would be required to divert the water and pump out the pools, and the prospect is not deemed sufficiently encouraging to justify this except in a few cases.

The two islands—Sudest and St. Aignan—have yielded results so nearly even that there has for some months been a considerable number of men coming and going between the two places. But at present things are certainly duller and more unpromising at Sudest than at St. Aignan. There are very few men at Sudest making more than wages, and a considerable number hardly earning enough to pay for food. The mining population of each place is already too great, but the men say they are compelled to stay here because things are so dull at Croydon (Qld.) and elsewhere.

MY impression is that there will be no great decrease of numbers here until something more attractive turns up in Queensland.

At present almost every miner inquires eagerly what is the news from the prospecting party at Normanby, their anxiety showing apprehension that the present fields are nearly worked out.

At Sudest also there were some complaints of stealing by natives, but how far this may be well-founded it would not be safe to say. It is very extraordinary that there are so few thefts committed in view of the many opportunities afforded to natives to possess themselves of tempting articles in camps so inefficiently guarded.

On the whole, the relations existing between the miners and the natives are friendly. A few natives work daily for the miners, and in many ways the former have been of great assistance to the latter. The miners, as a body, are as quiet and peaceable here as at St. Aignan, and the sanitary condition is much the same as on that island. Neither at Sudest nor at St. Aignan have the operations of the miners encroached on native gardens, and no instance has come to my knowledge of natives on Sudest having to abandon their houses as in the example mentioned at St. Aignan.

It seems tolerably certain that even if no new discovery, such as gold-bearing reefs, is made, these goldfields will linger on for a period greater than the present financial year, and I deem closer supervision of them indispensable.

As the principal creeks are worked out the men become scattered, so that they will soon be distributed in small parties all over the two islands in question, which will afford greater temptation and opportunity to natives to steal, and, it may be, attack solitary individuals. The probability of unjust treatment of natives will also become greater.

I CANNOT but see that the Government has lost ground with the natives since I was here in the latter part of last year: no natives have on this occasion come to visit either Mr. Hely or myself, showing that they have not yet learned to look to the Government for protection or assistance.

I see only one way of putting things on a satisfactory footing—to have a Government officer stationed permanently at Sudest and the same at St. Aignan. Were this done, it may be presumed that all miners at work would take out miners' rights, which I am informed less than half do at present, so that there would be some return of the additional expenditure required.

Mr. Hely might, for some time, make St. Aignan his headquarters, so that only one additional officer would be required as assistant to him, and this assistant should be stationed at Sudest.

JULY 19, 1889.

I WAS able to pay a visit on July 18 to Aroma, a district so large and important that a special report of this inspection seems to be called for.

(Continued on Page 54)



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MAGAZINE SECTION

Territories Talk-Talk

By "Tolala"

A PORT MORESBY press message tells us that native cricketers from that capital want to journey to Australia next year and clash willows with Australian teams. The report says that next to Mr. Ward, Bradman is the most important person in Australia in the eyes of Moresby native cricketers.

This announcement follows close on the heels of another press statement from the same locality that Australia has placed a ban on native servants accompanying their white employers to Australia.

It looks as if the old-time ban, introduced some years before the war, is being revived, though for the past twenty-odd years it was never abused. Yards of red-tape had to be unwound before a native was allowed out of the country and then it was usually only to assist married women with children.

The biggest trouble arising from native employees going to Australia usually arose from wandering boat crews, who found too much time on their hands and too much money in their pockets, with far too little control over their movements. These are the ones who got into joints and dives and on their return relate weird and wonderful tales of their experiences around the village fires.

Native cricketers, like native servants, should be kept well out of Australia for everybody's benefit.

SPEAKING of itinerant Islanders: a New York cable service recently thought it worthwhile news to report that Pastor Salau, a "son of a reformed Solomon Island head-hunter" arrived in New York by the "Mauretania."

He is being shepherded around the globe by Pastor Stewart, of the SDA Mission.

Of SDA native mission teachers I can only say that I know well the perfect hospitality those clean-clothed natives extend to the weary European traveller along the jungle ways. When tired and footsore, after hours of tramping, recruiter, trader or scientist meets up with a respectful teacher with a white toothed smile (betel-nut is tabu to them) who turns on a welcome meal in a comfortable house.

Pastor Stewart can be proud of the pupils of his church, whether in the city of sky-scrapers or the bush-villages of Bougainville.

NEW YORK cables again feature New Guinea. This time it is none other than Jane Todd Wallace, who was well-known around the Keravia and Rabaul districts for many years as a pain-in-the-official-neck.

She is carrying on her work now with UNO, as a self-appointed guardian of the supposedly down-trodden native. Both she and her late son, Tom, filed hundreds of complaints to the League of Nations, alleging cruelty and what-not towards the natives, but few, if any of their charges were proved. If nothing else, the lady is consistent in her crusade, though her data must be a bit out of

date. She left Rabaul with the other evacuees in December, 1941, since when she has not returned.

One of her charges to UNO refers to a nine-year-old native who deserted, "was hunted for, arrested by a police-boy with fixed bayonet, handcuffed and driven on foot many miles through jungle to the native prison at Rabaul where he was severely flogged, imprisoned and then returned to his cruel master."

Sounds like an extract from "Uncle Tom's Cabin."

The allegation that "slave labour" exists in NG is, and has been, all my eye and Betty Martin for many a long year.

But still you never can tell what impression may be made upon susceptible Soviet reps. at UNO, who are looking for any peg upon which to hang their adverse criticism of Australia's administration in NG.

GOLD output in NG is having a hard tussle to reach anywhere near the pre-war level.

At present, BGD is the backbone of the gold industry—as it always has been.

Osmar White, well-known author and war correspondent, hands the Company a bouquet in a special article in Sydney "Daily Telegraph." He calls Bulolo "the only New Guinea town which decently houses its Europeans. Private enterprise re-built Bulolo. Elsewhere most people have to live in slums built of war-time junk."

THE same author gave a very good summing up of the NG position for the readers of his paper. They are his own observations, made on the spot, but they could easily have been culled from the columns of the "PIM" during the past three or four years.

SIR GEOFFREY TAYLOR, visiting professor to Australian universities, wants to know how New Guinea natives sail their out-rigger canoes into the wind. Therefore he will go there and find out for himself. He says that his interest is personal, not scientific.

Sir Geoffrey is Yarrow Research Professor in Cambridge for the Royal Society, is an expert on the atom bomb and aeronautics and is the inventor of a special light-weight anchor with many times the holding power of ordinary anchors. Sir Geoffrey's anchors held the invasion harbours on D-Day.

He is a keen yachtsman and invented his anchor because he got fed up with pulling up the 110-pound conventional anchor on his yacht. He tested the invention in all weather around the Irish coast for two summers before it went into large-scale production.

BITS AND PIECES: Gov.-Sec., Mr. Bob Melrose, is having a very well-earned rest. His health has not been good. . . . Bos Adelskold, after leave in the big smoke, flew back to TNG at the beginning of this month. . . . Larry Hyland, of the WRC staff at Rabaul, had a three months' holiday in NSW and Victoria. Now he has returned to Rabaul. Mrs. Hyland is living in Melbourne. . . . Miss Betty Wall, of the Rabaul European Hospital, has announced her engagement to Mr. Ambrose Thomas, of Rabaul. Wedding is scheduled for October next. . . . Mrs. Jim Vernon, of Lautoka, F.J.I, is staying with her parents in Sydney. . . . The APC's oil drilling at Upoia has reached 1,344 ft. and at Hohoro 1,114 ft. . . . Miss June Rodgie, formerly at Concord Repat. Hospital, left last month for Port Moresby where she will join the local hospital staff. . . . Mrs. Bruce Rogers left last month by air to join her husband at Madang. . . . Frank Everard has taken up a sheep property in the Bathurst district. . . . Governor-General McKell leaves on July 25 for Papua-New Guinea.

Mr. Sydney Harley Johnson has been admitted to practice as a barrister and solicitor of the Supreme Court of Papua New Guinea, according to a recent gazette.

Mr. and Mrs. H. L. Gerrard, of Suva, are at present on a visit to Sydney. It was feared, when the visit was made, that Mrs. Gerrard's eyesight was in danger; but she has had a reassuring report from a Sydney specialist.



Mr. Hugh Greig, the last of his name on Fanning Island, showing a fine old gun of solid brass which must have been used by an old-time Yankee whaler. It is fitted with a swivel, and had a double trigger action, with two hammers and two powder holes, to ensure against any mis-fires. Mr. Greig thinks that it may be the gun loaned to his grandfather, William Greig, to defend himself against any monkey-business by the notorious "Bully" Hayes. It looks very like a gun for throwing harpoons, and, if so, must have been one of the first models.

—Photo by Brett Hilder.

Just No Trouble At All

"BANG! BANG! CLANG!"

The raucous ringing of the store bell shatters for a few brassy seconds the customary quiet of the village, and heralds another day. The boys hitch up their lava lavas, leave their houses and come down to work.

We on the "hill" leave our breakfast tables and plunge into the day. I pick up a tin of cigarettes, pocket another box of matches, and scramble down the muddy track.

At the store, I open the small door in the big door, and climb inside the store. Bella is hot on my heels. She is a good dog and is going to have pups. I have already promised 25.

Inside the store I take a quick look around—what for I do not know. Force of habit mainly, I suppose. I close the small door and open the big door.

Aleck, my boss boy, and his minions come from around the corner and begin by sweeping the floor and knocking things over.

I begin by sitting at my desk, lighting a first cigarette and planning a day's activity. The plan usually runs something like this:

"I'll get the three sheds cleaned up, and the shelves in the store replenished, and if business is slack I'll go through that basket of letters and see what has to be answered and filed, and then I'll answer and file them and tell Maki to clean the refrigerator, and watch that he does it properly, then shift the barometers and compasses and put them where the clocks are, so everybody who comes in can see them. When I finish that it might be a good idea to mark off the new stock, and tell Maet to go out and get me some razor blades, and take a letter to so-and-so, and enter up the copra brought in yesterday afternoon, and get the dock ready for any copra that might come in to-day. Then it will be morning tea-time and I'll take time out to have a smoke and a cup that cheers."

All this thinking goes on aloud.

GLANCE at my watch which probably says seven thirty, and the store clock, which if it is working, more than likely points to anything between five past two and next Wednesday, and I tell a boy to open the store.

"Allez! You open 'im."

He greets this direction with a look of blank and marvellous-to-behold amazement, as if opening the door were an unheard of thing.

The vanguard of the day's army falls in, and a stream of babbling, squabbling, rowdy Tonkinese fills the store. No sound above them can be heard. A few Europeans drift in, and soon a sea of smiling, scowling, grinning, toothy and toothless faces surrounds me.

Experience has taught me that they all have more time than I, so I calmly light a cigarette, size up the waiting mass and plunge in. Before me on the counter I have ready sundry debit books and odd scraps of paper.

My first choice falls simultaneously on a Frenchman, a Tonkinese and a native.

All three talk at the same time and somehow, by a miracle I suppose, they are all heard and served, likewise, simultaneously.

The Tonkinese may get the native's order and the native may get the Frenchman's and the Frenchman may be sent away with something altogether different

from what he had in mind. But they all get a smile and a friendly word.

Counter conversation may run something like this:

"Bon jour, monsieur. Que desirez vous? You fella you make 'im wha' name 'ere. Merci beaucoup, nine-and-six a kilo aux soixante seize francs. One storeboy take 'im small case 'ere long put 'im all something 'ere long 'im. You say you did not get that case of biscuits last week?"

So the conversation runs, with no breaks for punctuation and little for breath.

GRADUALLY the first rush runs itself out. Tonkinese waddle away with cases of gin and brandy; natives are happy with their two shillings worth of tea and one-and-sixpence worth of sugar, and a carefully calculated fifteen and ninepence worth of calico; the Frenchman has gone and left an order with you and you have promised him that you will

By Trader Jack

have it delivered to his ship to-morrow afternoon. You make a mental note that you must "collar" one of the store's two decrepit trucks when it pauses for a moment on its breathless, round-the-clock activity.

Calm restores itself out of what could easily have been chaos, but the remarkable part about the whole thing is that it never resolves itself into such an abandoned state as that. The old theory of "take your time" saves the situation.

JUST when you think you have a moment to get to your typewriter and finish off the Indents which should have gone to Sydney last week, a trader comes in with a long list, and a yen for a yarn.

He bemoans conditions as compared with what they were 20 years ago, and gives you a detailed account of his activities; while you spend the time thinking how you will shift the hardware down to the next shelf and go through the fancy goods properly, and sort out the odd items of grocery which seem to have got mixed up in them, and restore them to their rightful place.

"You remember that case of biscuits I got from you last month?" the trader asks.

"Yes," you say. But you do not, because you have sold a thousand since then. But anything to keep him happy.

"Well," he replies, "some of them were rotten."

"They were?" you ask, astonished that such a thing could have happened, even though you would have been more surprised if it had not.

But you know him well and he is honest, so you make up the loss and join him in walling about the way things are done these days.

"Have you seen so and so since I was last over?"

You do not know whether you have or not but "yes" or "no" is equally suitable, so you say whichever comes first.

"He told me he would leave a dozen duck-eggs with you. Have you got them?"

No! Well, will you keep them for me and ask him if he got those spark plugs for his engine he was wanting last year." He rounds off this miscellany, which is more in Dorothy Dix's line than yours, by asking: "It won't be any bother will it?"

"No trouble at all!"

So you make a note of it, right before his eyes, and put it on a nail on the wall along with a thousand other notes dating from anything up to a year ago, all aimed at reminding you to think of such varied things as telling John Jones never to put more than three duck-eggs under a clucky hen, and prompting Tom Smith to buy a collar for his dog!

BY the time this client is gone you should be a neurotic wreck—if you are the neurotic type—but as you are not, you are still, more or less, cool, calm and collected. You believe in the philosophy that what cannot be done to-day will be done to-morrow; because, if you do not you will go mad.

As he goes out the door, he promises he will be "back to-morrow". Though why he should be, you cannot imagine.

By this time, all thoughts of cleaning up the hardware are forgotten and you throw yourself into a wild "cleaning up of the files." Just as you start an indignant female client sweeps in, and as you stave off her tears, she implores you not to forget her tomato sauce next time.

The time has now arrived, where, if that plan over the first cigarette had held, you would be sitting down drinking tea. But you can't, because someone with nothing in particular to do has dropped in.

Even while you are wishing him miles away you are leaning over the counter thinking how you will organise a proper unloading of the next ship only interrupting his one-sided conversation with a "yes" or "no", dropped in the right places by sheer experience. You do not voice your thoughts and tell him to take himself 20 miles away, because he is a good client and a good friend. He has brought you in meat, fruit and vegetables from his plantation many a time.

But you do wish him away, and quickly!

When he does go the tea is cold and it is 11 a.m. and time to knock off. You want to finish that book, or write that letter. But even though you drop the broad hint of telling the store boys to "close 'im up altoget'er," and call out in a very loud voice to the cook asking him if "kai kai belong you 'e ready?", the lingerers in the store do not go.

Finally they do go; but your three hours' noon break—which you were going to use to clean up the bulk shed—has been reduced to one hour, because you promised someone you would take a look at his copra at 12.30 and give it the OK.

"No trouble at all," you assure them. But you should ask them if they will be a witness for the defense in the event of your committing what you feel would be justifiable homicide.

By flying from Nadi to Mascot, 1,980 miles, on May 15, in 7 hours, 10 minutes, a BOAC airliner, a DC6, clipped five minutes off the previous Fiji-Sydney record, which had been made by a similar machine last November. The plane flew at 270 m.p.h.

The Banks line cargo steamer "Meadowbank" arrived at Honiara from Townsville on May 20. She will load for Britain the biggest post-war shipment of Solomon Islands copra—2,300 tons.

PAPEETE GOES TO THE MOVIES

By Paul Hynes

THE finding of an "Admit One" ticket to the Theatre Moderne, Tahiti, among some souvenirs recently brought back some unusual memories. The ticket was bought during the war years—about 1941, I think.

Theatre Moderne was a large, wooden, barn-like building, in the main town; Papeete. And at this period, a theatre night was an incident not easily forgotten.

The films were very old, silent jobs and mainly cowboy pictures. Hoot Gibson was prominent among the stars. Of course, there were some talkies, too. An early Deanna Durbin show was screened, but apart from the singing everyone thought it rather silly. Being a French island there were quite a few French films of ancient vintage too, but these seemed to have no plot and so the cow-boys were the most popular.

At the back of the theatre a small platform jutted out from the wall about halfway up on the left wall of the building. Shortly after the show started, half a dozen guitarists appeared mysteriously on the platform and began to sing. These Polynesians are renowned for their beautiful singing voices. There was one singer who sang only once or twice a week with this group. His tenor voice was unmistakable, and had Gigli qualities plus the husky island technique. Everyone in the audience sang when the silent or English shows were on as they could not understand English.

The price of admittance was cheap to a music lover, for the Tahitians are good singers, and sing naturally in parts. The result being somewhat better than the average trained choir, for they sang from the heart and for sheer enjoyment.

Sometimes the group on the platform would sing and the audience listen. Then someone might sing solo and later everyone would join in. There seemed to be no rule for this; everything just came into being quite naturally.

When the guitarists were playing, they would often stop suddenly for no apparent reason and then the leading singer would translate the picture dialogue from English into Tahitian for the audience for five or ten minutes. Then the music would start up again. Everything was so informal that one forgot one was a white man and joined in on some off the simpler worded songs.

The cowboy pictures were most popular too, perhaps, because the cowboys played guitars and sang.

THE marvellous musical qualities of these people is apparent when in the cowboy pictures a catchy song was featured. Early next morning after the show, everyone would be singing the song but slightly changed and with their own Tahitian words. The song would go round the island in a few hours.

At interval, there were the little tinito or Chinese carts outside, lit up by petrol and hurricane lamps. They sold cakes, de-husked green drinking coconuts, water melon, a peculiar candy, and coconut ice cream. They also had pineapple cut in such a way that all the prickles had been taken out of the skin.

There was a fruit, too, something like a loquat, which had a big shiny seed. Most people armed themselves with a handful of these. The seeds when

Private Enterprise Did This . . .

WHEN the Pacific war ended in 1945, there was nothing of pre-war New Guinea left—three years of scorched earth, abandonment, Jap invasion, Allied bombs and, later, re-occupation had seen to that. When civilians went back, during 1946, they found nothing of the trim tropical townships they had left in 1942. Their homes, and the old familiar landmarks had gone and in their place were unlovely war-time buildings, already rusting and derelict. But they settled in, gathered up enough of the debris around them to make temporary homes. It would do until something better was available—in a few months. That was three years ago.

To-day, with one exception, the townships of New Guinea are still largely shanty-towns; there is little, or none, of what might be called permanent building.

The exception is Bulolo.

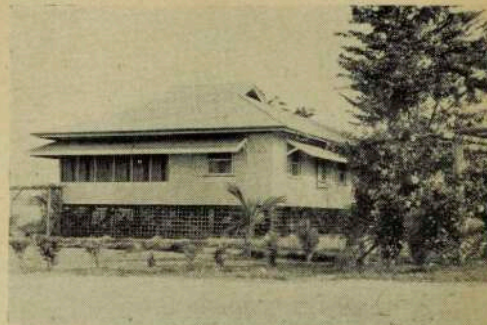
Bulolo, as a going concern and as a township, was completely erased from the New Guinea landscape between 1942 and 1945. But to-day, while the rest of the Territory still flounders along in post-war doldrums, and while its citizens still live in dwellings that are, in some cases little better than humpies, still waiting for better times, Bulolo as an enterprise has eight dredges working on the Company's leases in the Bulolo River and the Watut; and as a township, is the only one in the Territory that provides its inhabitants with civilised houses and the means of civilised living.

The favourite way of explaining away this phenomenon is to raise the hands and say: "Bulolo—that's an AMERICAN company."

But great though BGD's resources may be, it cannot be said that they are greater than those of the Australian Government whose job it is to rebuild the rest of the Territory. By the end of 1946 Bulolo was an oasis of bright electric lights in a desert of primitive mountains; it had a nucleus of administrative buildings and a joinery shop going full blast turning out ready-cut homes. At that time the Australian Government was churning out innumerable blue-prints and Official Plans for every aspect of life in the New Guinea Territories and listing more and more rules, regulations and prohibitions for the regimentation of the populace.

In mid-1949 most of the plans have been quietly shelved or apparently forgotten and some of the prohibitions have been found unworkable. But New Guinea families are still living in cramped quarters, made of salvaged war-time materials—waiting for such building

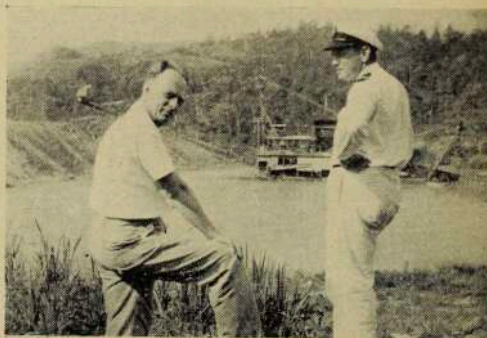
squeezed between finger and thumb travel some distance. For ten minutes after the lights went out there was quite a barrage of these seeds. Then every-



One of the very fine houses which two men erected in 76 hours work-time. This timber is local Wau pine.



Two of the eight dredges now working in the valley.



Mr. L. W. Bergstrand, of BGD, Ltd., and Captain W. Forgan-Smith, of Qantas.

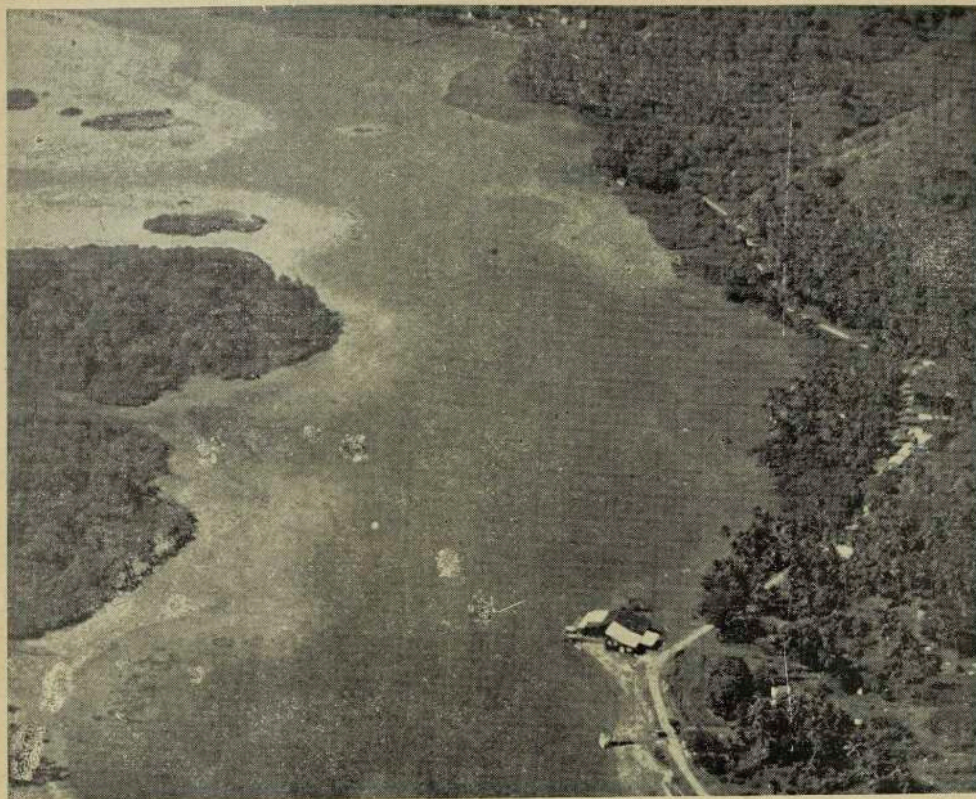
—Photos by Whites' Aviation.

materials as escape the eagle-eye of Australian wharf-labourers who have taken to themselves the privilege of vetting all cargoes that leave Australia.

It is said that Acting Territories Minister Chambers was so taken with Bulolo houses, when he visited there some months ago, that he expressed a desire that some might be exported to Australia, some day.

one settled down to singing and to a lesser degree, the pictures.

The theatre was burnt down after the war, but the songs and music still live.



Savu Savu.
Viti Levu.

The Navy Shows The Flag

(Part I—In Fiji)

WORLD WAR II was past and already partly forgotten. Three blasts on the shrill-toned siren rent the quiet of a sunny afternoon early in July. The last wire had been slipped and one of New Zealand's modern cruisers slid astern into the tideway of Auckland harbour. His Majesty's New Zealand cruiser "Bellona" was setting forth on a two months' cruise amongst the islands of the South Pacific.

What, some may ask, is the purpose of such a cruise? The answers are: To promote friendship between the peoples of our Commonwealth; To render assistance of any sort, where it may be required; To brighten the days of those who lead lonely lives in far places by breaking the monotony for a spell; And to show the native populations the ships, and the crews, which defend their freedom. "Showing the flag" gives isolated societies a similar sense of security to that engendered in a suburban dweller by the sight of the solitary policeman on his beat at dead of night.

RAOUL (or Sunday) Island in the Kermadec Group was our first port of call, a day and a half's voyage from Auckland. This island, named after a French sailing master, was discovered,

on a Sunday, by the French Admiral d'Entrecasteaux. It was annexed to Great Britain in 1866 and to New Zealand in 1887, together with the remaining three islands of the group.

Raoul is still actively volcanic, bleak and mountainous from the sea, but with an inland plain which will grow oranges and support sheep.

Our mission was to land stores for the use of the men at the meteorological

By STARSHELL

station there. This was achieved by transferring the stores to the motor-vessel "Ranui", recently arrived from Auckland, in the lee of the island. This, unfortunately, was on the western side and out of reach of the settlement. We, therefore, did not have the opportunity of landing or of meeting the men who, by their solitary work, contribute so much to the safety of our air and shipping routes.

Many of our keener fishermen were busy soon after anchoring and succeeded in pulling several weird and wonderful looking fish from the blue-tinted waters before their activities were cut short by the sailing of the ship.

On the evening we left Raoul Island, we made our first beer issue. Normally the sailor is "dry" onboard except for the daily tot of rum which he may have if he is over 20. The popularity of rum has waned markedly in recent years, however, and many now prefer the threepence "in lieu". In most of the islands on the cruise programme, beer is practically unobtainable and quite recently the Naval Board approved the carrying of beer for consumption at sea and in the remoter ports and anchorages amongst the islands. A very popular move, though the quantity is limited by the amount of stowage space available. Still, 10,000 quart bottles was not to be sneezed at.

Our embryo matelots have, so far, been smiled on by Mother Nature who has been gentle and moderate with her weather. We anticipate that such kindness will continue. Is not the Navy much envied, and sometimes reviled, for the practice of chasing the fine climate?

Life is seldom dull in a ship, but the discovery of a case of mumps brought with it a spate of rumour and counter-rumour, also some amateur predictions of future movements, until we were given permission to land our "mump" at Suva. After a night at anchor in this harbour, where we landed the sick but partook of no other activity, except the inevitable fishing, we continued our voyage to Savu Savu in the Fijian Island of Vanua Levu.

We hear that the natives of these islands are very prone to European diseases and that the results are far more serious in their case than in ours. So, for a while, the shadow of restricted leave hung threateningly over us. This was, fortunately, dissipated by the medical authorities who were able to make arrangements satisfactory to all—or so we earnestly hope; for to sow the mumping seed on this almost virgin native soil is the very antithesis of our desire.

Early in the dog watches on Sunday, July 12, we negotiated the barrier reef and came to anchor off a small creek called Na Kama. Here there are two jetties, used mainly for the export of copra, but which are suitable for the ship's boats.

The bay of Savu Savu is an extensive anchorage almost completely surrounded by jungle clad mountains. A really tropical Scaup Flow capable of sheltering a vast fleet. It gave us a sensation of emptiness.

Our arrival proved to be something of an event. The last warship, of any size, to pay a visit "came between the wars". As for the year—my guess is as good as yours.

The morning after our arrival I turned out very early to catch the splendour of a tropical dawn, but instead caught the Commander's eye and found myself sprawling along a lower boom to gain a whaler which had to be pulled inshore for a pre-prandial swim. An absolute spate of boat pulling has broken out as prelude to an inter-part competition.

Rugger and Soccer matches against the local teams provided a ding-dong struggle in which the honours were, more or less, evenly shared. Maybe the "most easterly hotel in the world" was a spiritual factor on the side of the home team. This attraction (179 deg. 20 min. East) did not lie undiscovered for long by the sailors but proved to be completely devoid of beer. There was a copious supply of other juices.

A few hardy souls accepted invitations to hunt the wild pig which is reputed to inhabit the hilly jungle slopes of Vanua Levu. Various stout, and heavily armed, expeditions sallied forth to comb the dense tropical undergrowth from dawn till dusk, but encountered only cattle (heavily protected both by law and Fijian guides), and some very tame back-yard pigs which were mercifully spared. These protagonists of the hunt returned thinner and wiser men; the only bag being one or two inoffensive jungle birds—mistaken for wild pigeon—which were literally blasted to pieces by the might of their ordnance!

Shortly after our arrival, the Captain, accompanied by a number of Officers and Chief and Petty Officers, was afforded the honour of a Fijian welcome at the nearby village of Yaroi. The ritual was interesting and impressive and included the presentation of a Tambua (whale's tooth) and the making and ceremonial drinking of kava, served from a large bowl. In return for their hospitality, the villagers were asked on board as guests, given a fireworks and small-arms display and presented with a New Zealand ensign, a number of ship's cap ribbons and

SOMETHING FOR STUDENTS OF POLYNESIA

Two
Book
Reviews

Hawaii: A History

THIS attractively-produced book, published by Prentice-Hall, Inc., New York, is written by two Americans—Ralph S. Kuykendall, Professor of History at the University of Hawaii; and A. Grove Day, Professor in English at the same University.

It states inside the front cover flap that, as well as being a history (from Polynesian Kingdom to American Commonwealth), deftly woven into it are all the "magic qualities of the exotic meeting place of East and West—the languorous beauty of the land, the gentle swaying of palms, flower-scented breezes, hula dancing . . . etc."

Frankly, we didn't get this atmosphere at all. If you want a first-rate reference gook on Hawaii this should serve the purpose. But if you want hula maids and flower-scented breezes—forget it. It is about as interesting to read as any other straight history book; no more, no less. Full of dates and statistics and facts. No romance; no love interest.

It will, however, make interesting reading for any student of Polynesia although the interest lies wholly in the contrasts between Hawaii and other Polynesian lands. In fact, judged on the material contained in this volume, it appears that Hawaii has no longer any valid claim to being called a Polynesian island at all. Culture clashes have been greater here than anywhere else in the Pacific and what little of Polynesia is retained seems to serve only one purpose—that of tourism. In 1830 it was estimated that the population of Hawaii was 130,000—all Hawaiian. In 1948, it was half a million, made up of 180,000 Caucasians, 176,000 Japs, 70,000 part-Hawaiians of various varieties, 53,000 Filipinos, 30,000 Chinese, 10,000 Hawaiians, 9,000 Puerto Ricans, 7,000 Koreans and 1,600 others.

The land laws of Hawaii differ considerably from those of other island territories in the South Pacific, in so far as there has apparently been no effort to secure the land to the native Hawaiians. At annexation, all the government and crown lands became the property of the United States. At various times attempts have been made to popularise homestead leases—that is small areas of land designed for individual farming, at small rentals—but these were not popular with the Hawaiians, for whom they were originally

designed, and have been only a limited success. Possibly this failure, as far as the Hawaiians are concerned, can be attributed to their old, pre-European, native feudal set-up. The Hawaiian commoner's life, liberty and happiness seemed to depend wholly upon the whims, fancies and material ups and downs of his immediate chief, who depended for his, upon some other chief higher up. Homesteading, we are told, has often lent itself to land racketeering and the bulk of the best agricultural land to-day is in the hands of a few estates.

HOWEVER, although the native Hawaiian may be virtually landless and although he makes up but a small proportion of the population of his islands, few, if any, have raised their voices to condemn the results of American democracy on the Hawaiian people. Although large and growing European and Asiatic imported communities have divested the native of his birth right and will, in the near future, engulf him altogether, there is not any agitation to deport, for example, the 176,000 Japs. This is in contrast to Fiji, where some people feel that the only way to solve the Indian problem (the Indians having been imported into Fiji originally for the same purpose as the Japanese into Hawaii—to work on the cane fields) is to send the 120,000 Indians back home in order to save the 100,000 indigenous Fijians and their lands. The Japs stay in Hawaii and are (most of them) classed as "good Americans".

Nor, although Hawaiians and Hawaiians are used strictly for tourist bally-hoo (hulas, leis, beach-boys, grass-skirts, guitars, etc.) and little else, are the Americans accused of being imperialistic exploiters.

To residents of South Pacific territories who continually are accused of these sins, and many more, this seems strange. Particularly so as some of the severest critics of British native policy are certain factions of the American public.

The sixty-dollar question is: Have the Hawaiians got more out of American democracy than the Cook Islanders have got from New Zealand democracy; or the Fijians from British Democracy?—J.T.

(Hawaii: A HISTORY. Sells in the United States for \$3.)

An Introduction To Samoan Custom

THIS handy reference book was written by F. J. H. Grattan, Secretary of Samoan Affairs, Western Samoa, and a well-known resident of that Territory since 1929.

Apart from its literary merit, the reader is struck first by the extraordinary manner of compilation—that is, extraordinary for this day. For the book was entirely hand-set, in Apia, Western Samoa, from rather old type that was in short supply. When the first pages were set up and printed the type was then broken up, further pages were set and printed—and so on until the whole was completed. Paper was also hard to get but the finished book reflects great credit on those who overcame almost insuperable difficulties to produce it.

In his preface Mr. Grattan stresses that the book serves only as an introduction

(Continued Next Page)

(Continued in July)

Tropicalities

WHEN the new Methodist Mission ship "Cicely II" arrived in Suva in May, one of the most interested of its crew was Mr. Burnell R. Young.

He is a direct descendant of Edward Young, one of the two last survivors of the Bounty mutineers at Pitcairn Island, and his first call in Suva was at the Fiji Museum, where the rudder of the Bounty is now preserved. The rudder was found on the floor of Bounty Bay, Pitcairn Island, by Mr. Parkin Christian and was "roped" by Mr. Burnell Young himself.

In an interview, Mr. Young was asked whether anything was left of the Bounty at Bounty Bay, where the ship was burned by the mutineers in 1789. He said that there was no trace.

When he was reminded that in 1933, an Australian film, "In the Wake of the Bounty" (Errol Flynn, in his first screen role, played Fletcher Christian), suggested that the keel and fragments of the ribs of a ship, apparently quite

clearly visible below the water, were part of the Bounty, Mr. Young smiled broadly.

He agreed that the film sequence mentioned was effective, but said that the fragment shown was part of a sailing ship wrecked half a mile from the place where HMS "Bounty" sank after burning.

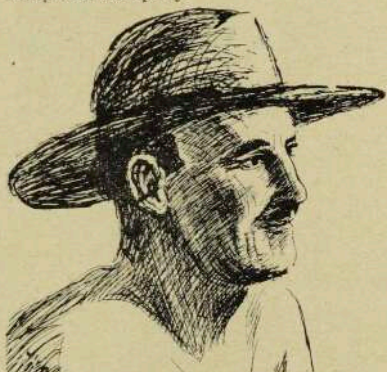
Mr. Young went to New Zealand from Pitcairn before the war. His wife and family are there and he will return to the Dominion after the delivery of the "Cicely II" in the Solomons.

The ketch is skippered by Mr. Carl Johnson and the other members of the crew are Messrs. Morris, Palmer and Frank Gresham (engineer).

The "Cicely II" left Auckland on May 5, and arrived at Suva on May 12. She will go on to the Solomons, where she will probably be used by the mission as a hospital ship.—S.

THEY are selling Niue baskets again in Sydney. Only, for some reason best known to themselves, they spell it Nieuw. Wonder how they pronounce it.

HERE, sketched by Brett Hilder, is Mr. Phil Palmer, manager of Fanning Island Plantations, owners of the land on the Central Pacific islands of Fanning and Washington Islands. The plantations are a subsidiary of Burns, Philp and Company.



Palmer was born in England, spent his younger days in the Solomons, where he served during the War in the RAN, with the Coastwatchers and was amongst the first ashore at the liberation of Rabaul. Like his brother, Mr. Ernie Palmer, of the Solomons, he has a very capable wife who teaches her children as well as abetting him in his innumerable interests.

PHOTOGRAPHERS visiting the Fiji island of Taveuni devote much attention to an interesting sign-board which has been erected recently by the Taveuni Road Board. It reads:—

The only motor road in the world to cross this, the 180 deg. meridian... Wairiki, Taveuni, Fiji.

The sign-board is in the shape of a double arrow pointing North, and South along the meridian and across the road. For the most part, the 180 deg. runs across water—the exceptions being

Taveuni and the eastern tip of Siberia, within the Arctic Circle. It is unlikely that anyone does any extensive motoring in that part of Siberia, so Taveuni's claim to fame is fairly safe.

ONE of the brightest of the mission magazines received at this office is the Church Gazette which sets out to give a "quarterly record of the activities of the Anglican Church in the Islands of Polynesia." It comes from Suva.

It is published and distributed free of charge but should anyone feel that they would like to help defray costs, contributions sent to the Hon. Secretary,

Recipes from Home—IV

TAKE two tons of atomic bombs, and equal parts of Communist jitters; roll out on a bib of Bonnie Prince Charlie's; sprinkle with a variety of strikes; belt a few times with a Bradman bat; and bake in a rhumba-hot oven.

Recommended to give you the latest news no matter what the date on your last paper—ALMA G.

Friends of Polynesia, 44 Clarence St., Devonport, Auckland, NZ, will be gratefully received.

What we like about the Gazette is that the compilers thereof obviously do not feel that religion and a sense of humour are incompatible. And that's something.

In this matter we recommend the story of the Rev. A. C. Hobson who had been relieving at Levuka, Fiji and who took that opportunity to visit the nearer islands—Mokogai, Wakaya, Rabi, Taveuni. He has something interesting and amusing to say about all of them and records his gratitude for the hospitality he received from the European families with whom he stayed. In this regard he says: "I think of the story of the curate who was given an anonymous present by some adoring admirer, the present being a bottle of cherries preserved in brandy. Giving thanks in the parish magazine, he said that it was not so much the cherries in themselves that delighted him, but rather the spirit in which they were given!"

"So feel I; it was not so much all the good things I received from these folks but the spirit in which it was done."

THE dialect of Maori spoken in the Cook Islands, which often gets the European linguist tangled up with words that sound alike, at times can bring confusion to the native infant, too, whose vocabulary has to be gained in about the same way—that is, by listening, and thereafter repeating.

The word "anga," meaning to make or create, and the word "angai," meaning to feed, are not dissimilar to the careless hearer, or the inattentive native child enduring Catechism. One of these youthful examinees, on a recent Sabbath, was asked, "Naai koe anga?"—i.e., "Who made you?"

Perhaps her mind was on dinner, more than Salvation; at any rate, her reply, "Na Mama!" broke up the class in unsabattical hilarity.

The correct reply, of course, would have been "Na te Atua"—"By the Lord."—E.G.

AS well as having some of the prettiest girls in Moresby on its staff, the Australasian Petroleum Company also employs a native with six toes on each foot.

He is a young Gosiago boy named Dimu and in case you want to peer at his feet, (Continued next Page)

Book Reviews

(Continued from Previous Page)

to Samoan customs and culture, but the average reader will find it sufficiently detailed for any purpose. It will probably leave many former visitors to the Territory wondering how frequently they have violated, through ignorance, Samoan ideas of etiquette.

A book of this sort is long overdue. Apart from the paucity of Western Samoa's general literature this is the first attempt to present the Samoan social system to the visitor in simple terms or to show him what is required of him as a guest. Although it is pointed out that it is not expected that visitors will have more than a superficial knowledge of Samoan custom and while breaches of etiquette and custom are forgiven if obviously not meant to give offence, it is not a bad thing to have some knowledge of what constitutes good manners in Samoan society. This applies particularly to government officials and visitors of some standing. It should also be a "must" for the more ordinary run of tourist who frequently makes no effort to understand the culture of the country which he temporarily honours with his presence and who has come to be regarded, in many parts of the globe, as profitable, but otherwise a pain in the neck.

MR. GRATTAN takes the visitor on a tour of Samoa and introduces him to all those aspects of life in a Samoan village with which he is likely to come into contact. Accommodation, food, gifts, speeches, customs, all those things that are done, or are not done—these are dealt with, and, at the same time, the reader gains an excellent insight into the Samoan social pattern, of which little has been recorded in readable form.

All information is current; final chapters deal with the impact of the American war-time invasion and the post-war period. It is a welcome addition to Pacific literature.

Copies may be obtained from the author, F. J. H. Grattan, Apia, Western Samoa, for 12/6 (NZ).—J.T.

Lonely island of pirates' gold

A FEW months ago, the first post-World War II seeker after Cocos Island's lost treasure returned to his base in America—without the treasure. It would be hard to tell just where he comes in the list of disappointed seekers after the pirate's gold of Cocos—but the number who have tried, and failed, must now run into three figures.

Sailors, English noblemen, admirals, journalists, philanthropic maiden-ladies, widows, convicts, plain adventurers—all have been represented in the hunt. They dug for the treasure with picks and shovels, blasted for it with dynamite, used "scientific instruments" in an attempt to divine it. Legend has it that some of the earlier seekers came away with sundry gold pieces. One gentleman (nameless) is supposed to have found, and got off with, £12,000 worth of coin. Others have sworn that they have sighted it—only to be thwarted by some unfortunate circumstance. However, there still seems to be a belief in the hearts of some that Cocos retains, somewhere, millions of dollars worth of specie, bullion, gold plate and other treasures—an amount as high as 60 million dollars is sometimes mentioned, for when calculating such an elusive El Dorado, why quibble over a mere million or two?

COCOS Island (another of those islands which should not be confused with one of similar name in the Indian Ocean) is a small speck in the Pacific Ocean about 400 miles south-west of Panama. In more modern times it was claimed by the Central American republic of Costa Rica, which presumably still is nominal owner of the enigmatical island. No one seems to know who was the first voyager to set foot there, although it must have been at least sighted by the early Spanish navigators in those waters even before it first appeared on a map by Nicholas Deliens in 1541. Cocos is surrounded by tricky currents and often veiled in mists and sudden rainstorms which, possibly, may explain why some of the earliest voyagers apparently passed it without knowing that it was there.

Tropicalities

he works at APC's Douglas Street office. Jim Miller, snr., of APC, says he recruited over a dozen 12-toed natives in the Delta division ten or twelve years ago.—J.J.

(A photograph of a six-toed native from the Kokoda district, Papua, appeared in "PIM" in January, 1939.)

THE New Zealand Government has approved a grant of £3,000 to the Hakluyt Society, London, in order to assist the production of a definitive edition of the journals of Captain James Cook. The society specialises in the publication of works on travel and exploration.

The society will produce the journals in four volumes. Each of the first three volumes will contain the journal or other material relating to one of Captain Cook's voyages.

The fourth volume will be a series of studies, by experts of the background to the voyages and special aspects of Captain Cook's career.

The first and third volumes will be edited by the New Zealander, Dr. J. C. Beaglehole, and the second by Dr. J. A. Williamson, author of "Cook and the Opening of the Pacific," and a trustee of the National Maritime Museum.

The island itself is about 3½ miles across and 16 square miles in extent. It might be supposed then, that it would be no great task, in this modern age, to literally take it to pieces, yard by yard, and thus lay bare its secret (if any), once and for all. But about four-fifths of the island is built in the perpendicular, it is thickly covered with vegetation, has innumerable watercourses and one of its peaks is almost three thousand feet high. In addition, the rainfall appears to be phenomenal. The views of those early visitors to the island who left records, seem, in fact, to be largely coloured by the weather. If they chanced upon it in its comparatively fine periods, they were loud in their praise of its beauty, its silver streams, its birds' eggs, the fish that abound in its waters, and the bountiful supply of coconuts. If they called there on its more frequent, sodden days, they, likewise, took upon themselves a mood of depression and disapproval and left a record in keeping.

The island is, however, apparently fertile and from the few photographs of it in existence, beautiful enough. It has two bays suitable for sheltering ships but the best known of these is Chatham Bay, which seems at one time or another to have given sanctuary to most of the buccaneers and navigators of the earliest European era in the Pacific.

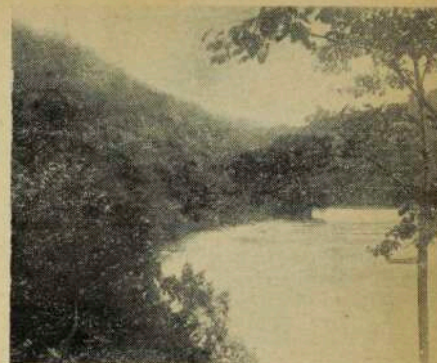
Halfway along the beach of Chatham Bay, a fine large stream runs down from the mountains and enters the sea. It was this stream, with its clear, pure water that attracted the buccaneers and whalers.

ACCORDING to our old friend Dampier, who never visited the island, but who had heard of it, it was called Cocos by the early Spaniards because of the coconuts that grew so lavishly upon it—not only thickly around the shore, but onto the very peaks. But the whalers and pirates did not spare those coconuts and gathered them by the simple expedient of cutting down the palms—some early records tell of taking up to 2,000 nuts on board ship, which must have represented quite a few felled trees. There are coconuts on Cocos to-day—but they are miserably few in comparison with the numbers in which they evidently grew before the pirates made Chatham Bay their place of refreshment.

Not all the early visitors were vandals, however. One records that he left pairs of breeding pigs and goats which, from later records, appeared to multiply with gratifying rapidity. And Sir Edward Belcher of HMS "Sulphur" who surveyed the island for the first (and apparently the last) time, in 1838, records that he planted seeds.

THERE are various stories as to how the pirates' treasure came to be buried on Cocos but the most popular version begins about 1821.

Somewhere about that time, a Portuguese ex-naval-officer-turned-pirate, who generally was known by the simple name of Benito, found it expedient to bury the loot that he had collected when ravaging the West Indies and later Peru. For this purpose he selected remote and uninhabited Cocos where he had previously put in for water and the food that the island offered. The buried treasure was, naturally, said to be "worth millions." Not long afterwards, however, Benito and his crew were captured and hung—with the exception of two men named Thompson and Chapelle.



Chatham Bay, Cocos Is.

Wafer Bay, with coconut planted by Glasf



That was the end of the first part of the saga of Cocos.

Over ten years later an English sloop, the "Mary Dear," lay in Callao on the Peruvian coast. Her master was a Captain Thompson—some say, the same Thompson who had escaped when Benito and most of his crew had hung. At all events Thompson II acted, in Callao, much as one would expect Thompson I to act—for at that time Callao was threatened by revolution and for safe keeping the wealthy had given their valuables into the care of the "Mary Dear's" captain, as also had the churches and the governor of the city.

Such treasure was too much for the reformed pirate and "Mary Dear," being "an exceeding fast ship" forthwith put to sea, outdistanced her pursuers, reached Cocos where, once again, treasure to the value of many millions, was hidden safely—whether or not in the same place as Benito's hoard history does not state. This second burying is believed to have taken place about 1835.

Thompson then disappears from the scene, to reappear fleetingly here and there over the years until 1844, when he passes his secret and a chart on to one Keating of Newfoundland, and goes out of the picture.

Of Chapelle, nothing is heard although there is a theory that he finally brought up in Hawaii, where he changed his name but dropped occasional hints about buried treasure. These, magnified and embroidered through the generations that followed sent many adventurers to Cocos, believing that they had the key to treasure trove.

(Continued Next Page)

Keating, meantime, had interested a firm of local merchants in Thompson's story and the first organised treasure-hunt to Cocos Island was on. But near-mutiny broke out amongst the hired crew once they got an inkling of the purpose of the visit to the lonely island and although Keating and the leaders of the party are believed (by some) to have located the treasure, the expedition returned apparently empty handed and Keating spent the remainder of his life under suspicion of having killed one of the leaders of the party while on Cocos. Keating's second wife, long after his death, was one of the many to make the long journey to Cocos in an abortive attempt to solve the conundrum of the buried loot.

One of the most persistent seekers was August Gissler, a German by birth, who actually spent 20 years in residence on the island.

He first heard of the treasure in 1880, and at intervals of some years organised two expeditions there, which were both fruitless. In 1894, however, he arrived at some agreement with the government of Costa Rica which gave him sole concession for treasure hunting there and permission to colonise the island. The Government in its turn, promised regular communication and supplies.

Gissler, his wife and six families of colonists landed on Cocos in 1894. The following year the Costa Rican government sent a ship with seven more families—but no supplies—and then seems to have abandoned the colonists to their own devices. In those early stages they were unable to support themselves on the island and the situation became grim before Gissler, a man of initiative, built a boat which he sailed to the mainland for help. He succeeded in having a ship sent to the island with supplies but by this time the colonists had had enough of colonising and returned home, leaving Gissler and his wife alone on the island where they remained for 20 years. Apart from a more or less systematic search for the buried treasure (also unfruitful) they seem to have been happy enough. They planted bananas, coffee, limes, oranges and many vegetables, as well as coconuts to replace those that had been wilfully cut down by the early voyagers.

Nor were they left entirely alone. They had many visitors during their stay on the island and much of their time seems to have been taken up trying to convince other treasure-hunters that Gissler alone had the concession to treasure-seek on Cocos—a point that was occasionally conveniently forgotten by the Costa Rican government.

On one occasion, when Gissler was away on the mainland, a British naval officer landed a force of 200 Marines, confined Mrs. Gissler to her own house, and proceeded to do the island over thoroughly. The blitz lasted several days, but then even the Marines retired defeated. The island was subsequently put out of bounds to British navy ships.

In 1905, they were visited by the Earl of Fitzwilliam and his team of blue-blooded treasure-seekers which included an Admiral and an ex-Colonel of Life Guards.

This expedition was one of the few that did things in style—Fitzwilliam having brought a 4,000 ton ocean liner to serve their purpose. When they left Britain in October, 1904, they put out the story that they were seeking coal in the remoter islands of the South Pacific—and no one of that day appeared to think that there was anything odd about it.

The plan for the recovery of the treasure seems to have been to blow up a goodly portion of the island—much to the consternation of the Gissler couple. The noble Lord did, at any rate, succeed in creating a considerable landslide by the premature explosion of dynamite. This

did not reveal any treasure but it almost succeeded in wiping out his own party, many of whom subsequently died from their injuries. Further prospecting was called off and the survivors returned ignominiously home.

The Gisslers left Cocos in the early part of World War I, but treasure seeking did not stop with their departure—nor has it stopped yet. While there are free men

their minds will continue to be tantalised by the riddle of Cocos. Did the pirates really bury their treasure there? If so, was it not removed in the years immediately following? If not—where is it now?

Meanwhile this sixteen square miles of drowned mountain peak, an insignificant speck in the blue Pacific, the home of naught but legions of birds, remains aloof—one of the few nuts that inquisitive modern man has not yet cracked.

Short Story:

THE K.O.

By C. S. Ramsay

NEVER before had the hotel of 'KO' Joe Smithson looked so good to Jack Gordon. He fought his way across the beach road against the buffetings of the wind, savouring the feel of solid land—it surely had been a rough trip.

But he paused at the double swing-doors for a last look at his cutter as she lay riding easily in the rain-swept bay. A wonderful boat, the Onelua. A regular water-witch, in any man's weather. They were lucky to have made it, all the same. The low-flying scud deepened the dusk as he entered the bar and set his bag on the floor.

"Hello-hello! Look what the storm's blown in!" came in a bull-throated roar from Joe Smithson, one-eyed, late of Manhattan and points west, as he leaned over the bar to grasp Gordon's hand. "A sure-fire case for Doctor Joe, young fella, and the prescription is a double rum with a dash of rum." A bottle and glass appeared on the polished bar. "Gargle that, me lad, an' feel those shivers quit you so fast you'll never believe you had 'em. Gee! But I'm glad to see you boy! But say, how'd you come in? I never thought even you'd be crazy enough to stick your nose outside that little harbour of yours in this weather. Anything wrong at the little grey home in the west? Plantation hands gone on strike? Come on your own boat?"

Gordon smiled. "To your first I answer—on a boat. To the second and third, the answer is in the negative. To the last, an emphatic yes. And the Onelua is the only craft around here that could have made it."

"Yeah, you'd better not let old Cap. Dighton hear you blow like that. He reckons that crate of his, the Teapua, is the slickest thing afloat."

"The Onelua and the Teapua are going to argue it out one of these days—I hope. I was making for Cap. Dighton's place when this blow came up, and I had to run for it here."

"Uh-huh. I heard you been snoopin' round those parts of late. Not that I blame you either. That little daughter of his sure is the whole bottle of eye-letion with label and stopper thrown in. And no directions needed. She makes me miss my other optic real bad every time she comes in."

"Lay-off, you old blighter—lay off." Gordon's hand flashed out in a snap at the other's cauliflower ear. Joe's body moved not an inch as he threw his head to one side and let the blow skim harmlessly past.

"Try a coupla hooks, brother, an' you'll still miss. But say, quit foolin' an' come an' get those wet duds off. You're in 14. An' when you get thru bathin' an' eatin' I wanna have a spiel with you."

"Anything serious, Joe?"

"Quit hazin' me. I'll tell you later."

LATER, bathed, shaved, dry clothes without and a good dinner within, Gordon made his way to 'KO's' sanctum.

Joe was out but Gordon entered and sank into one of Joe's—to use his own expression—super-de-luxe come-hither chairs. He let his gaze travel around the well-known series of boxing photographs lining the walls. Joe's gimlet eyes lit with the light of battle, and the confidence of youth glared pugnaciously from each, as though to substantiate his boast that the decision had never gone against him on a knock-out.

The neat, well-appointed desk, the metal filing-cabinet, and book-case filled with expensively bound books, disclosed a side to his character known only to his intimate friends. Gordon smiled as he recalled the rough exterior the ex-boxer offered for the world's inspection. A great fellow, 'KO', and one who would go through fire and water to help a pal. But God help anyone so foolish as to incur his enmity.

Quick, jaunty footsteps sounded without, and Joe's sergeant-major voice rang out: "Sa'lli, whisky, soda, an' glasses here, quicker'n quick."

He entered, pulled up a chair to face his friend, stuck a cigar into the western corner of his mouth, rolled it with his tongue to the north, lit it and began: "Listen, guy, I gotta whole lotta spiel, an' not much time. Gettin' back to Cap. Dighton. Somethin' in the wind, an' I wanted to see you. That's why me clock registered pleased surprise when you came in this evening."

"A coupla guys comes in yesterday an' asks fer a double room. A brace a boids I didn't cotton to much. One of 'em middle-aged, with a kinda sea-farin' cut about him. Registered under the name of Capt. Howard. The other's a young guy, more'n a bit of a dude, an' calls himself Morgan Hawthorne."

"Hawthorne—Morgan Hawthorne?" Gordon broke in. "Now where did I—? Oh! I've got it. Saw it in a southern paper that the heir to the Hawthorne millions was making an extended tour of the Islands. Must be him. Sorry—go on."

(Continued on Page 61)

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He Laid the Foundations of a Better Native Policy

(Continued from Page 44)

The population of Aroma is estimated at about 4,000 native people, who live all closely together and seem to act as one community—circumstances which render Aroma the most powerful people on the coast east of Port Moresby. They are, moreover, notorious for independence of character, and have among them Koapena, perhaps the most influential chief in British New Guinea. I had a strong wish to pay a visit to Aroma before I left the possession to proceed to Australia, as the district has been of doubtful loyalty, and several messages reached me that I should be attacked if I went there.

It is therefore very satisfactory to be able to state that I had every reason to be pleased with my reception and the immediate results of my inspection, for which I am no doubt indebted to some extent to the tact and forethought of the Rev. Mr. Pearse, of Kerepuni, who had come from his station to meet me at Aroma, but had to return before my arrival there.

The teachers of the London Missionary Society, accompanied by Koapena, came on board the "Merrie England" soon after we dropped anchor, and after breakfast I went ashore with them. We went first

to the mission establishment at the landing place, where I was carried ashore by Koapena himself, and then I heard the scholars read and sing.

About 50 children were present, half a dozen of whom read the New Testament in the Hula and Kalo language—they do not possess books printed in the Aroma tongue. Here I had presented to me Koapena's eldest son, his wife, and daughters.

I then went about three miles along the beach to Koapena's large village, and after calling on the mission establishment there, which is about 200 yards from the native village and surrounded by a fence, we proceeded to Koapena's house.

The village is a very large one, in a sandy hollow about 300 yards from the beach, from which it is separated by sand-dunes about 50 feet or 60 feet high, on one of which stands the church. There are about 334 houses, built on posts about 6 feet or 8 feet off the ground, with wide open ends as in the houses on Good-enough Island. They are built closely together, so that a fire would be readily communicated from one to another.

WE went from Koapena's house to the church and school, where about 150 adults and children assembled, and I heard the pupils read and sing. We then returned and had lunch with Koapena in his own house, and received from him and his son some presents of native craftsmanship. Hundreds of people came round about us and accompanied us all day, behaving in the most friendly manner, none carrying arms of any kind, and the most curious of all being the women and children—the latter in swarms.

I have proposed to Koapena that his eldest son, a fine young man of 25 or 26, shall come and live with me for about six months after my return from Australia, in order that he may be able to understand something of the Government and of the ways of Europeans. Koapena warmly approved of this proposal, from which it is expected that considerable advantage will be derived in many ways.

The population of Aroma is a healthy one, practically free from leprosy, elephantiasis, and dysentery; but, unfortunately, largely affected by that loathsome species of ringworm, *Tinea desquamans*. Food is abundant. They have yams, sweet potatoes, and bananas in plenty and they possess large areas of coconut trees, for which the district is specially suitable.

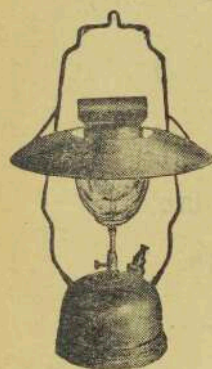
The London Missionary Society is strongly represented here by four or five native teachers, but at few places have they had greater difficulties to contend with.

WHEREVER a Papuan community is large and powerful it is insolent, and Aroma has, in proportion to its great power and its numbers, tried the patience and the courage of those men and women who have laboured disinterestedly for the good of those people, often at the risk of their lives.

The London Missionary Society has now, however, a footing at Aroma, which I consider firm; but although many hundreds of children and adults go to school and church, difficulty and danger in missionary work are not yet extinct in this district.

Koapena is and has been consistently a protector of the missionaries, for which I warmly thanked him, but he steadfastly remains a heathen himself. Many people who have experience of Papuans and are acquainted with Aroma have expressed to me the opinion that the Aroma natives would resist the Government, and that it would be a difficult task to subdue them.

I have, however, strong hopes that with tact and patience Aroma may be brought under Government influence



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INDOORS or OUT...

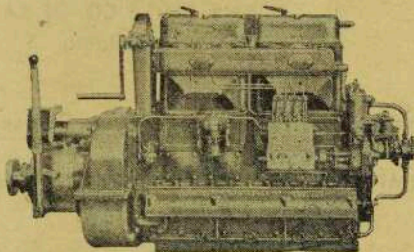
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and control without resort to force, and if Koapena's son comes to live near me for six months, as arranged, my hope of obtaining control over Aroma in a peaceful manner will be much strengthened.

I did not land a large party at Aroma, as it was not desirable that the natives should think I was in any way intimidated by the threats some of them have uttered. But three or four of my men carried rifles—although I had none myself—that they might see we are always on our guard, whether among friends or otherwise, and cannot be surprised in the sandhills, as they boasted we could be.

It should never be forgotten that Aroma, like every other district here, has a deep respect for power, and an insolent contempt for the want of it.

EDITORIAL NOTE: And in that last sentence Sir William MacGregor said something that is as true to-day as it was when he wrote it, 60 years ago. It applies to all peoples—not alone to Papua.

FUNERAL OF THE LATE T. C. WORRALL

From Our Own Correspondent

RAROTONGA, May 20.

THE ashes of the late Mr. T. C. Worrall, which were sent from Auckland, were interred at the London Missionary Society churchyard, Rarotonga, on May 13. A number of European friends attended the service.

Mr. Worrall was an Englishman. He first settled in Rarotonga in 1912. In World War I he served with the NZ forces and was severely wounded. Returning to Rarotonga he established a motor repairing business. At the outbreak of World War II he again enlisted with the N.Z. army. Mr. Worrall was 56 at the time of his death.

Mrs. Jessie T. Horn, who was in the South Pacific Islands some time ago as a member of the company aboard the "Oiseau de Iles", and who since has been residing in Honolulu, is again a wanderer in the South Seas—this time aboard a friend's yacht, en route to Tahiti.

Mr. and Mrs. C. W. Seton, well-known BSI residents, have purchased the former Burns Philp plantation, Lutee, on Choiseul, Western Solomons, which they have been working under lease since their post-war return to the Protectorate. They have also leased Manning Straits. In Honiara, this energetic pair are building up the nucleus of a farm to supply foodstuffs to local residents.

Miss Pauline Hay has returned to Brisbane after spending four months in Papua.

The tragic story of a former Fijian Provincial Scribe, who, after becoming totally blind, attempted to commit suicide, was told at the Suva Magistrate's Court in May. The police prosecutor said that, depressed by his blindness, the man (who has a wife and child dependant on him) found a bottle of what he believed was poison but which actually contained liniment. He drank a small portion before he changed his mind about suicide and before any serious harm was done. The man was bound over for one year.

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NATIVE CO-OPERATIVES IN G. AND E. COLONY

Connection With Government Trade Scheme

THERE has been much curiosity concerning the operation of the Government Trade Schemes in the Solomons and the Gilbert and Ellice Colony—organisations brought into being by the British Socialist Government to take the places of the private trading and shipping enterprises displaced by the Jap invasion and not officially encouraged to return. The New Guinea counterpart (established by the Australian Socialist Government) is the Production Control Board.

The following article, by Mr. W. G. Alexander, appears in the June issue of "Corona," the new journal of the Colonial Office. It shows, in an interesting and authoritative way, the connection between the G. & E. Trade Scheme, and the Native Co-operatives.

I WRITE this short account from the remarkable little Colony of the Gilbert and Ellice Islands, whose thirty-seven coral islands, amounting to a land area of about one hundred and fifty square miles only, lie scattered around more than a million square miles of the Pacific Ocean southwards and westwards of Hawaii. The Colony is comprised of the Gilbert, Ellice and Phoenix Groups and the individual islands of Fanning, Washington, Christmas and Ocean. About

4,500 Polynesian Ellice Islanders and 31,500 Gilbertese of mixed Micronesian race inhabit these low lying, palm covered isles.

It is ridiculous, but true, to state that the colony doubles its land area at low tide and one has to keep a wary eye on the atom bomb experiments for, should the sea rise double its normal six foot tide, I imagine well over 90 per cent. of the land would be inundated.

The first trading ships came sailing into this quiet back-water of the Pacific in about 1850, and by 1870 several firms were competing for the trade. The principal exports are phosphates from Ocean Island and sun-dried copra from all other inhabited islands.

In 1926, Mr. D. G. Kennedy started the first co-operative society at Vaitupu in the Ellice Group and under his guidance this society flourished. In 1931, Mr. H. E. Maude, having visited the Ellice Group on census duties and having been impressed by the Vaitupu society, started two societies at Beru in the Gilberts. By 1934 there were 34 societies in the Gilberts. This rapid development is indicative of the eagerness of the people to handle their own trading affairs, and also of the peculiar suitability of the co-operative form of trading for a people living in small isolated communities, whose traditional custom contains so many co-operative principles.

I hasten to add at this point that the Gilbertese are extreme individualists in respect of any matter which is not ac-

cepted as being of great importance to the island or the family and, on entering a new realm of experience such as co-operative trading, they were extremely distrustful of anyone who was handling for them a matter which they did not completely understand.

The result is that every society is subject to the constant critical interest of every member, a healthy factor, but one

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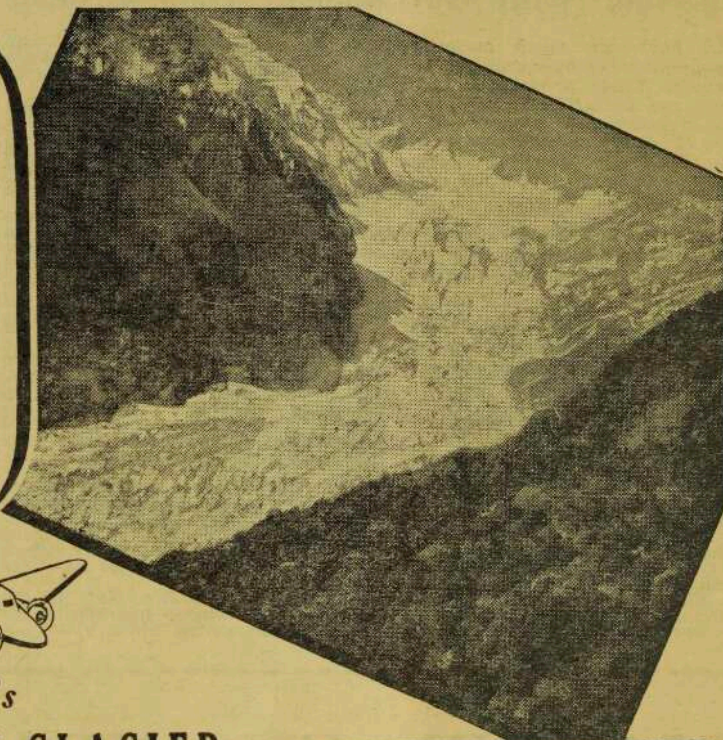
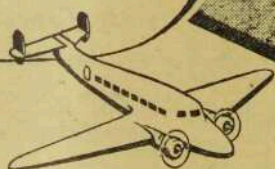
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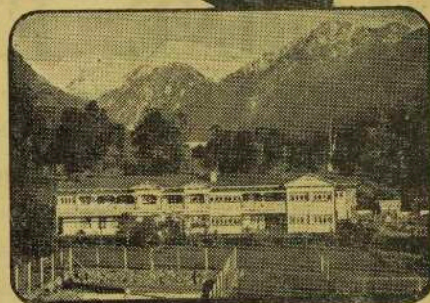
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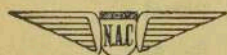
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which in the early stages results in a tendency to pitch out the committee or the staff over the slightest misunderstanding. Mr. Maude records an early problem with his first two societies, whose committees kept demanding to see their capital in cash despite explanations as to the work of the capital in buying goods and produce, and he further mentions the more recent case of a manager who got himself reinstated in his job because he had taken the precaution of burying all the society's books on a lonely beach without being observed.

THE start of the Co-operative trading movement was so simple that it did not occur to the people to start different societies for different purposes. The original societies were retail societies, which retailed goods to their members only, at prices about 10 per cent. above what they paid to the trading companies. The people's money in these islands is copra, so copra was accepted from members at a price about 10/- per ton less than that at which it was passed on to the trading firms. Thus, from the very start, the societies performed the functions of both retail and producers' Marketing societies.

Now, many other functions are being added and societies can be seen financing schools or purchases of land; marketing handicrafts, marine produce, firewood, charcoal or building materials; providing land or water transport, entertainment, sports meetings, supplies of drinking water, caretakership of land or making improvements to harbours and channels. In other words they set out to cater for every requirement of their community.

Until 1940 co-operative societies were restricted to trading with their own members. From 1940 to 1947 only five societies managed to afford the trading licence to enable them to trade outside their membership. In 1947 legislation was enacted which cancelled the membership limit of 200 for a society and inaugurated specially reduced licence fees for registered co-operative societies.

THE co-operative movement suffered a setback during the period of the war between the Allies and Japan, and peace found the colony devoid of trading firms, other than the British Phosphate Commissioners at Ocean Island and Messrs. Burns, Philip (South Seas) Ltd., with their plantations at Fanning and Washington Islands. The Resident Commissioner, assisted by his staff, particularly Mr. Dickes and Mr. Wernham, attempted to revive the people's co-operative movement through the instrument of a Government Trade Scheme, which had a monopoly of copra exports from all islands of the colony except Fanning, Washington and Christmas.

Two difficulties arose at once. Firstly, for reasons of rehabilitation of the civilian population, the Government and its Trade Scheme could not wait for co-operative societies to be formed. They found it necessary to send out cargoes at once on credit. Secondly, the staff, capital and shipping were insufficient to cater for the many small pre-war co-operatives.

At first, only one agency on each island could be serviced and that agency had perforce to receive cargo and ship copra from only one point. The most reliable trader or Island government official on each island was appointed as agent, except on a few islands where there had been but one society pre-war and that society had survived the war period.

The Colony government officers on tour then attempted to arrange committees and create co-operative societies out of the agencies. The part-time help from busy government officers achieved very little. The people were not free to have as many societies as they wanted dealing directly with the Trade Scheme. Only a few societies had any capital, most of

them trading purely on credit. Consequently the superimposed post-war trading system was regarded as belonging throughout to the Government. The pre-war co-operative movement had been created by the people, with the help of individual government officers. They had fought against many difficulties and the Societies were their own.

I WAS therefore told to find a Gilbertese clerk and, after fixing up the legal aspects, to set about visiting the islands, starting in the Gilbert Group, and to build up the co-operative trading in the way the people wanted, with their own capital, control and representation. I was also to investigate any trading possibilities other than copra and cargo, and to see about the development of the Trade Scheme into a Co-operative Wholesale Society.

The Trade Scheme is now the Colony Wholesale Society with an advisory committee of elected representatives, as an intermediate stage to becoming a Co-operative Wholesale Society at a later date.

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boxes or sardine tins is not my forte, but the work is interesting and the masters of the ships and the people are most considerate. Progress is slow; but in two years we have one wholesale society and sixteen other co-operative societies formed and registered. Of troubles we have our share, but development is steady and heartening. It is easy to arouse some enthusiasm in the people for their co-operatives.

On arrival at an island I forget my sea-sickness and plunge head-long into meetings with the 'Old Men' or body of wise men. After some discussion they decide what they want and then I start to help them to achieve it. A committee having been elected in the villages, the members arrive and a staff is chosen. One society arranged for village lawyers to attend committee meetings to check up on committee meetings!

I then go through all the stages of obtaining land and drawing-up leases; building trading stations; obtaining equipment; starting books and share certificates; teaching and supervising all work; demonstrating procedure at committee and general meetings; discussing labour rates and conditions, laws and by-laws, and talking with the people in their homes and village meeting houses, to ensure that everything has public approval and to obtain suggestions.

Being the only Colony government officer on the island there are prisoners to be interviewed, courts to be attended, and assistance to be given on all problems of the people in between times. I find that I need from three to six weeks to start each society and then I may have to watch that the children do not break their new toy.

Whatever I may have said to them on my first visit, many will have failed to understand "Capital" and "profit." The former is apt to be collected enthusiastically and put into bags at the back of the safe until

there is no cash in circulation on the island; the latter is vainly searched for in books and in cash. The manager will have much more copra in his books than in the sheds, as the ship will have left a little each time and he will not know the shrinkage. The committee will have fined the Mission Band for not playing at the Sports when asked to do so. Handicrafts will have been eaten by rats. Copra or coir twine will have been bought damp and sold dry. Shark fins will have been brought by weight with half the shark attached. Labourers will have gone on strike because of some misunderstanding.

And so it will go on, for thus we live, we learn, and we like it as, through their mistakes and through their co-operative enterprises, the people learn to look after themselves both individually and communally.

YOUNG FIJIAN DROWNED BY CUPFUL OF WATER

From Our Own Correspondent

SUVA, May 16.

A 25-YEAR-OLD Fijian, Pita Sele, was drowned recently when a cupful of water was poured down his throat while he was unconscious.

It was stated at the inquiry into the man's death, that Pita and another Fijian came to blows. A third man struck Pita with a stick, knocking him out. A fourth man forced Pita's mouth open and made him swallow twice from a cupful of water.

Finding that death was caused by asphyxia due to drowning, Mr. G. J. Horsfall said that the water had been administered in all good faith. He added a warning against the danger of such treatment for an unconscious person.

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THE KO

(Continued from Page 52)

"Well, I fixed 'em in No. 12, right above this. Last night as I was settin' here figurin' me absentee profits, I heard 'em come out on the balcony. It was Cap. Dighton's name that roped in me thoughts with a jerk, an' the mention of a friend's name always makes me stop, look, an' eavesdrop if I can. Especially this time when the older guy says—by the way, he didn't talk pure English like I do, but I'll tell it in me own way. He says: 'But man alive, you've only seen her once. It's like buyin' a pig in a poke. Oh! I don't doubt you can put it over on the girl. You always can when you lay yourself out to knock 'em over. But it's the old man you gotta take into account, an' from what I've heard you'll never get his consent. The talk around here has it that he'd rather part with his heart an' liver than part with her.'"

"That was enough to set me old lugs tinglin', so, as I was scared they'd jimmy that someone was in this room. I stumped across to the door, switched off the glim, slammed the door, an' tiptoed back an' outside 's quick 's a cat afore dogs. Nothin' was said for a bit, but I could hear a tappin' on the balcony rail like a guy does when he's tryin' to get his grey-matter to start tickin'."

"Then the young fellow Hawthorne opened up kinda haw-haw: 'But Charlie, old boy, what's the alternative? Surely with persuasion and sufficient inducement he'll agree. We can't just go and grab her. The jolly old cave-man-cum bold-buccaneer stuff is frightfully out of date and all that. What?'"

The glasses were filled and sampled, and Gordon said: "Joe, old man, this

is mighty interesting. I'm more than glad now that I came. Yes, what happened then?"

"Well, the sea-farin' guy lets outa kinda groan an' says: 'Let's get inside an' thrash this out. Too public out here.' Knowin' I couldn't hear no more from where I stood, I skips up to my room, kicks off me daisy roots, and shines into No. 14 next-door. I didn't like riskin' bein' caught standin' with the nosey-parker ear on the balcony, so I drapes meself as far out over the window-sill as I could, an' listened so hard it hurt."

"I heard 'em garglin' some hooch, then Charlie's growl again, an' then he goes on the air: 'Now listen, Morgan, if you hadn't lost your head like you have, you might be able to think this out an' face the facts. To my mind there's nothin' on land or water what's worth gettin' all hot an' bothered over, an' I just can't figure what's hit you. Here's you completely lost your nut over this little hooker, but you don't know nothin' about her. Granted she looks pretty enough all dolled up with paint an' trimmin's

but what's she goin' to be like when the squalls come up? Life ain't all sunshine an' fair winds. An' when you get her, how long you goin' ta be crazy over her? I'll lay odds right now you wanna be shut of her within a 'twelvemonth. You always been a spoilt brat with too much money, an' I'm tired of gettin' you outa trouble.'"

"Then the young dude gets on a kinda sob note an' begs the other guy not to leave him to the job, and says he's made up his mind, an' nothin' ain't goin' ta stop him if he can help it, no matter what the cost."

"I think I'll borrow your pet expression an' say 'Oh yeah,'" interjected Gordon, grimly.

"Yeah, an' if 'KO' Joe Smithson has anythin' of an excuse to make ta Peter at the Pearly Gates, it'll be that he never yet let down a pal. I'm with you pard, but wait—you ain't heard nothin' yet."

"Blast me if the old rooster didn't come out with a line of stuff that—well, here it is, an' keep a holda yourself. He says:



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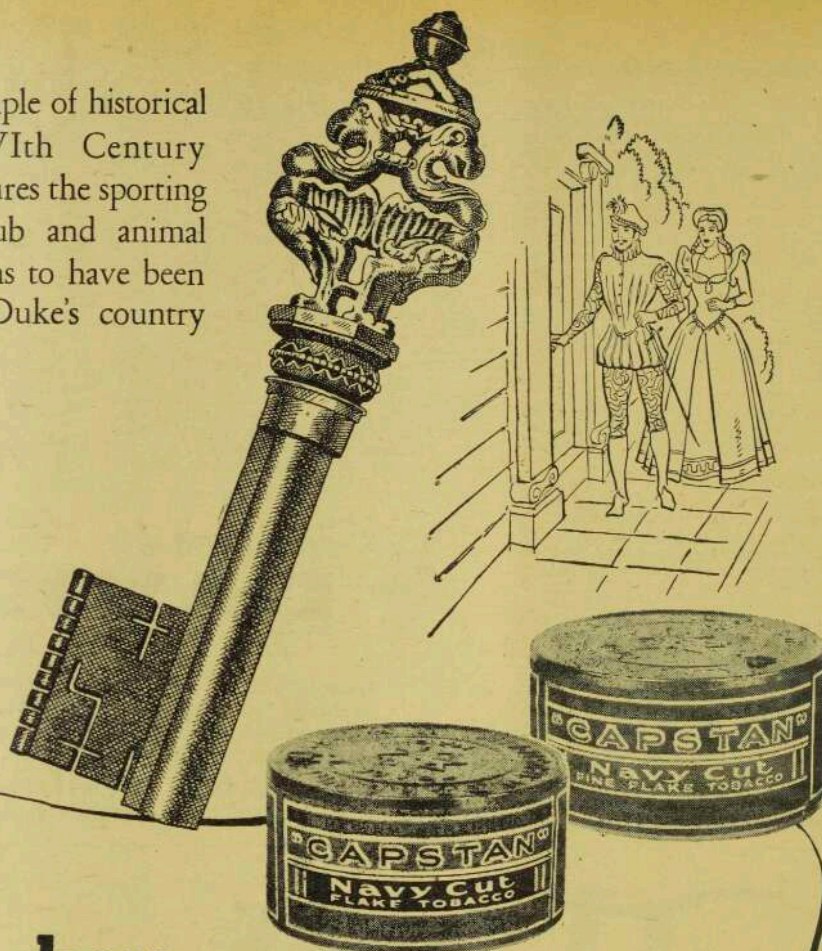



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'Oh, alright, have it your own way. You always have had it, an' you always will till you get a knife in your guts or some-thin' for some fool stunt. Now listen. While you been moonin' round like an orphaned calf, I been doin' some snoop-in'. I've found the old man's away in Tutu'ila till Friday. This is Monday, an' we got plenty of time. I've found a cutter we can charter on Wednesday morning. We can get to their place by late afternoon. We then go ashore, an' you has a session with the gal, an' it's up to you to persuade her. If you can put it over on her, we can go aboard right away, an' leave before dark. If not, then we gotta use some . . .'

"An' then, blast it, if that damn window didn't come right down with a rattle on me back an' ketch me with both feet off the floor inside the room, an' me mitts not reachin' to the balcony floor on the outside. I tell you, if them guys had come out to see what was the clatter, I'd a looked worse 'n a Peepin' Tom caught in a Nudist Colony. But all that happened was they shut right up, an' I couldn't hear another word. An' as for me, I just lay doggo an' sweated worse 'n a pig for about five hours. Or so it seemed like to me. Then I managed to get the cock-eyed window up far enough for me to go into reverse."

Before Joe had finished Gordon was on his feet, fire in his eye.

"The dirty skunks! That sounds as though they figure that if Sylvia Dighton won't elope with them, they're going to use force. By hell, they can't get away with that!"

"Now, Jack, me son, keep your wool on. I got the answer to this all pat as soon as I set eyes on you to-night. This storm's blowin' itself out, an' you an' me's gonna get an early start on the Onelua an' be there waitin' for them. An' is it just a shame (or is it a shame?) how me 'n you's gonna give them kidnappin' kykes the proper KO. Meanwhile there ain't nothin' gonna happen to the girl-friend, so you have another sniffer of that hooch, an' go an' get some sleep. An' I said sleep."

NOON of the following day saw the Onelua come neatly into the wind and drop anchor at the Dighton plantation, a cable's length from the Captain's spick and span Teapua, riding gracefully at her moorings. A lithe, golden-haired figure in white left the house and ran down the path to the beach. It was followed, to the amazement of the two friends aboard, by a short, stocky form moving at a more leisurely pace, and a stentorian hail came across the water.

Joe's one eye screwed to a slit. "Wa-al, if that ain't old Cap. Dighton himself! So he didn't go to Tutu'ila after all! What d'ya know about that? Now, if that ain't a bit of luck I'll chew my stetson!"

As they stepped from the dinghy on to the beach Cap. Dighton seized Joe in a bear's hug, beating him on the back with clenched fists.

"Well-well-well, if this isn't a pleasant surprise! The great 'KO' himself. How the heck did you manage to leave that hotel of yours? Will it stand up on its own? Hello, Gordon, how's things?"

"Now then, Cap," appealed Joe, "if you'll quit mistakin' me for a drum an' come outa that clinch an' lead us nicely by the hand to the house like the best folks deserve, I'll try an' tell you why we're here—if you'll keep still long enough. Meantime get one of your boys to keep an eye windward. There's an-

other boat behind us. Miss Dighton, if you'll be kind enough to order this wild man off me chest, I'll shake you by your pretty hand."

On the cool verandah of the Dighton home, after Joe's recital, Captain Dighton's language was up to the standard of the best of sea-dogs at times of crisis. His daughter fled at the opening words.

Joe quietly handed the Captain a full glass. "Now Cap., drink that an' keep quiet for a bit, an' I'll tell what we'll do. First off, Gordon sends his boys with the Onelua round the point outa sight. When the pair shows up, Miss Dighton can meet 'em on the front steps, invite 'em in, an' lead 'em round to the other side of the house, where we'll be settin'. After that it's your house, your show, your boots, an' my mitts. Gordon can be referee. How's that for a set-up?"

"It suits me fine," replied Dighton. "And they can't come too soon for me."

A LITTLE later Sail-ho was sounded by the boy on the look-out, and by late afternoon a cutter's chain rattled out at the anchorage.

Cap. Dighton peered through the creeper festooning the verandah. "That's them alright, the blasted . . ."

"Now, Father," said the girl, "just go and sit quietly, and leave matters to me for a bit. Your turn will come."

The three men seated themselves at the side of the house as voices sounded on the front steps. They heard Sylvia Dighton greet the men and invite them in, then footsteps as they approached.

Surprise was written plain on the faces of Hawthorne and his friend Howard as their eyes lit upon the scowling group before them. The younger man quickly recovered his poise and advanced with outstretched hand to Cap. Dighton, who by now was on his feet and glowering darkly.

"Captain Dighton, this is an unexpected pleasure for us to find you home."

Dighton took a threatening step forward and snarled: "Oh yes? And what do you mean by coming to my home if you did not expect to find me here? Come on—out with it—just what's your little game—the pair of you?"

Taken aback, the young man stam-

(Continued Next Page)

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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, Sciatica, 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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mered. "But—but Captain Dighton, this is rather an unorthodox kind of greeting—"

"Greeting! What the hell kind d'you expect—you blasted flash crook! Think yourself lucky I don't take hold of you and rip you in two! You think you can come sneaking round here with your stinking millions and dazzle my girl's eyes, eh? I'll show you—you bloody kidnapping tyke. Ah-h-h-h! Get out of here before I forget there's a lady present."

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Utter bewilderment showed for a moment on the young man's face, followed by a flush of quick anger. Advancing a pace he retorted hotly: "Kidnapping! Girl! Why, man alive, you're crazy—or drunk! Now let me tell you something. Our sole object in coming here was to offer £500 over market value for the "Teaupu". Needless to add, that offer now will not be made—and, a very good day to you. Howard, we're leaving."

'K' JOE SMITHSON gasped, swallowed hard, and turned to Gordon with a hoarse whisper: "Holy sufferin' cats! KO'd in the first round! Let's beat it outa here before Cap. Dighton comes outa his trance!"

Radio Receivers for Native Broadcasts

From Our Own Correspondent

RABAU, May 24.
SO that natives may listen to the daily native broadcasts between 5 and 6 p.m. over 9PA, Port Moresby, the Department of Education has issued radio receiving sets to the Education Department in Rabaul, Kavieng, Sohana and Manus, the CRTS School at Malaguna, the Education Centre, Kerevat, native hospitals at Rabaul, Kokopo, Wakunai, Anelaua, etc., and to the Government Stations at such places as Pomio, Kandrian and Talasea.

A native from Nodup, Rabaul, named Towalaka, gives the Pidgin broadcast from 5.30 to 6 p.m. Some of the records used are recordings made by the Education Department staff at the Choral Festival, Rabaul last year and at Vuvu Mission.

HONIARA NOW HAS AN HOTEL

From Our Own Correspondent

HONIARA, May 15.

THERE opened with a flourish in Honiara on May 14, the Woodford Hotel, whose licensee is Kenneth Houston Dalrymple Hay, formerly of Levers' Pacific Plantations Pty., Ltd., well-known BSI identity who remained behind when the civilian evacuation of the Solomons was carried out.

Precipitated into existence by the loss by fire of the Guadalcanal Club, which contained Honiara's only bar, the new hotel has its being in a former Army hut, a stone's throw from the Government offices in the centre of the "town".

Free beer for Honiara customers marked the hotel's opening yesterday morning. In the evening the doors opened again for business with the assistance of a hatchet—the new licensee having mislaid the key.

The hotel is named after the first Solomon Islands Resident Commissioner, C. E. Woodford, CMG, who was appointed in 1896 as a result of his close study of the Group as a naturalist-collector. It is owned by the Trade Scheme and is the forerunner of a projected permanent residential hotel for Honiara.

Mr. Hay has also taken over the handling of the Trade Scheme's Honiara butchery, as well as leasing Levers' property, Three Sisters, in South-eastern Solomons.

Flying Officer Victor Hjørring, a member of a former well-known Levuka family, Fiji, received the MBE at the hands of the Governor-General of New Zealand, at an investiture in Auckland in May.

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Indian Or Fijian?

A Problem for the Employer of Labour

Letter to the Editor

I DO not agree with some of the statements which you have published in regard to the Indians in Fiji. In some issues, you have suggested that the Indians should be shifted back to India. If that were done, what would happen to plantation-owners who need labour?

Fijians are irresponsible and lazy, and will not work. They expect to be paid a full day's pay for a third of a day's work—and that badly done—except when cutting copra on piece-work. They also are cheeky and dishonest.

I would sell out and return to New Zealand if I could not employ Indians or Solomons—the latter are the most reliable labour I have worked in the Fiji islands. I refer to the older Solomons—the younger generation are on a par with the Fijians.

I notice in your March issue that you anticipate trouble among the Indian cane-growers. It seems to me you are trying to foment trouble in Fiji by keeping this Fiji-Indian pot boiling, and making great play about the Fijians' super-war-effort. Far be it from me to make unpleasant remarks about anyone's war effort—but why not forget all this, and let us try to have some peace? Surely there is enough trouble all over the world, most of it perhaps Communist-inspired, without making more here.

Anyone, to really write about labour conditions in Fiji ought to have resided on and worked a plantation for a few years—he would have a better understanding of the mentality of the different races here.

I am, etc.,

J. PRICE.

Savu Savu, Fiji.

EDITORIAL NOTE: We have not advocated the removal of the Indian population from Fiji, because we know that that is quite impracticable. We merely mentioned that plan as offering about the simplest solution of a problem that grows progressively worse. There are various alternatives—all difficult. Many practical, highly respected planters like Mr. Price share his views, exactly; but how many of them are prepared to contemplate life in Fiji as an Indian colony? Yet that is quite a possibility. The Indians already are howling for it; and the Bloomsbury Socialists who now control the British Government, if they are re-

turned to power next October, are quite capable of surrendering Fiji, Mauritius, and one or two other islands similarly circumstanced, to "the Republic of India" . . . We surely have no wish to stir up trouble in Fiji. But neither do we wish to see the responsible citizens of Fiji ignoring the danger disclosed in the census figures, and in the Indians' ceaseless political activities.

A NEW AREA FOR SUVA

DESPITE difficulties created by phenomenal rain in recent weeks, a good start has been made on the Walu Bay reclamation, which is to enlarge the area available for industrial buildings in Suva. The Old Hospital Hill is steadily being removed and the spoil is being placed along the harbour foreshore.

Attention also was directed to this area by the arrival, on May 23, of the "British Knight," the first tanker of the British Petroleum Co. to visit Suva in peacetime, and which discharged petrol direct into the company's new tanks at Walu Bay.

The mangrove swamp which once was Walu Bay is disappearing under a broad, dry, level expanse which will add greatly to the value of both industrial area and docks.

Miss Joan Miles left Brisbane recently for Port Moresby to take up a secretarial position in one of the local hotels.

The Rev. C. F. Gribble, General Secretary of Methodist Overseas Mission, with Mr. F. Fielding, Brisbane, a member of the Mission Board, arrived in Rabaul by Qantas aircraft on May 20. They will investigate the rebuilding problem of the Methodist Mission in New Guinea.

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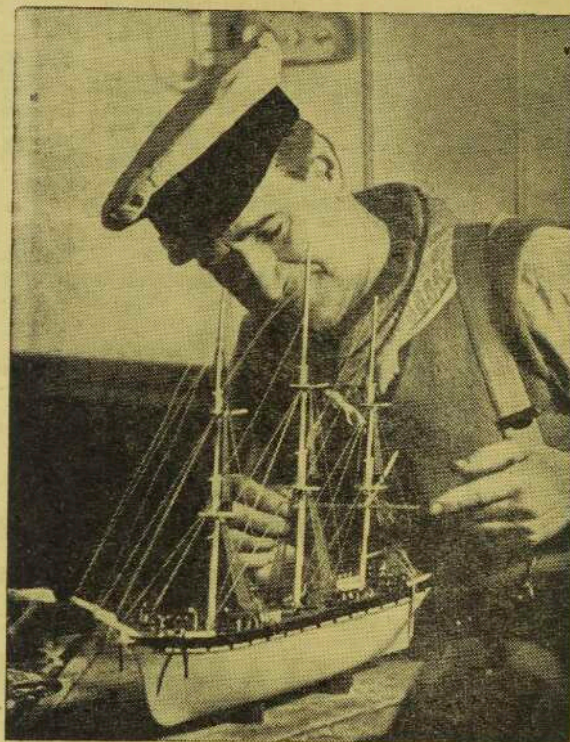
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SPECIAL AIR FARES FOR ISLAND STUDENTS

A SPECIAL 50 per cent. fare reduction for students making return air journeys in school vacation periods is announced by Qantas (Australia).

This concession will benefit students who attend Australian schools but whose homes are in India, Malaya, New Guinea, New Britain, Fiji and Norfolk Island.

On overseas QEA services, Australia-England and Australia-Fiji, the concession applies to school-children and students of colleges and secondary schools between the ages of 12 and 18 years. On regional services to New Guinea, New Britain and Norfolk Island, students between 15 and 19 years benefit. Children younger than these age-groups already receive a 50 per cent. fare reduction.

Application for student excursion tickets on overseas services must be supported by a certificate from the school principal certifying that the student is travelling during a regular school vacation period and intends to visit parents or guardians residing in a country other than that in which the school is situated. On regional services, the certificate need only stipulate that the student is on vacation, and the rebate will also apply to a single journey.

School vacation return fares are valid for four months.

THE POLYNESIAN CLUB OF SYDNEY

"HAIL and 'farewell' have been the dominant themes at recent Monday evening gatherings of the Polynesian Club at 38 Clarence St., Sydney. There was a farewell to Jean le Caill, who left for home in Papeete, Tahiti, by steamer after two years' stay at the home of the Club President, Leonard Moran. Another farewell was given Siene Mataafa and her husband (Mr. & Mrs. A. Vercoe) who have since gone by plane to Apia, Samoa.

Among visitors have been Mr. and Mrs. G. Annis and their son, Gerald, from Suva; Mr. Charles McPhee, well-known painter, from Apia; Dr. Tom Davies, an interesting personality from Rarotonga. Among visitors from Tahiti were Captain Marcel Amaru, Master of the Government ship, "Orohena," which was on a short trip to Sydney. With the Captain were Messieurs Olivier Ceran, H. Telhotua and others from the ship. France was represented by Madame and Mademoiselle Broise.

Captain Tom Milner of the Gilbert and Ellice Administration ship, which will soon be named "Ni Minoa," after a Gilbert Island goddess of ancient days, brought a group of Ellice Island and Gilbert boys from his ship who joined in with a party of young Fijians and the Club ladies in presenting Polynesian songs and dances.

Another interesting event in May was a Kava making by a group of young Samoans, who were directed by the three brothers Gilbert from Apia, Rex Talosago, Tom Kilipati and Samu. The Kava ceremony was a gesture of respect to the Club from visitors as well as the first purely Polynesian ceremony in the new home. The tanoa wooden Kava Bowl was loaned by the President, who received it many years ago from Savali, Western Samoa.

M. Marcel Catulle has commenced practice in Port Vila, New Hebrides, as Avocat-Defenseur. He sailed from Sydney for the Condominium by the "Morinda" at the end of May.

NG WORKERS GET AT LEAST £6 PER MONTH

A VERY INTERESTING announcement is made in the Papua-New Guinea Gazette of May 25 by the Director of Native Labour. He informs employers who propose to make their unindentured native servants a monetary allowance in lieu of rations that the allowance is now officially assessed at £13/7 Australian per week, in addition to wages, which must not be less than 15/- per month.

Therefore, it should now be noted by Mr. Ward and his fellow-travellers, who have had so much to say about the "exploitation of natives" by the Europeans who pay them a miserable 15/- per month, that the wages received by the native workers, in cash or in kind, are not less than £6 per month. That is the official minimum. Actually, they are more than that.

TRAGEDIES IN SAMOA

From Our Own Correspondent

APIA, MAY 25. AS a result of growing sophistication, suicides amongst Samoan natives, rarely heard of in former times, are on the increase. Recently, a young Samoan woman, a medical nurse, Piti Faamoe, committed suicide at Salailua, Savali, by poisoning herself; and a man, resident at Saleufi, Apia, committed suicide by hanging himself on a bread-fruit tree.

A Samoan woman, Faapusa Faumi, of Savali, killed her newly-born baby and buried it. A Samoan, Seko, of Faasaleleaga, killed another Samoan, Lokeni, by chopping his head off with a knife. Three murder cases are to be heard by the Apia High Court in June.

Dr. J. T. Gunther, Director of Public Health in Papua-New Guinea, who attended the session of the South Pacific Commission in Noumea, paid a visit to Suva in May.

THE WAGERS : A 'KAI VITI' FAMILY

THAT New Caledonian timber-getting operation, mentioned in May "PIM," is an undertaking by Bryant & Mays, Ltd., of Melbourne, hard-pushed apparently to get suitable timber for match making.

In charge of the operations is Captain Guy E. Wager, a Fiji-born man, who had service in the AIF in Australia and New Guinea, later served with the Buffs and the Durham Light Infantry in India, Malaya and Burma, finishing up with a couple of years of War Crimes Investigation in Burma and Siam. He was in the jeep accident you mentioned and, with a broken collar-bone, he was the least seriously injured of the party.

Of the other Fiji-born Wagers, Barbara (now Mrs. de Bohun Helm) is busy, with her husband, raising fat lambs and babies near Wagga. "Dick" Helm will be remembered by many of the planting fraternity of pre-war New Guinea. Solomon Island friends of Fred Wager will be interested to hear that he is well established in Victoria, producing fat lambs and wool. The other "Kai Viti," Dorothy (now Mrs. Judge, of Waitara), is well known in Sydney golf circles—she was several times champion of the Cromer Club, and is the present holder of the Oatland Club championship.

The father of the flock (who was once spoken of in the Suva press as "that Beau Brummel of the Fiji Constabulary") is usually to be found, with his good lady, at the Pacific Islands Society meetings, enjoying a monthly hobnob with old Fiji friends.—ST.

The retiring governor of French Oceania, M. Maestracci, and his wife, spent a few weeks in Sydney, before leaving for France in mid-June.

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KARL NAGY'S ADDRESS

MRS. ADOLPHE BATZE, of Upper Watut, New Guinea, writes:—

Someone recently asked for the address of Mr. Karl Nagy, the aeroplane mechanic who helped the late Father Glover to rescue people from Central New Guinea during the Jap invasion in 1942. It is: Mr. K. Nagy, 11 Brambra Road, Caulfield, Melbourne.

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Christian Mission Work Among Fiji Indians

SUVA, May 16.

CHRISTIAN mission work among the 125,000 Indians in Fiji and the evangelisation of the Indian population of the Colony constitutes the greatest problem facing the Church in the Pacific, said the chairman of the Fiji Indian District of the Methodist Overseas Mission (the Rev. N. H. Wright) in his recent report to the annual meeting of the Methodist Mission Board.

The statistics for 1948 showed a decrease in the number of Indian members of the Methodist Church but an increase in the number of attendances at church services.

Among the grants made by the Board was £2,000 for extensions to the mission's hospital at Ba; it was stated that the Government of Fiji will contribute another £2,000.

STEADY progress in the Fijian Church was reported by the chairman of the mission in Fiji, the Rev. M. G. Wilmshurst, who said that the Fijian Church was now ready to take over most of the church properties in the villages and to accept the responsibility for their upkeep. The Board was prepared to put these buildings in good order before passing them over to the Fijian Church.

After reporting a successful year in all the Fijian educational and other institutions, the chairman added: "The strength of the Church is not in her institutions but in the network of village churches."

Referring to the December hurricane in the Lau Group, he said that seven churches were blown down and others

were damaged. The Board expressed its sympathy with the Fijian Church and stated that it would make an ex gratia payment towards the rebuilding.

The statistics showed that in 1948 the members of the Fijian Church numbered 28,915, with 4,508 members on trial.

Indian District members numbered 225, with 70 members on trial.

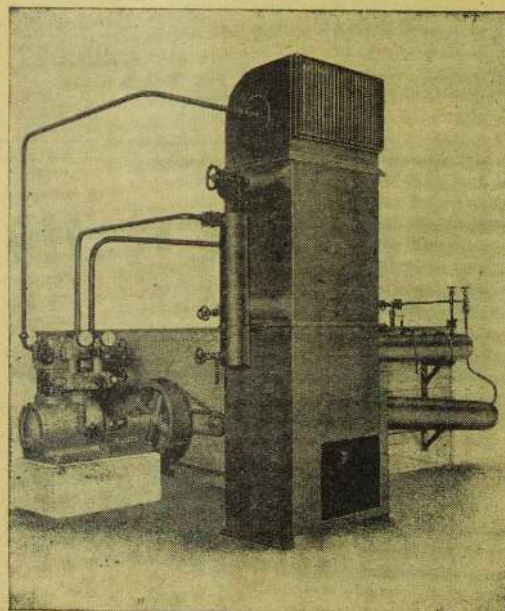
AMERICA'S PACIFIC ISLANDS

Transfer To Civil Administration

THE President of the United States, on May 18, called for the transfer from naval to civil administration of Guam within a year, and of American Samoa and the Pacific Trust Territories (Caroline, Mariana and Marshall Islands) within the next two or three years. He approved the "organic" legislation for Guam and American Samoa prepared and soon to be submitted to Congress.

After setting the time limits for the restoration to civil administration, Mr. Truman said: "It is the announced aim of this Government to accord civil government and a full measure of civil rights to the inhabitants of its Pacific territories. The accomplishment of this objective will be furthered by the transfer of these territories to civil administration and the enactment of organic legislation at the earliest practicable date."

Mr. W. G. Johnson, managing director of W. R. Carpenter & Co. (Fiji) Ltd., left Nadi in May for the United Kingdom on a business trip. He expected to be away for only three weeks, during which time he will discuss Fiji copra matters with the Ministry of Food in London, and will inspect coconut oil processing factories in North America.



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'NEGLIGENT TRUSTEE'

Leading Australian Daily Describes Wardist Regime in N. Guinea

THE following damning indictment of the Wardist administration in New Guinea was published as a leading article in "The Herald", Melbourne, on May 14, under the heading "Negligent Trustee".

No comment is needed—except that we may point out that this summary of the situation supports all the criticism we have made of Territories' conditions during the past three years.

EVEN before the war ended, the Australian Government had the means—and, as it then seemed, the desire—to launch a sound programme of social and economic reconstruction in New Guinea. An Australian New Guinea Administrative Unit and a Production Control Board existed. Great resources of surplus war material, together with war-made dock facilities, could have been turned to civil use as the campaign front rolled north. But the picture in 1949, after more than three and a half years of peace, is one of waste, decay and frustration.

The Herald's observer, Mr. Osmar White, sums up in one of his recently published articles that "probably no territory in the world to-day is a more cautionary example of what happens when an inefficient and ignorant metropolitan government assumes the responsibility of colonial administration". That is the verdict of one now revisiting an area which he knew well before and during the war.

New Guinea's importance to Australia needs no stressing. A great part of our war effort was dedicated to its liberation, and it will be a strategic cornerstone in our future defence. Responsibilities have grown and problems have become complex since 1945, but we cannot claim inexperience as an excuse for failing to meet them.

Our pre-war administrations in both Papua and the Mandated Territory of New Guinea may have had the faults of a leisurely era. Broadly, however, they were based on a policy at Canberra which allowed officials, white civilians and natives in New Guinea to see where they were going.

UNREAL

BY contrast, the present Federal Government has instituted little beyond a "new deal" in indentured labor regulations, the first effect of which was to create chaos on the newly re-opened plantations. This has recently been followed by an ordinance requiring native councils to send reports of their village meetings to Canberra. Such bureaucratic absurdity may swell the files of the External Territories Department—if village headmen along the Ramu and the Sepik can find shorthand typists. But it will convince neither the natives nor any competent member of the United Nations Trusteeship Committee that Australia has a practical plan for New Guinea.

Window-dressing ordinances are not what New Guinea needs. The urgent job is to provide saw-milling equipment for practical reconstruction, to repair the wharves that have been allowed to rot, to get shipping for the thousands of bags of valuable copra that is deteriorating on plantations. Above all, the need is to slash away the red tape

at Canberra which is frustrating the efforts of administrative staffs in the field.

FRUSTRATED

WE have the nucleus of a fine colonial service in New Guinea. It has been able to do some good post-war work, in spite of heart-breaking

difficulties. A useful start has been made in opening technical training centres for natives. But the rate of resignations from the service is high. The conditions under which the Government expects them to live and work in the tropics, and the atmosphere of negotiation which emanates from Canberra are discouraging the young Australians who should be the pioneers.

Great play has been made by the Government on its intention of abolishing labour exploitation and giving first pri-



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ority to native welfare. No progressive Australian would challenge that aim. But only the most impractical theorist would assume that the objective could be reached by a primitive community of two million natives without a long preparatory period in which trained and trusted white administrators are given every assistance, and in which white enterprise is allowed to give the country a sound economic foundation.

The Rt. Rev. Leo Scharmach, Roman Catholic Bishop of New Britain, returned to Rabaul, from a visit to Australia on May 13 by Qantas Airways. He was accompanied by Father Kopas. Both have now returned to Vanapope Mission.

Tourist—Here's Your Guide To Norfolk Is.

BY VERNON WHEATLEY

NORFOLK ISLAND has been variously described as "the Madeira of the Pacific," "a sub-tropic Paradise" and so on. In fact, every tourist agency will produce, upon demand, a different descriptive title.

A certain tourist bureau in Auckland, NZ, perhaps wins the coconut. These enthusiastic purveyors of tickets to oblivion infer that Norfolk is bounded by

beaches—"you jump out of your bedroom window and you are practically in the surf," was a fanciful statement made to one tourist—and that, as you walk along the beaches, you can pick pineapples off TREES! Botanically incorrect.

In spite of all this, however, Norfolk can give one a delightful holiday. The future of Norfolk, in the main, appears to be bound up in its potential tourist traffic, but, just now, the amenities are lacking. Holidaymakers should realise that the best time of the year to visit here is during the winter. During the summer, the guest houses are hopelessly overcrowded, while in the winter there is plenty of accommodation available. During summer we miss the oranges and lemons and other fruits, but in the winter, fruit, with the exception of peaches, is abundant.

TOURIST transport to Norfolk Island will have to be accelerated if the Island is to benefit by tourist trade. At present, we have the "Morinda" from Australia calling approximately once every three months, with, perhaps, an odd trip once a year by the "Muliana," also from Australia.

These ships, during the year, probably bring only about twenty tourists. The rest of the passengers are going through to the New Hebrides or are local residents returning to or arriving from Australia.

The Qantas Lancastrian, arriving every second Thursday from Australia, averages about eight passengers; while each NAC plane from NZ averages about fourteen passengers. The NAC runs one plane from New Zealand one Sunday, with two planes on each alternate Sunday.

Any increased tourist traffic from NZ has not been noted since September, 1948, when the exchange became so favourable, simply because no extra planes have been placed on the circuit. And no extra planes are running because, during the summer, the guesthouses were fully booked. So it is just a vicious circle. However, the coming winter may see the summer feast spread over to counteract the winter famine.

Whilst we are on the subject of the tourist trade, let us dwell upon the facilities for the incoming tourist. If he comes by boat, the tourist may (depending on the weather) have to shoot the breakers in a whaleboat, in rather hectic fashion, and, upon reaching the pier, leap frantically like a mountain goat to gain a solid foothold. His cases are handed to him with gallons of sea-water pouring from them. It is a rugged trip, but safe, because the boatmen have had years of experience in all weathers.

By air, the arrival is depressing. The tourists are herded into a dingy hut with a dirt floor. However, we understand that the dirt floor will shortly be receiving the earnest attention of the authorities.

Once through the regulations, the poverty-stricken building, plus its other depressing features, is soon forgotten. After all, it is only a minor item and one is never too critical whilst on holiday.

Strangely enough, Kingston, which is often quoted as the "village" of Norfolk Island, is more or less a cul-de-sac—you cannot purchase even a match or a cup of tea there. The main features of Kingston are Emily Bay, a beautiful half-moon of yellow coral sand where all-year bathing may be enjoyed; the cemetery which yields interesting and poignant

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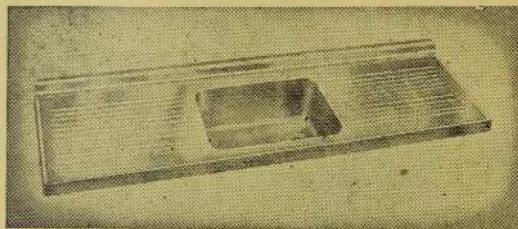
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facts and makes one realise that Hitler did not invent the concentration camp; the old prison ruins; and, finally, the Government offices (or the red tape factory).

This building produces most of the Administration's revenue by the sale of stamps. But most important of all, at Kingston, is Ye Olde Administrative Grogge Shoppe, which also does its bit in replenishing the Government coffers.

THERE are many places of interest to visit—Anson Bay and the Cable Station, Cascades, Mount Bates, Ball Bay where the whaling station is located, the Headstones, St. Barnabas Chapel, and so on. Fish are plentiful and if you are fortunate enough to be invited out in a launch—well, you are in a fisherman's paradise.

Both the Administrator and the Official Secretary, to give them credit, are available for interviews to anybody. This is a big thing, for in many Government departments, the seeker after information is passed from one jack-in-office to another without any real satisfaction being gained. This cannot be said of the Administration here, whatever else might be said.

Much comment has been made about the roads here. In summer, they dissolve into clouds of dust and in winter they are a treacly smother of mud. There is a move to have them tar-sealed and already an experimental stretch has been laid down. Credit for this must be divided between the Administration and the Commonwealth Department of Works and Housing which is over here to remove some of the primitiveness from the aerodrome and allied projects, and also to supply housing for the Civil Aviation employees.

Some people imagine that, because of all these improvements, the Administration will do something about an all-weather anchorage, but I fear that this will not be seriously considered on the grounds that it will cost too much. Which is faintly ridiculous, because harbourage charges and time saved in unloading ships would pay for the installation in a very few years. It would also help the Island as a tourist resort.

THE internal political battles of the Island are between the Island Council, in one corner of the ring, and, in the other, the Administration. Most of the battles, though stormy, are mainly indecisive.

This, then, is a true picture of the Island, omitting the gloss and lard so lavishly spread by organisations whose sole aim in life is to sell you a ticket. You can have a good time here although there are no super cabarets. There is an excellent picture theatre, but there is no casino de-luxe. Your holiday will be what YOU make it, but, without trying very hard, you can make it very enjoyable.

Mr. H. E. Maude, member for Social Development on the Research Council of the South Pacific Commission, arrived in Sydney early in June to make that city his headquarters for six months, while carrying out various research. Mr. Maude originally was appointed Deputy Secretary-General, but was later asked to take the more responsible position. He was joined in Sydney by Mrs. Maude, who came from Auckland, and they had the good fortune to secure a very suitable residential flat in the overcrowded city almost immediately after they arrived. In carrying out the Social Development projects approved by the Commission, Mr. Maude will go to various Territories to confer with educators and scientists. In August he expects to be in Fiji for two weeks and, in November and December, in Wellington, NZ, for consultations.



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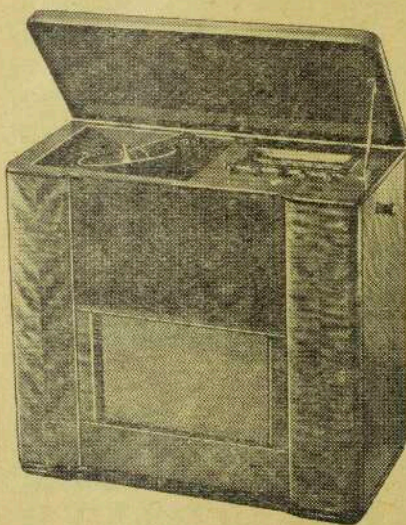
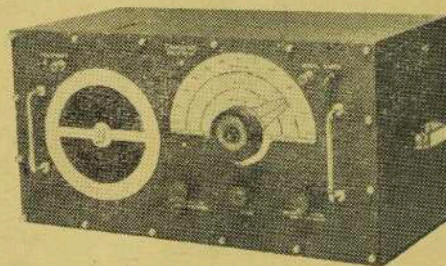
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POOR OLD FIJI!

Victim of An Irresponsible Writer

By R. C. Macpherson

AN article on Fiji, by a woman writer, in a Sydney monthly devoted to travel is so inaccurate as to be fantastic. Here are some of her outstanding gems:

After referring to the "emergence of Cakobau as senior chieftan" (!) the writer says: "In this more peaceful atmosphere Methodist missionaries were soon preaching their doctrine in the shadow of the great king . . ."

The Methodist Mission celebrated its centenary in Fiji in 1935. Cakobau did not reach power until 25 years later. It is enough to make pioneer missionaries Cross and Cargill (1835) turn in their graves.

She says Fiji is situated midway between America and Australia! The largest island is referred to as Vitilevu.

She gives the population as 90,000 natives, 70,000 Indians and 5,000 Europeans. No people of mixed descent.

The 1946 census: 118,083 natives, 120,414 Indians, 4,594 Europeans and 6,329 of mixed descent.

She says: "The colony is governed by a Legislative Council of 13 nominated and 12 elected members (six are Europeans, three are natives and three Indians)."

That Council ceased to exist in 1937, since when there have been 16 official and 15 unofficial members, the latter comprising five of each race—three of the European and Indian groups being elected and two nominated and all the Fijians nominated. Even prior to 1937, the three Fijian members were not

elected, but nominated by the Governor. Fiji is governed by an Executive Council and a Legislative Council.

She says: "There is a dream quality about being on an island that can be toured in a few minutes."

Even the pre-war American tourists (who after doing the Rewa round trip—Suva to Suva via the Rewa road and Princes road—in something over an hour were heard to remark that they had just driven round the island) are outdone. The road round Vitilevu is something like 360 miles long.

She says, referring to the Fijians, that the tourist "may taste kava, Fijians' alcoholic drink . . ."

Most island literature stresses the fact that kava is non-alcoholic.

Referring to Indians she says . . . "and even religious devotions are not private, for long wailing recitations from the Koran can be heard, amplifying the paper prayers that flutter from the tall bamboo poles outside the houses."

Ye gods! Prayers from the Koran and paper prayers, for the worshippers of Buddha! The great majority of Fiji Indians are Buddhists.

Again, of the Indians: "The majority of the Indians still follow their ancient faiths and, during the feast of Ramadan, a group of tiny girl brides is as enchanting to the stranger as the religious rites, and the tawdry tower of the goddess is intriguing."

What a glorious mixture of the Muslim and Hindu faiths! Can the printer be blamed for calling the fast of Ramadan a feast? And what about the Fiji Marriage Ordinance and child brides? And the "tawdry tower of the goddess" at the fast of Ramadan!

Finally she says: "great praus that crawl like golden crabs upon a sea of glass."

If by "praus" she is referring to Fijian outrigger canoes, I wonder when she saw them: for in 11 years in Fiji, I saw Fijian canoes under sail but once—on Jubilee Day, 1935.

AT THE MANUS BASE

More Evidence of Muddled Planning

AFTER pointing out that the small Australian Naval force in the huge base at Manus (New Guinea), abandoned by the Americans, has no ships, and the small air force only one flying-boat, a "Sydney Morning Herald" writer, on June 2, proceeds:—

The removal of about 250 Japanese war criminals from Rabaul to add to the Manus labour force has been welcomed. They will be put to work by the Navy, mainly on cleaning-up work, dismantling surplus huts, and installations, and cutting back the jungle.

The only other labour available are natives and a few Balts, who have been dismantling Quonset huts in the Lorengau area.

The Balts have pulled down a few hundred of the 9,000 huts on Manus and packed them for shipment to Australia for re-erection as temporary housing for displaced persons due to arrive from Europe.

The dismantled huts are being sent to Australia, and galvanised iron, in short supply in Australia, is being shipped to New Guinea to replace the paper-walled houses and humpies built of wartime scrap in the past few years.

People in those outposts ask why they can not have the Quonset huts, which are only a few hundred miles away, and leave the galvanised iron in Australia.

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NATIVE CO-OPERATIVE SOCIETIES

NSW Sends Adviser To Papua

AN official of the New South Wales Co-operative Registry will soon pay a three-months' visit to Papua, to give advice on the formation and the setting up of co-operatives.

Three native inspectors of the Registry of Co-operation have just completed a tour of Queensland and New South Wales Co-operatives, and a New Guinea Administration officer is now in Australia to confer with Co-operative Society Leaders.

Native co-operatives are being encouraged by the Australian Government, as part of the New Guinea post-war development policy. 12 co-operative groups are reported to be operating in the Gona district (Papua) and there are more in other districts.

The Rev. A. Clint, an Anglican minister, reports that "proud work" is being done by natives on the Gona Co-operative plantations, on the well-made co-operative road, and on the buildings and clearing of bushland. He says that the organisation of Gona plantations was planned by the natives themselves and he expects that co-operative trade will extend to exports. For instance, Gona will soon have a surplus of rice. The district also has six big native canoes co-operatively owned, for shipping copra and other products to Port Moresby.

Mr. Arthur Brookes, of 8 Rawson Street, Woolloowin, N.3, Brisbane, is anxious to secure penfriends in the Pacific Islands. He is interested in Islands life, and in the exchange of stamps.

NEW GUINEA GOLD PRODUCTION STILL MUCH BELOW PRE-WAR FIGURE

From Our Own Correspondent

PORT MORESBY, May 22.

NEW GUINEA'S gold production in 1948, was only one third that of pre-war peak output.

Figures just released by the Mines Department show that in 1948 New Guinea produced 86,556 fine ounces worth £939,307; this should be compared with 263,096 fine ounces, produced in 1940-41, and worth £2,808,835.

Morobe goldfields share of last year's total was 84,965 fine ounces. The Sepik district yielded 825 ounces, the Central Highlands 700 and Kieta 64.

This year's output should be much higher, as the largest producer, Bulolo Gold Dredging, now has eight dredges working—six on the Bulolo River and two on the lower Watut. The company's production last year was about 68 per cent. of its pre-war figures.

Papuan gold production last year was just large enough to be recorded—202 ounces worth £1,761. Cuthbert's Misima Gold Mine started producing again early this month, however, and this year Papua's gold return should be much improved.

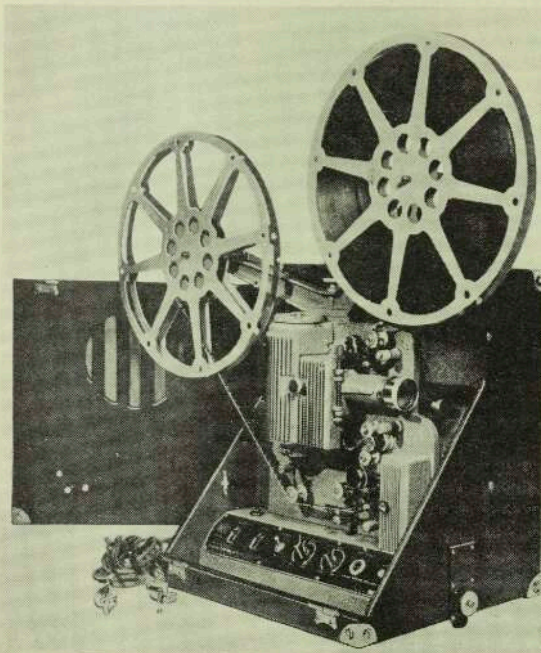
According to the Mines Department, only other Misima company producing gold in any quantity is the Mararova Gold Mining Company.

Mandated Alluvials, near Moresby, is still preparing to resume production.



General view of Cuthbert's Misima Goldmine.

—Photo by R. B. Dunlop.



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SUVA CHILDREN IN GALA DRESS



Some of the children who attended the fancy dress party at the Convent, Suva, Fiji, on April 23.

The Rabaul Police are still active in their efforts to clear up the disappearance of Mrs. Beryl Fox from a picnic launch in April (reported in May PIM). It was observed from a plane which left Rabaul recently that articles of clothing were floating in the harbour. On receipt of this information the police investi-

gated but the clothing was identified as native wearing-apparel.

The engagement has been announced of Miss Anne Lowrey, of Civil Administration, Rabaul, New Guinea, to Patrol-Officer Ken Lang, of Kokopo, NG.

Major-General George Johnston, who was Administrator of New Guinea in 1917-20 (he followed Pethebridge and was followed by Griffith), died in Melbourne in May, aged 80. He served in the Boer War and in World War I.

Archdeacon and Mrs. A. E. Teall, of the Anglican Mission, left Sydney towards the end of May to return to their work at Lolowai, in the New Hebrides, after furlough spent in England.

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THE MONTH IN MORESBY

From Our Own Correspondent

PORT MORESBY, May 30.
THE Territory has been getting four-barrelled publicity lately as a result of visits by four men, stars in their own professions, who came here to tell Australians about the Territory—newspaper articles from journalist Osmar White; "Walkabout" broadcasts from ABC's Collin Simpson; paintings and sketches from artist William Dobell; and, eventually, a book from travel-writer Frank Clune.

White has finished his job here but the others are still wandering around.

Osmar White has made Administration officials keenly newspaper-conscious in the last few months. He has been touring the Territory writing many articles, mostly critical, for southern papers.

Local officials have been staggered by some of his comments, and some of them cannot understand why the Government lets him get away with it. Usually, in this country, the Administration, as the servant of Canberra, makes things uncomfortable for anyone who criticises it publicly.

Before he returned to Australia Mr. White summed up as follows: "I am very concerned with the apparent lack of appreciation of Papua-New Guinea's problems in Canberra. Unless more vigorous action is taken to foster the economic development of the Territory, linking social development with economic, then there is considerable danger that the Trusteeship Council of the United Nations will intervene. I am more than ever convinced that development of the

Territory is of enormous strategic importance to Australia. Territory policy is not a matter of party politics but one in which the best brains of both Government and opposition parties should co-operate."

EX-GROUP Captain "Bunny" Hammond, veteran New Guinea pilot, went around the Territory on the "Bulolo's" last trip as a tourist. He and his wife are now Sydneysiders, but they got homesick for their old friends, hence the Bulolo trip. Hammond came to New Guinea in 1932, as a pilot for Holden's Air Transport and later for Guinea Airways. He served in the RAAF, and in 1946 was Guinea Airways manager here until the company withdrew from the Territory. Now he's doing well as NSW aviation sales-manager for a firm of general agents.

NEW BRITAIN planter Mr. J. Mullaly, who passed through Moresby on the last south-bound Bulolo, had time to tell us that giant snails are just as big a problem as ever in New Britain. He says he isn't putting in any new cocoa because the snails attack the young plants. He is on a "prolonged holiday" during which he hopes to visit the Philippines, China and Japan.

A NEW-COMER to Moresby is Mr. Richard McGregor, who joined BP's staff at Moresby a week ago. He has earned general sympathy because he

was married in Sydney on the night of May 13 and had to board the Moresby plane next morning, leaving his bride behind. However, she'll join him when he gets settled.

THE Malaita is now calling at Manus regularly, mainly to take supplies to the Navy and Air Force stations there. Manus planters hope that she will also take away some of their copra. Two plantations owned by Edgell and Whiteley recently stopped production because they had too much copra awaiting shipment.

Mr. and Mrs. Norman Whitely, who have been on leave, are returning to Manus on the Malaita, which left here for New Guinea on May 21.

DR. TONAKIE, formerly of APC, reports that his new private practice in Moresby is doing quite well. Dr. Tonakie is in temporary rooms in the old library building in Douglas Street.

MRS. H. J. SUTHERLAND, formerly Miss May Grahamslaw, who has been in Japan for the last 18 months, is back in Moresby at present, on a visit. With her is ten-months-old Anne. Mrs. Sutherland was in Japan with her husband, a lieutenant in the permanent army. They will live in Sydney in future.

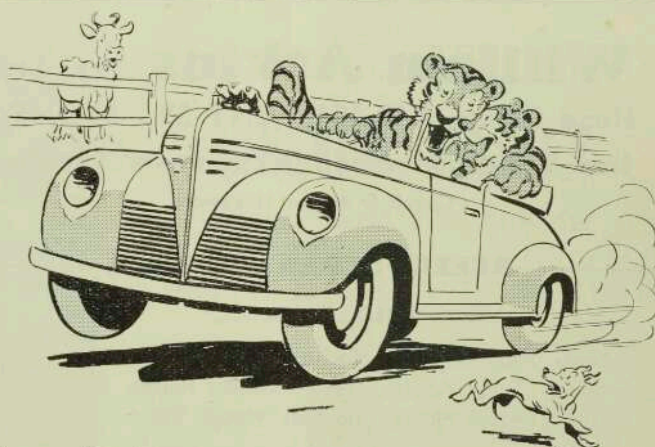
RECENT births to Moresby people: A daughter, Catherine Louise, to Mr. and Mrs. John Buckridge; a son, Peter, to Mr. and Mrs. Noel Maloney (in Melbourne), and a son to Mr. and Mrs. Dennis O'Connor.

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THE marriage in Brisbane recently of Miss Shirley Slater, of Moresby, to Mr. Norman Gilmour, of Qantas, Moresby, apparently started something among local Qantas men. Two more now have weddings in view.

MR. P. J. McDONALD, of Iloilo plantation, was sentenced to two months' jail without hard labour at the Supreme Court here on May 21 for causing grievous bodily harm to a male native.

Mr. Justice Bignold presided over the hearing.

Police alleged that a vehicle driven by McDonald knocked down and injured a native who was riding a bicycle along Ela Beach Road, Moresby. McDonald pleaded not guilty.

THE Government Secretary, Mr. R. Melrose, whose health has not been good, flew south on May 25. He has a month's sick leave plus three months' recreation leave. Mr. Claude Champion is Acting Government Secretary until the Assistant Government Secretary, Mr. S. Lonergan, returns from leave.

AFTER 18-months of refitting and short trial runs, the Administration yacht "Laurabada" sailed from Moresby on May 24, on a two-weeks' cruise in Samarai waters. The Administrator, Colonel J. K. Murray, was aboard and Mr. and Mrs. Frank Clune went as his guests. Mr. Ivan Champion was in command. The visit was cut short, however, when the ship met mechanical difficulties. His Honor returned to Moresby by Qantas Catalina.

WORK on the excavations here for the British New Guinea Trading Company's new store has been going on

MORESBY BASKETBALLERS WHO DEFEATED LAE



This is the Port Moresby basket-ball team which visited Lae at Easter time and defeated the Lae girls in the two matches played. Back row (left to right): Gloria Fogwell, Marie Drewe, Betty Maple (reserve). Centre row: Joyce Martin, Pat Gordon (vice-captain), Mary Crowley. Front row: Muriel McGowan, Beth Woods (captain). This was the first sporting event between Port Moresby and Lae since the war. The Lae girls will go to Port Moresby on the King's Birthday week-end to play return matches. Men's cricket and basket-ball teams from Lae, and teams of men and women golfers from Wau and Bulolo are also expected to visit Port Moresby during that holiday.

for many months, but there is still no sign of a start on the actual construction. Shortage of materials is said to be the trouble. Mr. J. C. Harper, local manager of the Co., has gone to the head office in Australia, and is not expected to return. Mr. J. Buston is the new manager. Mr. Harper had been in the Territory since about 1931. Mrs. Harper returned to Australia some months before her husband.

SATURDAY, May 28, was "fashion day" in Moresby. Wearing their most comment-provoking outfits, girls and women of the town crowded into the RSL Club to see local mannequins display the latest in morning, afternoon, evening and sports wear. The enterprising Preschool Play Centre Committee staged the show and was rewarded with a profit of more than £150, which will fatten the Centre's funds. The mannequins displayed

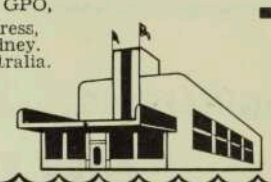
played surprising poise, the result of expert coaching.

THREE officials of the Combined Councils of the Public Service Associations have flown to Canberra to try and stir up some action on the many grievances of public servants here. The officials, Mr. C. L. Anthony (president), Mr. J. H. Irvine (secretary) and Mr. E. E. Washington, intend to spend a week in Canberra, during which they will see the Acting Minister for External Territories (Mr. Chambers) and Departmental officers. Before they left, they would not say what matters would be discussed but talked mysteriously of a "new approach" which they hope will bring good results.

MANY Moresby residents now own watches, fountain pens and various items of jewellery which they did not have before the "Change" called here on her way to Australia from Hong Kong



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of the
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and Japan. Chinese on the ship invaded the town with hundreds of pounds worth of smuggled goods, and did excellent business. Customs officers apparently did not realise what was going on until late on the day after the "Changte's" arrival. They acted smartly then, however, with these results: Three Chinese fined £10 each, and seven European residents fined £5 each, for bringing prohibited goods ashore.

DISTRICT Officer Magistrate at Moresby, Mr. J. O'Malley, is being transferred to Kerema as District Officer. Mr. B. Faithorn, formerly DO at Samarai, will occupy Mr. O'Malley's position at Moresby.

Mr. Peter Rodway of Western Australia has been accepted by the Board of the Methodist Overseas Mission as missionary builder, and will proceed to New Guinea as Mr. Kronert's assistant. He will travel by the June "Bulolo."

New Guinea Club, Rabaul, Soon Back in Business

THE Annual General Meeting of the New Guinea Club, Rabaul, was held on May 27, in the Club's Rooms which have now been renovated after the devastation of war. Fifty members were represented and an enthusiastic meeting held. Telegrams and letters containing good wishes were received from all parts of the Territory.

The following Office Bearers were elected: President, Mr. Bert Gaskin; vice-president, Mr. Ken McMullen; hon. secretary, Mr. Ray Galloway; hon. treasurer, Mr. John Chipper; committee: Messrs. B. Ryan, W. Bailey, W. Washington, K. Chambers and J. Gilmore.

The first meeting of the new committee will be held on June 6, after which it should be possible to announce an approximate opening date.

Mr. Ray Galloway was elected as the first post-war member of the Club.

HIDDEN U-BOAT MEN?

Story of 40 Germans With Island Wives

NEWSPAPERS at the end of May carried a remarkable story from a Hamburg newspaper. They said that, in 1945, when Germany was collapsing, 40 U-Boat sailors got away from a Norwegian port, in their submarine, and successfully made a voyage of over 10,000 miles to "a Pacific island." There, they cast away their craft, took native wives, and settled down to a secluded communal life. According to a letter which had been posted in Wellington, New Zealand, and received by a Hamburg man, they were living in a little world of their own, and did not intend to break their isolation until 1955.

The story has all the ear-marks of a "snake-yarn." No part of the Pacific Islands now is so isolated that 40 Europeans could live there for a number of years, without someone becoming aware of their presence. The posting of a letter in Auckland immediately suggests Polynesia as the hideaway; but inquiries among New Zealand, British, American and French administrations (which cover all Polynesia and most of Micronesia) have disclosed no hint of the alleged "submariners' paradise."

The story is not impossible. But there are thousands of islands also in Melanesia and Indonesia. Neither is a 10,000 miles voyage by U-Boat. German submarines, in World War II, many times made the voyage between Europe and Japan.

DEATH OF MR. W. H. CHANCE

A MAN well known and highly esteemed in Papua, Mr. William (Bill) Chance, died very suddenly at his trading station and store, at Gilgili, in Milne Bay, Papua, on April 3. He was 62. He was a half-brother of Mr. Sydney H. Chance, who for so many years was a Resident Magistrate of the Papua Administration.



A South Australian, young "Bill" Chance wandered around the Far West and Far North, and eventually found his way across into Papua. In 1908 he went to America, and was for several years a technical executive for one of the oil companies. When World War I came, he enlisted in England, and was decorated and mentioned in despatches. He returned to Papua from USA in 1921, became a rubber-planter at Itikinumu, back of Port Moresby, and later bought the late Henry Dexter's store at Milne Bay. He served in World War II in Australia as a uniformed Peace Officer; and in 1946—not in good health—he returned to Milne Bay. His staunch character and generous spirit endeared him to many.

While Mr. Robb, of the Public Works Department, Rabaul, was holding a jar of sulphuric acid, on May 29, the handle broke and the acid spilled over both his legs and feet. With great presence of mind he removed his socks and shoes and applied an antidote himself. He was later admitted to hospital where his condition was reported to be satisfactory.

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New Air Service And A New Doctor

DARU, May 26.
MR. E. HICKS, who has been in charge of the Administration outpost at Lake Murray for some 15 months, recently proceeded to Thursday Island for dental treatment. It is noteworthy that Mr. Hicks appeared in very good health after such a lengthy stay at the very isolated station.

The Qantas Catalina, on charter to the Civil Aviation Dept., arrived at Daru a few days ago, and brought a large party of officials. Mr. Ivan Champion was soon in consultation with Mr. H. Thompson, our District Officer, whilst Mr. Colin Simpson, of the ABC brought along his recorder and placed on wire a few native songs. He also "bagged" a couple of song-and-dance acts by a few natives from Kiunga, a place several hundred miles up the Fly River. These natives happened to have been brought to Daru only recently by a Govt. launch.

We were informed that a regular Catalina service will be commencing "almost immediately": perhaps steak-and-onions, as a regular part of our diet, will come true, soon. An examination was made of the Daru 'drome by Civil Aviation officials. Some improvements such as lengthening the strip were mentioned.

Very good news for this Division was the announcement that Dr. Boyd has been appointed to Daru as Medical Officer—this being the first time such an appointment has been made. It is not forgotten that the late Dr. Vernon was available, in the long ago, but not as a permanent appointee. Dr. Boyd was landed by the Qantas Catalina at Lake

Murray, where he will spend a few weeks on a medical patrol. European Medical Assistants have done a great job, over the years, and credit must be given them for sterling service. To have a fully qualified Doctor on hand will be a comforting thought, not only to Europeans but also to the native population, to whom his principal effort will be directed. It is to be hoped that work will commence soon on the Doctor's residence. This was dismantled and most of the material is lying under the District Office.

GIFT TO LEPER COLONY

A GIFT of 100,000 Pacific francs (£600 Aus.) to the Leper Colony of French Oceania was handed to Monsieur Leboucher, President of the Committee for Welfare of Lepers, by Mr. Henderson, British Consul at Papeete, in the name of the Lepers' Trust Board, of Christchurch, NZ.

Brother E. Janin, of Yule Island Mission is visiting France after 28 years' service in Papua.

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RAROTONGA GOLFERS CONCLUDE SUCCESSFUL SEASON

RAROTONGA, May 20.
THIS photograph shows members of the Rarotonga Golf Club. It was taken recently after the end-of-the season meeting and presentation of trophies.

The formation of the golf-club is a recent affair—October 1948—and was due largely to the arrival of a seasoned golfer, Mr. C. Peagram, as local manager of the Union Steamship Company, and to the kindly co-operation of the Civil Aviation authorities and the Aerodromes Maintenance Branch of the PWD who permitted a course to be laid out round the broad, green verges of the air-strip.

The course is 4,000 yards, with 18 holes, 66 bogey, longest hole 487 yards. The clubhouse is, temporarily, the aerodrome quonset hut, but the club plans to erect a native-style building.

The present membership is 30, including a number of ladies. Many of the players are beginners, but Mr. Peagram and a few other experienced players have given much of their spare time to coaching.

Patron of the club is the Resident Commissioner, Mr. W. Talby; president, Mr. M. B. Baker; senior vice-president, Mr. A. A. Bailey; junior vice-president, Judge A. McCarthy; club captain, Mr. C. Peagram; secretary, Mr. H. McKegg.

Principal prize winners at the end of the first season were: patron's trophy,

1st equal, Mr. H. McKegg and Mr. W. A. McKenzie; president's trophy, Mr. M. B. Baker; captain's trophy, Mr. L. Cook; senior championship, Mr. C. Peagram; runner-up, Mr. L. Cook; junior championship, Mr. W. A. McKenzie (presented by H. McKegg Esq.); runner-up, Mr. H. Lorimer; ladies championship, Miss C. Jervis; runner-up, Mrs. Peagram.

Although the season is officially ended, members will continue to make use of the course, but serious competition is impossible at this time of the year owing to the prevailing winds.

PERSONAL EFFECTS BY AIR

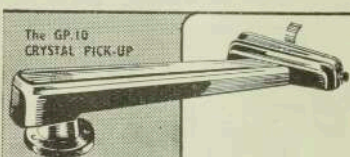
TRAVELLERS may now send personal effects, including unaccompanied baggage, on the Kangaroo Air Service to London at a greatly reduced cost.

Rate at which Qantas Empire Airways and British Overseas Airways Corporation accept personal effects is now 50 per cent. of the basic air cargo rate. Minimum weight accepted under these conditions is 44 lb.

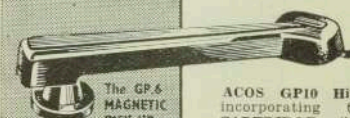
Consignments are shipped on a "space available" basis and may be sent before or after the traveller departs. Personal effects handed in well before the traveller's departure would normally be awaiting him on arrival.

The commodity rate is applicable to personal property of passengers travelling overseas by Tasman Empire Airways Ltd. and South African Airways, as well as Qantas Empire Airways and British Overseas Airways Corporation. In addition, persons using other means of transport overseas may also send baggage, etc. by this means.

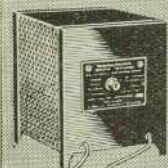
The rate is not applicable to baggage on services to, from or via Canada or USA or between stations in Europe, or on QEA Regional Services.



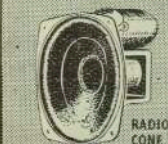
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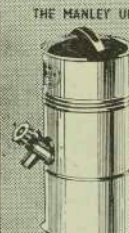
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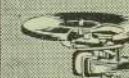
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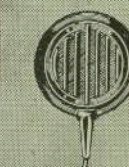
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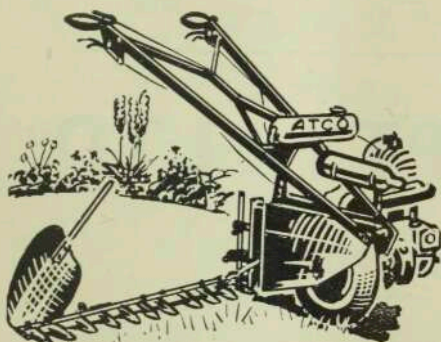
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SHIPPING AND PLANE SERVICES

THE following sea and air services are running to schedules in the Pacific. Not all of the regular services which were suspended, owing to war conditions, have been restored; but preparations are under way for their early reintroduction. As they become available they will be announced here.

SHIP SERVICES

Australia—North America

THE regular passenger Trans-Pacific liners, withdrawn during the war, have not been restored.

Canadian-Pacific liner "Aorangi" (Sydney-Auckland-Suva-Honolulu-Vancouver) resumed running in August, 1948. A sister liner is expected soon. See time-table in following column.

Matson liners "Monterey" and "Mariposa" are not now expected back in the Pacific service. Matson ship "Marine Phoenix," carrying passengers, ran on a regular schedule—San Francisco-Honolulu-Suva-Auckland-Sydney; but was withdrawn in August, 1948.

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, Moneo, Ponerihouen, Tibarama, Poindimie, Wagap, Touho, Tipindje, Hienghene, Tao, Oubatch, Pouebo, Balade, Pam, Arama, and return.

WEST COAST.—Pouembout, Kone, Temala, Voh, Ouseo Gomen, Koumac, Tangalou, Tiebaghi, Nehoue, Poume, Baaba, Belep and return.

LOYALTY ISLANDS.—Mare (Tadine), Lifou (Chepenehe) Ouvéa (Fajaoe, St. Joseph) and return.

The steamer "Neo Hebridaïs" runs regularly between Noumea and Sydney, with occasional trips to the New Hebrides (mostly Anaitum). The owners are Société Maritime et Manière Hagen, Noumea. Sydney agents: H. C. Sleight, 454 George Street, Sydney.

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 Islands), with alternative calls at Niue and Apia (Samoa).

Next sailing of vessel from Auckland is expected about mid-April.

Sydney-NZ-Fiji-Hawaii-Nth. America

THE Canadian-Australasian liner "Aorangi" (17,500 tons) recommenced a trans-Pacific service between Sydney and North America in August. Her itinerary is Sydney, Auckland, Suva (Fiji), Honolulu (Hawaii), Victoria (Vancouver Island), and Vancouver (British Columbia, Canada). Time-table for the Pacific section of her run is:—

RMS "Aorangi"					
Honolulu	June 2	Aug. 4	Oct. 27	Dec. 29	Mar. 2
Suva	June 11	Aug. 13	Nov. 5	Jan. 7, 1950	Mar. 11
Auckland	June 14-16	Aug. 16-18	Nov. 8-10	Jan. 10-12	Mar. 14-16
Sydney, arr.	June 20	Aug. 22	Nov. 14	Jan. 16	Mar. 20
Sydney, dep.	June 30	Sept. 22	Nov. 24	Jan. 26	Mar. 30
Auckland	July 4-5	Sept. 26-27	Nov. 28-29	Jan. 30-31	Apr. 3-4
Suva	July 8	Sept. 30	Dec. 2	Feb. 3	Apr. 7
Honolulu	July 15	Oct. 7	Dec. 9	Feb. 10	Apr. 14
Vancouver	July 22-28	Oct. 14-20	Dec. 16-22	Feb. 17-23	Apr. 21-27

Subject to Alterations Without Notice.

New Zealand—Fiji—Samoa—Tonga

Monthly Service by MV "Matua" SERVICE CONDUCTED BY UNION SS CO., LTD.—SUBJECT TO ALTERATION WITHOUT NOTICE

NOTICE		
Auckland	June 14	July 14
Suva	June 18-19	July 18-19
Nukualofa	—	July 21-22
Vavau	—	July 23
Niue*	—	July 23
Pago Pago*	June 20	—
Apia*	June 21-23	July 24-26
Vavau	June 25	—
Nukualofa	June 26-27	—
Suva	June 29-30	July 29-30
Auckland	July 4	Aug. 3

*Western Time.

On arrival of "Matua" in Auckland in August she will withdraw for annual survey.

Sydney—Norfolk Island—New Hebrides

THE SS "Morinda," Burns, Philp & Co., Ltd., runs at approximately three-monthly intervals from Sydney to Lord Howe Island, Norfolk Island, and main ports of the New Hebrides, and return.

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AIR SERVICES

Summary of Pacific Air Services

PAPUA AND NEW GUINEA.—Regular Qantas service from Sydney.
 SOLOMON ISLANDS.—Frequent regular flying-boat service from Sydney by Trans Oceanic Airways.
 NEW HEBRIDES.—Frequent regular flying-boat service from Sydney by Trans Oceanic Airways. Service from Noumea by French plane runs twice weekly. Qantas plane from Sydney to NH on alternate Tuesdays.
 NORFOLK ISLAND.—Regular service from NZ by NZ National Airways; from Sydney by Qantas.
 LORD HOWE ISLAND.—Regular weekly service from Sydney by Qantas and Trans Oceanic Airways.
 FIJI.—Regular services from Australia by Pan American and BCPA (to Nadi); Auckland by NZ National Airways (to Nadi); from Australia by Qantas (to Laucala Bay, Suva); from Auckland by NZ National Airways (to Laucala Bay, Suva). Irregular calls from Australia to Laucala Bay, Suva, by Trans Oceanic Airways. Regular service from Suva to Labasa by NZ National Airways.
 WESTERN SAMOA, COOK ISLANDS AND TONGA.—Regular service from Fiji by NZ National Airways.
 TAHITI.—Infrequent service from Noumea by TRAPAS plane.
 AUSTRALIA-NEW ZEALAND.—Regular service by Tasman Empire Airways.
 AUSTRALIA-NORTH AMERICA.—Regular Trans-Pacific services by Pan American Airways and BCPA.

NZ National Airways South Pacific Services

THE Pacific services run by the New Zealand National Airways Corporation are as follows:—

AUCKLAND-LAUCALA BAY (SUVA): A "Sunderland" flying-boat leaves Mechanics Bay, Auckland, at 7 a.m. each Saturday for Laucala Bay, Suva (arrives 3.30 p.m.).

The aircraft departs from Laucala Bay, Suva, on the return journey at 7.30 a.m. each Monday, and arrives at Mechanics Bay, Auckland, at 4 p.m.

LAUCALA BAY (SUVA)-LABASA (VANUA LEVU): A "Sunderland" flying-boat operates this service on a charter basis. A return trip is made between Laucala Bay and Labasa each Sunday.

AUCKLAND-NORFOLK ISLAND-FIJI-TONGA-WESTERN SAMOA-COOK ISLANDS: A "Douglas" airliner leaves Whenuapai, Auckland, on alternate Sundays at 8.30 a.m. (June 26; July 10, 24) for Norfolk Island (arr. 12.30 p.m., dep. 12.1 a.m. Monday), Nadi (arr. 6.55 a.m., dep. 5.40 a.m. Tuesday), Nausori (arr. 6.30 a.m., dep. 7.15 a.m.), Tonga (arr. 10.45 a.m., dep. 11.45 a.m.), Apla, Western Samoa (arr. 4.10 p.m. Monday, dep. 7.45 a.m. Tuesday), Aitutaki, Cook Islands (arr. 1.50 p.m., dep. 2.45 p.m.) and Rarotonga, Cook Islands (arr. 4.5 p.m.).

The aircraft departs from Rarotonga on the return journey at 7.30 a.m. on alternate Thursdays (June 30; July 14, 28), for Aitutaki (arr. 8.50 a.m., dep. 9.45 a.m.), Apla, Western Samoa (arr. 3.35 p.m., dep. 8 a.m. Friday), Tonga (arr. 11.15 a.m. Saturday, dep. 12.15 p.m.), Nausori (arr. 3.10 p.m., dep. 4.15 p.m.), Nadi (arr. 5.5 p.m., dep. 2 a.m. Sunday), Norfolk Island (arr. 8.10 a.m., dep. 1 p.m.), and Whenuapai, Auckland (arr. 5.45 p.m.).

An additional return service between Rarotonga and Aitutaki is operated on alternate Wednesdays when traffic warrants.

*Crosses International Date Line.

AUCKLAND-NORFOLK ISLAND: A "Douglas" airliner leaves Whenuapai, Auckland, every Sunday at 8.15 a.m. for Norfolk Island (arr. 12.15 p.m.), and departs on the return flight at 1.15 p.m., arriving at Whenuapai at 6 p.m.

FARES, single (in NZ currency): Auckland to Norfolk, £12/10/-; to Fiji, £31; to Tonga, £31; to Samoa, £34; to Aitutaki, £39; to Rarotonga, £39/10/-; Norfolk to Fiji, £19; Fiji to Tonga, £8/15/-; to Samoa, £13; to Aitutaki, £29/15/-; to Rarotonga, £31. Samoa to Rarotonga, £17/15/-; to Aitutaki, £16/10/-; Suva to Labasa, £4/10/- Return fares, less 10 per cent.

BOOKING OFFICES: Wellington, Govt. Life Bldg., Customhouse Quay; Auckland, Airways House, Customs St.; Dunedin, 8-10 Manse St.; Christchurch, 104 Gloucester St.; Gisborne, 74 Peel St.; Palmerston North,

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The full, satisfying flavour of Horlicks comes from a careful blend of fresh, full-cream milk and the nutritive extracts of malted barley and wheat. It is Nature's flavour . . . that's why you never tire of it.

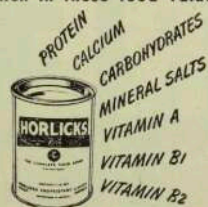
Many people drink Horlicks simply because they enjoy that distinctive flavour. Others drink it because they need it to build them up . . . to nourish the body and nerves . . . and to induce deep,

refreshing sleep. But — whatever the reason — everyone enjoys Horlicks. Equally delicious hot or cold.



OSSIE PICKWORTH holds both the Open and Australian Professional titles — a double no other player has ever won. "Playing golf for a living is strenuous and tiring," says Ossie, "that's why I like Horlicks. I find it the most nourishing food drink of all."

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Sydney-Vancouver BCPA Service

BRITISH Commonwealth Pacific Airlines, Ltd., operate a twice weekly trans-Pacific service from Sydney to Vancouver, via Fiji, Canton Island, Honolulu and San Francisco; and a weekly service between Auckland and Vancouver, via the same ports.

Planes leave Sydney every Wednesday and Saturday, and Vancouver on the Southbound trip every Monday and Thursday. Every fourth trip from Sydney terminates at San Francisco instead of Vancouver.

Planes leave Auckland every Tuesday and arrive in Vancouver the following Wednesday. The Southbound trip to Auckland commences from Vancouver every alternate Friday. Every other Friday the service commences at San Francisco.

B.C.P.A. services make regular connections at both San Francisco and Vancouver for onward carriage, via either New York or Montreal to the United Kingdom or Europe. The through fare from Sydney to London is £327/10/- (Australian); from Fiji £323/8/8 (Australian).

Fares are (in Australian currency): Sydney-San Francisco, £200 single and £360 return; Auckland-Vancouver, £A198 single; Auckland-Nadi (Fiji), £A39; Sydney-Nadi, £A55.

Douglas DC6 aircraft carrying 48 passengers (seated) or 37 passengers (in sleepers) and a crew of nine are used on the service.

Pan-American— Trans-Pacific Service

PAN-AMERICAN World Airways clippers now provide the following services in the South Pacific, using DC4 planes, equipped with Sleepettes:—

Planes leave Sydney every Tuesday for San Francisco, via Tontouta (New Caledonia), Nadi (Fiji), Canton Island and Honolulu; and every Friday for Seattle, via Tontouta, Nadi, Canton Island, Honolulu and Portland. (This flight connects at Honolulu with flights for San Francisco.) The return flights are made from San Francisco every Tuesday and Saturday, via Honolulu, Canton Island, Nadi and Tontouta.

Planes leave Auckland every Thursday, and fly via Nadi, Canton Island and Honolulu to Portland and Seattle. They leave Seattle for Auckland every Sunday and Friday by the same route. Fares, in Australian currency, are:—

	£	s.	d.	£	s.	d.
Sydney-Seattle	200	0	0	360	0	0
Sydney-Frisco	200	0	0	360	0	0
Sydney-Fiji	55	0	0	99	1	3
Sydney-Honolulu	166	17	6	300	6	3
Auckland-Seattle	184	1	3	331	5	0
Auckland-Honolulu	150	18	9	271	11	3
Auckland-Fiji	39	1	3	70	6	3
Fiji-Frisco	145	0	0	260	18	9

(Time-tables and fares subject to alteration without notice.)

To convert to Fiji currency, reduce above figures by about 10 per cent.

Free baggage allowance is 30 kilos per person. Excess baggage at 1 per cent. of single fare for each kilogram of excess.

Trans-Tasman Service Sydney—Auckland

TASMAN Empire Airways, Ltd., operate a flying-boat service between Rose Bay, Sydney, and Mechanics Bay, Auckland. Large flying-boats, capable of carrying 30 passengers, are employed. The trip is comfortable, and takes approximately 8 hours.

The flying-boats leave both Sydney (6 a.m.) and Auckland (8 a.m.) every morning, including Sunday—seven flights each way per week. Fares: £35(A) (£28 NZ currency) single; £63(A) (£50/8/- NZ currency) return.

In addition, this flying-boat service is, at present, supplemented by a Skymaster service, details of which are available on application to T.E.A.L. offices in Australia and New Zealand. Bookings may be made at Tasman Empire Airways in Auckland and at Qantas Empire Airways, Carrington Street, Sydney.

Sydney—Queensland— New Guinea

QANTAS Empire Airways, Ltd., employing DC3 planes, operate a regular service between Sydney, Port Moresby, Lae, Pinschhafen, Madang, and Rabaul, and return, via Brisbane, Rockhampton, Townsville and Cairns.

This service is now known as the "Bird of Paradise" Service. DC3 aircraft, carrying 19 passengers, are used.

Planes leave Sydney on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays at 9 a.m., and arrive at Lae at 1 p.m. on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays. The plane which leaves Sydney on Wednesday and arrives at Lae on Thursday then goes on to Rabaul. It returns on Friday. The plane, which arrives at Lae on Tuesdays, then goes on to Madang, returning to Lae the same day.

Planes leave Lae at 5.45 a.m. on Wednesdays, Thursdays, Saturdays, Sundays and Mondays, and arrive in Sydney at 10 p.m., accomplishing the Lae-Sydney run in a day.

The return plane from Rabaul leaves at 1.30 p.m. on Fridays.

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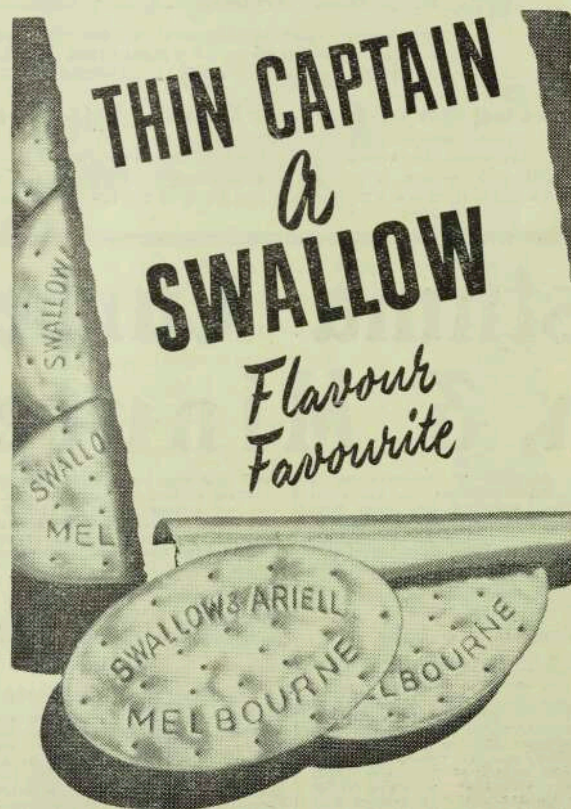
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Sydney—Noumea—Suva

THE following is the time-table of the Qantas flying-boat:—

Sydney	dep. 9 p.m. alt. Tues.
Noumea	arr. 6.55 a.m. alt. Wed.
Noumea	dep. 7.55 a.m. alt. Wed.
Suva	arr. 2.55 p.m. alt. Wed.
Suva	dep. 6 a.m. alt. Frid.
Noumea	arr. 11 a.m. alt. Frid.
Noumea	dep. 12 noon alt. Frid.
Sydney	arr. 7.45 p.m. alt. Frid.

Intending passengers may book through Qantas offices in Australia, Burns, Philp (South Seas) Company, in Suva; and T. Johnston in Noumea.

Fares: To Noumea, £35 single; £63 return. To Suva, £52/10/- single; £94/10/- return.

Noumea-Suva, £17/10/- single; £31/10/- return.

Sydney—Lord Howe Is.—Norfolk Is.

QANTAS, Sydney, run a Catalina once weekly from Sydney to Lord Howe Island. Fare, single, £12. Return, £21/12/-.

Qantas run a land plane alt. Thursdays (returning same day) from Sydney to Norfolk Island. Fare, £22 single; £39/12/- return.

(For Norfolk Island, see also under NZ National Airways. For Lord Howe, see also under TOA.)

Noumea—Fiji—Tahiti

TRAPAS (a French company with headquarters in Noumea) ran an air service once a month from Noumea (New Caledonia), via Nadi (Fiji) and Aitutaki (Cook Islands) to Papeete (Tahiti), and return.

The Trapas Co. also runs a service to New Hebrides—see under Caledonia-New Hebrides.

TOA Services

TRANS Oceanic Airways run the following Pacific services:—

SYDNEY-LORD HOWE IS.: A regular fortnightly service with large four-engine flying-boats from Rose Bay. Fare: £11 single; £21 return. Free baggage allowance 50 lb. Excess baggage and freight rate 6d. per lb.

SYDNEY-NEW HEBRIDES: A regular monthly service with large four-engine flying-boats from Sydney, via Noumea (overnight stop), to Vila and Espiritu Santo. Fare: Sydney-Vila, £45; Sydney-Santo, £50; Noumea-Vila, £12/10/-; Noumea-Santo, £18/15/-. Freight: Sydney-Vila, 2/- per lb.; Sydney-Santo, 2/3.

SYDNEY-SOLOMON ISLANDS: A regular monthly service from Sydney, via New Caledonia and New Hebrides to Tulagi, Solomon Islands. This service is frequently extended to Lingatou, in the Russell Islands, and calls are sometimes made at Vanikoro, in the Santa Cruz Group. Fares: Sydney-Tulagi, £65. Free baggage allowance, 60 lb.; excess baggage and freight, 3/- per lb.

New Caledonia—New Hebrides—Tahiti

A TRAPAS amphibian runs twice each week between New Caledonia and New Hebrides. The days vary, but on the selected day the planes adhere to the following time-table:—

Noumea—dep. 0630.	Vila—arr. 1315
Vila—dep. 0945	Santo—arr. 1115
Santo—dep. 1145	Vila—arr. 0900
Vila—dep. 1400	Noumea—arr. 1630

A TRAPAS plane runs monthly between Noumea and Tahiti.

Papua-NG Local Services

MANDATED Airlines, Ltd., of Lae, New Guinea, and other private operators, run air services between Lae and the New Guinea mainland centres of Wau, Bulolo, Madang, Wewak, Aitape, Mt. Hagen, Finschhafen, Moresby, Kokoda—in

fact anywhere in Papua or New Guinea where there is an air-strip. These planes carry passengers, mails and cargo on regular schedules or charter flights.

Guinea Air Traders Ltd., of Lae, New Guinea, employ six aircraft on local services, and on charter work.

Under arrangement with the Administration, a Qantas plane, carrying Administration personnel and cargo, and mails, flies once each week from Lae to Rabaul, Kavieng and Manus, and returns to Lae by the same route.

ONE NIGHT IN PAPEETE

PAPEETE, May 16.

ON the evening of May 12, there was a dazzling scene of multi-coloured lights around a wide dance floor, gay with attractive women in Paris-styled gowns, officers in white uniforms, and civilians in evening dress. The scene was alongside the French gunboat, "Annamite," soon to depart for France. Spick and span, she dominated the festival, shining her searchlights over the merry throng.

At the table of Commandant Bezheili were the Governor and his wife, and prominent members of the community. Entrance was by invitation only.

Mademoiselle Sophie, from the Hotel Rivnac, gave a Tahitian dance, which brought official congratulations. The dancing troupe of "France Maeva" gave Hawaiian and Tahitian exhibitions. The "piece de resistance" of the evening was provided by the dynamic and colourful "Augustine," undisputed dancing champion of the Islands, who swung into her repertoire, drawing cries of delight and "encore" from the delighted onlookers.

Mr. Willy Bambridge was MC and Mr. Eddie Lund and orchestra supplied modern dance music.

Only 121 persons classed as "tourists" visited New Caledonia in 1948—68 British, 41 Australians, 19 French and 12 Americans.

SOUTH PACIFIC COMMISSION APPROVES RESEARCH PROGRAMME

(Continued from Page 11)

THE projects outlined call for the provision of £7,440 in 1949 and £35,275 in 1950. Of the latter amount, £7,000 represents research contingencies voted and £4,000 possibly to be incurred for a conference of educationists.

The Third Session authorised the Secretary-General to maintain the Commission subsidiary office in Sydney as long as need for the office exists.

ACCOMMODATION IN NOUMEA

IT was reported that the question of providing permanent housing for the Commission and its staff in Noumea was surrounded by difficult problems, and any idea of undertaking a new building programme was set aside—probably for a long time. The Commission expressed utmost appreciation of the active and generous co-operation of the French authorities in adapting the Pentagon Building to its requirements. A sum of £66,000 Sterling has been spent on the Pentagon Building by the French authorities, and £60,000 of this will remain as a debt against the Commission, repayable yearly at the rate of 4½ per cent., including interest.

The Commission's staff has been housed in the Pentagon Building, where a central mess has been provided. Arrangements were made to construct four self-contained flats in the west wing of the Pentagon Building, for the use of Commission personnel.

Cost-of-living allowances, about £5 sterling per week, have been made to most of the Commission's permanent officers. The high cost of living in New Caledonia has already proved an embarrassment to the Commission and its officers.

The next Session of the Commission will commence in Noumea about Saturday, October 21, 1949.

TECHNICAL HELP

STEPS were taken by the Commission to implement the resolutions of the UNO Economic and Social Council on March 4, relating to the need for giving technical assistance to under-developed areas.

Inquiries are being made of the six member Governments (United Kingdom, United States, Netherlands, France, Australia and New Zealand) to ascertain what, in their view, should be done to afford technical help to the people of the South Pacific area.

FINANCE—A PROBLEM

THE Research Council informed the Commission that the permanent members of the Council required one Research Assistant at £1,000 per annum, three Research Assistants, at £700 per annum, and four Secretary-Typists at £500 per annum. Finance is likely to be one of the chief problems of this new organisation. Up to date, the six Governments concerned have contributed about £64,000 in cash (of which Australia has provided about £27,000). The accounts suggest that the regular contribution to the Commission from the six Governments will total between £30,000 and £35,000 Sterling per annum. This will not be enough, if the plans at present in contemplation are carried out.

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MOSQUITO CONTROL

Successful Campaign In Guiana

THE medical authorities in British Guiana have had remarkable success with DDT in getting control of disease-carrying mosquitoes.

Control of malaria by drainage, and oiling of stagnant water, were tried in 1934, but the task was too big in that territory. Early in 1945, two experts made experiments with a spray of 5 per cent. DDT solution in kerosene, and had phenomenal success in removing the carrier of malaria, *Anopheles darlingi*, from houses. Since then, the campaign has been so developed that the mosquito seems to be under control in most of the towns and settlements. The following are extracts from an article in the May issue of "Corona," the new journal of the British Colonial Office.

In all, 325,000 people, representing over 90 per cent. of the population of British Guiana, are enjoying the benefits of DDT protection. *Anopheles darlingi* cannot now be found in districts which have been under treatment for two or three years. Malaria parasite rates and spleen rates have been reduced almost to nil. On one typical estate parasite rates have been reduced from 40 per cent. to 3 per cent., and spleen rates from 70 per cent. to 4 per cent. in three years. In two of the suburbs of Georgetown parasite rates have gone down from 55 per cent. to nil, and spleen rates from 44 per cent. to 1.5 per cent. Here the birthrate has increased to about twice its pre-DDT rate. The ratio of births to deaths has increased by over 100 per cent., and the infant mortality rate has fallen by about four-fifths.

Spraying is carried out by teams equipped with stirrup pumps fitted with special spray extensions and nozzles. The smallest unit is a three-man team, in which two men carry out the spraying while the third operates the pump. The teams work to a carefully organised plan and follow-up checks are made to see that the spraying operation has been thorough.

Under a regulation which became law in 1947, the spraying of houses is compulsory in localities declared control areas by the Director of Medical Services. Householders are given ample warning before spraying and are advised regarding the methods of protection of the contents of their houses. Spraying of an average sized cottage takes only fifteen minutes and it has been found that the public have co-operated admirably.

The interior of each building is sprayed at intervals of eight months with a 5 per cent. solution of DDT in kerosene, or a suspension of DDT wettable powder, according to the type of surface to be treated, at a deposit rate of approximately 150 mgms. per square foot. The annual cost of spraying works out at approximately \$4.39 per house, or \$0.857 per head of the population. It will undoubtedly be possible to reduce this when refinements in organisation, improved equipment and cheaper insecticides become available.

IN the course of spraying, *Aedes aegypti*, the vector of yellow fever, has also been eradicated from all the bigger towns and other danger areas. The mosquito *Culex fatigans*, one of the transmitters of filariasis, has proved somewhat more resistant to DDT, but nevertheless there has been a reduction in the numbers of this insect of about 80 per cent. in villages treated—more frequent spraying may be necessary.

Another gratifying aspect of DDT treatment has been the elimination of very large numbers of other domestic insect pests, which are extremely troublesome under tropical conditions.

It must not be assumed from this success that exactly the same method will prove equally effective in other malarious countries. The malaria vector, *Anopheles darlingi*, in British Guiana is very domesticated; that is, it remains in houses for long periods night and day, and therefore has ample opportunity of coming in contact with the treated surfaces. Other species of *Anopheles* have different habits, and each eradication presents its own individual problem. Another point emphasised is that, although to date this method has been highly successful, the basic conditions for mosquito production—that is, large breeding areas—remain unchanged. There is, therefore, always the danger that, if protective measures are suspended, infiltration will take place from the hinterland.

LUTHERAN CHURCH DEDICATED IN NG HIGHLANDS

ONE of the first permanent churches in the Central Highlands of New Guinea was dedicated near Kainantu late in March. The ceremony marked the beginning of a three-day celebration in which 6,000 Upper Ramu natives took part.

The climax of the festival came when 370 natives of the area were baptised.

Among the Europeans present were Superintendent Kuder of the Lutheran Mission, Lae, and Mr. and Mrs. Toogood from the Kainantu Sub-District Office.



The New Church.

The church has been constructed from the finest of local hardwoods. Native carvings in the interior give it a Papuan touch and a Sydney artist designed the art glass chancel window depicting Christ blessing three Papuan natives. The symbols in the eight art-glass windows in the knave tell the complete Bible story, beginning with the hand of creation and ending with the outpouring of the Holy Spirit. The church will seat 600 natives.

Friends in America and Australia contributed toward the local church fund begun by the Kainantu natives early in 1948 and made this fine building possible.

As Kainantu is the gate-way to the Central Highlands, this church with its silvery roof, serves as a landmark for the many pilots who fly the air-lane from Lae. It is also a reminder of the progress made by the mission organisations in the Central Highlands of New Guinea, which began work here about fifteen years ago.—AF.

Dr. T. R. A. Davis, of the Cook Islands Medical Department, who has been spending several months in Australia, expects to return to Rarotonga in August.

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Japs' Giant Snails Now A Major Pacific Pest

UNITED States authorities appear to be keeping a wary eye on the giant snail, lest it become an unwelcome migrant. The San Francisco "Chronicle" recently printed the following article. It might also have added that the luscious creatures are now well established in New Guinea. So far none have been reported in Australia, although their introduction, through island ships or planes, would be fatally simple.

Perhaps the Australian authorities are keeping a strict watch for the pests, but if so, it is a 100 per cent. silent service and the general public has no idea of the danger that exists.

IF the giant African snail—half a foot, sometimes a foot long—should get going in this State it could wreck California as it has wrecked some of the Pacific isles. It is a voracious destroyer of green stuff. However, the California Academy of Sciences says it has not been able to verify the recent report in Natural History magazine that the snail has been found in gardens at San Pedro.

It does appear to be a fact that just after the war a few giant snails arrived at Long Beach from the Marianas. They are all supposed to have been corralled and killed.

Such importations are chargeable to speedy modern transportation. In former times weed seeds and other nuisances travelled more slowly in the mud on boots of soldiers and emigrants—California has scores of weeds supposed to have arrived that way. Now swift steam and swifter airplanes give unwanted tourists a better chance.

Only a few years ago the Gambia mosquito, carrying a deadly form of tropical malaria, arrived in Brazil on a plane from Africa. It killed 20,000 persons before it was brought under control by the expenditure of millions by the Rockefeller Foundation and the Brazilian Government.

Constant precautions are now taken to clear insect stowaways from planes flying to the United States from tropical countries. Recently, shipment of Hawaiian orchids to San Francisco was stopped for a while for fear of the Oriental fruit fly.

The giant snail has spread from Africa into Southwest Asia, the East Indies and the Pacific islands partly with the help of man, partly by its own efforts. The Japanese introduced it into the Marianas and their mandated islands to augment the food supply; then found they didn't like it. Neither do the native islanders like it, nor the way it eats up their plantations. It is now a pest in the Philippines. Hawaii keeps up a constant war, so far successful, to keep it from getting a foothold.



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THE journal published by the Department of Agriculture in Fiji is probably the best thing of its kind in the world.

We know of no other publication in English, devoted to the interests of tropical agriculture, which even approaches its standard.

For that reason we venture to express the hope that the journal will be brought seriously under the notice of the South Pacific Commission, with a suggestion that its scope and usefulness may be considerably extended.

This comment is induced by an article by Dr. K. B. Cumberland in the last issue of the journal entitled "The Similarity of Agricultural Problems in the South-west Pacific." He points out that in the Territories of Fiji, Western Samoa, Tonga, Cook Islands, the problems of agriculture are governed by similar circumstances, and conditions that demand the same kind of approach. It probably will be found that the same remark applies to many problems within the Territories further west—New Caledonia, New Hebrides, Solomons and New Guinea.

The Fiji Agricultural Journal, for years, has been noted for the thoroughness of its handling of these various problems of agriculture, and the conscientious and helpful way in which each has been explored. With some assistance and encouragement in relation to organisation, finance, and expert advice, this journal could be made an instrument of real value to planters throughout the whole of the South Pacific.

Captain Georges Dubois and Lieut. Rene Petre, who served overseas with the Free French Forces, have been made Chevaliers of the Legion of Honour. Both were among the keenest supporters of Governor Henri Sautot when he rallied the Colony to continue in the war in 1940—M. Dubois, indeed, being M. Sautot's right-hand man and for a time local commander in Noumea, when the Vichy officers left for Indo-China.

INDONESIA IS DANGER-SPOT FOR SOUTH PACIFIC

Our Weakness In Relation To Java, Burma, Malaya, May Open Door To Asia's Reds

EVENTS and developments in the Netherlands Indies since the end of the Pacific War, in 1945, have been a puzzle to most observers.

In 1942, when war swept across the Pacific, the East Indies were in charge of the Dutch, and their control of this vast area of Indonesia was regarded as a model of colonial administration. When Japan surrendered, it was naturally assumed that the Dutch would resume control. But the following things happened:

- The Japs, during their occupation, trained and set up a Javanese Nationalistic group, called "the Republic of Indonesia".

- The Dutch, weakened by the European war, were not able immediately to reoccupy the Netherlands Indies. The British, although nominally responsible for South-east Asia, would not help the Dutch. The Americans were indifferent. So, until well into 1946, the Japs were allowed to remain in control of the Indies, and they did everything possible to strengthen the so-called "republic".

- An upsurge of Socialist Government in Europe affected Holland, as it affected Britain and France. For a long time, the Dutch official and commercial classes were retarded in their efforts to resume control of the Indies, by political traitors at The Hague.

- When, eventually, Dutch forces began to enter the Indies, mischievous elements among the Western nations—mostly "fellow travellers" operating through the United Nations, as well as direct emissaries of Russia—created all sorts of obstacles. Both openly and surreptitiously, the Javanese "republicans"—who were mostly pro-Jap or Communist, and wholly anti-European—were encouraged to resist the Dutch.

- One of the worst developments of the lot was the way in which Communist-dominated trade unions in Australia forced the Australian Socialist Government to hamper the Dutch and encourage the Indonesians.

There were countless conferences, commissions, arguments. But the Dutch, showing remarkable tenacity and patience, gradually got control of the situation. They were forced by the Planners, however, to make all sorts of political and other concessions to the "Republicans", when they knew that the

only way to get peace and good government back into the Indies was to dump the little, wriggling gentlemen into gaol.

THE situation has been complicated by political intrigues in The Netherlands, and there lately have been



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some violent administrative changes, hard to understand. Finally, on June 3, we have this statement of policy by the Dutch High Commissioner, Mr. A. H. J. Lovink, when taking over office in Batavia:

"I do not want to speak about the past, for it is the future to which we must look. It is not enough to pay lip-service to the new, while feeling inwardly that events of recent years are actually no more than symptoms of decay or destruction.

"Everyone of us has his own ideas. In the case of the Indonesians, they think of their independent existence as one nation. In the case of the Netherlands, they think of their renewed promise to implement the independence of Indonesia in the best possible way."

Mr. Lovink then referred to the four aims formulated anew in the Renville Agreement of January, 1948, namely:—

(1) Independence for the people of Indonesia.

(2) Co-operation between the peoples of the Netherlands and Indonesia.

(3) A Sovereign State based on a democratic constitution.

(4) A Union between Indonesia and the Kingdom of the Netherlands.

"In February, 1948, Queen Wilhelmina repeated the high aim for which both peoples should strive, stating that no relationship between two peoples can be maintained in our time if it is not based on mutual approval.

"Queen Juliana confirmed this aim when she said in January, 1949: '... and so the Sovereign United States of Indonesia will soon become a reality'.

"Indonesians and Netherlands." Mr. Lovink continued, "will be united in a union of harmonious and healthy co-

operation, and so promote a better world.

"This beautiful country has been torn asunder. In spite of that, we can work together. Then trade, industry, and agriculture will soon have recovered from the damage they have suffered in the past years, and the United States of Indonesia will find again the road to prosperity, and gain the admiration of the world."

It is not a beautiful prospect. It looks as if the Dutch are being forced by Western European Socialism to give away too much to the Javanese nationalists.

Finally, on June 7, we have this pertinent comment by a Filipino leader:

"Future Communist strategy in the Far East is being designed to by-pass Japan and the Philippines in order to direct a smashing blow at the Dutch East Indies, principal oil centre in East Asia.

"Communist leaders are working desperately to pattern their strategy after Japan's pre-war blue-prints of aggression, a pattern designed to gain control of all Asia.

"Such a strategy can be expected to materialise immediately following a complete Communist victory in China.

"Oil fields in the Dutch East Indies have attracted Communist attention as strongly as Japan's military leaders were drawn to depend on them for their advances in the Pacific."

To put it in a nutshell: The failure of the British and Australian Socialist Governments to help the Dutch to re-establish control in the Indies, and British weakness in Malaya and Burma, appear to have opened wide a door through which Asiatic Communists may enter the South Pacific.

ONE PLANE. TWELVE HORSES FOR RC MISSION

From Our Own Correspondent

RABAUL, May 29.
A "CESSNA" monoplane has recently arrived in Rabaul from America. The plane is a gift to the Catholic Mission of New Britain from the United States and will be used in mission and medical work, mainly in the Admiralty Islands.

Three of the American priests at present engaged in mission work in the Rabaul Mission hold American and Australian pilot's licences.

The plane will at first be flown by Rev. Father Charles Patrick, MSC, who is stationed at Manus Island.

The plane is an amphibian and as economical as a light car to operate—it goes 35 miles to the gallon.

About the same time the mission also imported 12 horses on the "River Fitzroy" (see page 31 for a planter's comment on importing stock by sea).

The horses are to be used for out-station work and missionaries will now be able to carry out a great deal of their bush patrol work on horseback.

The horses came from a police depot in Australia and reached Rabaul in excellent condition after their long sea journey.

There has been a great deal of local comment about the cost of these stock importations and, according to some, the 12 mission horses probably cost more than the plane to land here.

Mr. H. T. B. Hall, BVSc., a veterinary officer in the Department of Agriculture, Fiji, has been appointed Deputy Director of Agriculture (Veterinary Division), Jamaica, and expects to leave Fiji early in July. He has been in Fiji since 1938.

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Classified Advertisements

TENDERS

Estate W. C. Box Deceased

Sealed tenders, endorsed "Tenders METEWOLO, METEINGE & NEIPAUP," are invited and will be received by the undersigned until 5 p.m., 31st July, 1949, for the purchase of the following:—

(a) METEWOLO PLANTATION

- (1) Situation—South West Coast of New Hanover, New Ireland District, Territory of New Guinea.
- (2) Area—255.5 Hectares (approximately 638 acres).
- (3) Area planted, approximately 94 Hectares.

(b) METEINGE PLANTATION

- (1) Situation—South West Coast of New Hanover, New Ireland District, Territory of New Guinea.
- (2) Area—292.24 Hectares (approximately 730 acres).
- (3) Whole area planted.

Average pre-war production of above plantations approximately 120 tons per annum.

(c) NEIPAUP PLANTATION & METEINGE TRADING STATION

- (1) Situation—on New Hanover, New Ireland District, Territory of New Guinea.
- (2) Area—134.1 Hectares (approximately 335 acres)—all planted.

(d) LAVANGOI TRADING STATION

Situation—New Hanover, New Ireland District, Territory of New Guinea.

GENERAL.—Above properties are heavily overgrown with secondary growth. An assessment as under has been made by War Damage Section as a subsidy towards clearing the secondary growth and will be paid to the successful tenderer by the War Damage Section when satisfactory evidence is produced to it that the work has been completed or well advanced:—

Metewolo and Meteinge Plantations .. £1,148
Neipau Plantation £189

TITLE.—The successful tenderer shall accept such title as the administrators of the Estate now have and without further investigation.

TERMS.—The property will be sold subject to the consent of the Administrator of the Territory of Papua-New Guinea and the Custodian of Expropriated Properties. On acceptance of tender 25 per cent. of tender price to be deposited and the balance is to be paid upon the execution by the Trustees of a conveyance of the property or such other document or instrument as the successful tenderer may reasonably require to evidence the sale in the absence of a registerable transfer. The highest or any other tender will not necessarily be accepted.

BURNS PHILP TRUST COMPANY, LIMITED,
7 Bridge Street, Sydney.
Administrator of the Estate of W. C. Box
(deceased).
Sydney, 27th May, 1949.

Estate, Latham Hamilton, Deceased

Sealed Tenders endorsed "Tenders SUMUNA and PANAPAU" are invited and will be received by the undersigned until 5 p.m. on 31st July, 1949, for the purchase of the following:—

SUMUNA PLANTATION

- (1) Situation—on Djaul Island, New Ireland District—Territory of New Guinea.
- (2) Area—approx. 250 Hectares (approx. 625 acres), 150 Hectares planted with coconuts and cocoa during years 1937-1939. Probably destroyed during Japanese occupation of the Territory.

PANAPAU PLANTATION

- (1) Situation—near Sumuna Plantation—New Ireland District—Territory of New Guinea.
 - (2) Area—approx. 400 Hectares (1,000 acres)—only 55 Hectares planted before 1940.
- Sumuna and Panapau plantations originally worked as one unit. Both properties are held under agricultural lease.

GENERAL

Above properties are heavily overgrown with secondary growth. An assessment, as under, has been made by the War Damage Section and will

be paid to the successful tenderer by them when satisfactory evidence is produced that the work has been completed or well advanced:—

SUMUNA PLANTATION £50
PANAPAU PLANTATION £150

TITLE

The successful tenderer shall accept such title as the Administrator of the Estate now has and without further investigation.

TERMS

The properties will be sold subject to the consent of the Administrator of the Territory of Papua-New Guinea, and the Custodian of Expropriated Properties. On acceptance of tender 25 per cent. of tender price to be deposited and the balance is to be paid upon the execution by the Administrator of a Conveyance of the properties or such other document or instrument as the successful tenderer may reasonably require to evidence the sale in the absence of a registerable transfer.

The highest or any other tender will not necessarily be accepted.

BURNS PHILP TRUST CO., LTD.,
7 Bridge Street, Sydney.

Administrator of the Estate of Latham Hamilton, deceased.

SYDNEY, 3rd June, 1949.

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RETIRING? OR IS YOUR HEALTH A SOURCE OF WORRY? Then why not enjoy the finest climate in the world? **NORFOLK ISLAND** offers this and more. There are no taxes, petty restrictions, or tropical diseases. Temperatures throughout the year range between 50 and 85 degrees. A new and beautiful bungalow is available for sale there at £A2,000. A bargain. Genuine inquiries, air-mail, K. G. TUCK, **NORFOLK ISLAND.**

Positions Wanted

Certified Mechanical Engineer, non-drinker, aged 36 years, married, has own 54 ft. ketch and car, experienced native management, references available, would like purchase Plantation or would manage Plantation providing proposition was good. Apply, "Engineer," c/o Box No. 3408, G.P.O., Sydney.

WORK ON NORFOLK ISLAND
AERODROME

UNDER control of the Australian Government, work will soon be proceeding on the reconstruction of the aerodrome at Norfolk Island. Two Australian civil engineers have gone to Norfolk Island, where they will supervise this and other public works.

Empire Day Rally and Sports in Rabaul

From Our Own Correspondent

RABAUL, May 25.
PUPILS of schools in the Rabaul-Kokopo district gathered at the Rabaul sports ground on Empire Day (May 24). They took part in singing and marching exercises and were addressed by the District Officer.

This formal part of Empire Day observance was followed by a sports programme.

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Command respect, invite confidence, develop will-power. Be a leader—make others obey you. Have your suggestions acted on. Build your brain to new, mighty strength by knowing the secrets revealed in complete instruction course, "Mind Power." Price, 6/6 postal note. *Know how now!*
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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.

Mr. Roderick Fenwick-Owen is visiting French Oceania to gather material for a novel with a Polynesian background. Although this Englishman is only 27, he is the author of a successful novel, "The Flesh is Willing," and co-author of a play that toured the English provinces for nine months. He is an artist and was twice junior tennis champion of Lincolnshire.

Foetid Fragrance

From "Corona." Written by H. P. Cinnamond, an official in Kenya.
"Njeroge, the memsahib says there is a bad smell coming from under the house." Njeroge sniffed.
"There is a smell, but it is not a bad smell," he amended.

The house-boy, in turn, sniffed.
"No, it is not a bad smell and yet—and yet—" he sniffed again, "it is not a good smell."
"A smell must be either bad or good, Githenji. If it is not a bad smell then it must be a good smell."
"Perhaps it is a good smell," agreed Githenji, "but whether it is good or bad the memsahib wants it taken away."
"And how does one take away a smell?"
"That I do not know, but you must take it away."
"I must take it away?"
"Yes, the memsahib's words were, 'Tell the shamba-boy to take away the smell' and you are the shamba-boy, Njeroge."
"Truly, I am the shamba-boy. I dig in the shamba and I clean the pots—what has all that to do with smells?"
"That also I do not know, but the smell must be taken away for the memsahib does not like it."
"It is not a bad smell."
"That does not matter; you have heard the memsahib's order."
"Yes, and doubtless she must be obeyed, but how am I to take away a smell? I cannot lift it in my hands."
"It may be there is something making the smell—that you could lift in your hands."
Njeroge lay flat on his stomach and wriggled between the piles supporting the house.
"There is nothing here," he called, "only very many flies and a dead cat."
"Has the cat been long dead?"
"Yes, I think so, its face is much eaten."
"Perhaps it is that which makes the smell?"
"Perhaps. It is very hot in here. What am I to do?"
"Bring out the cat and we will take it to the memsahib; then she can smell it and will know if it is the smell we are to take away."

TAHITI

To Shipmasters and Visitors

When calling at Tahiti, and seeking SHIPS SUPPLIES and FRESH PROVISIONS, see—

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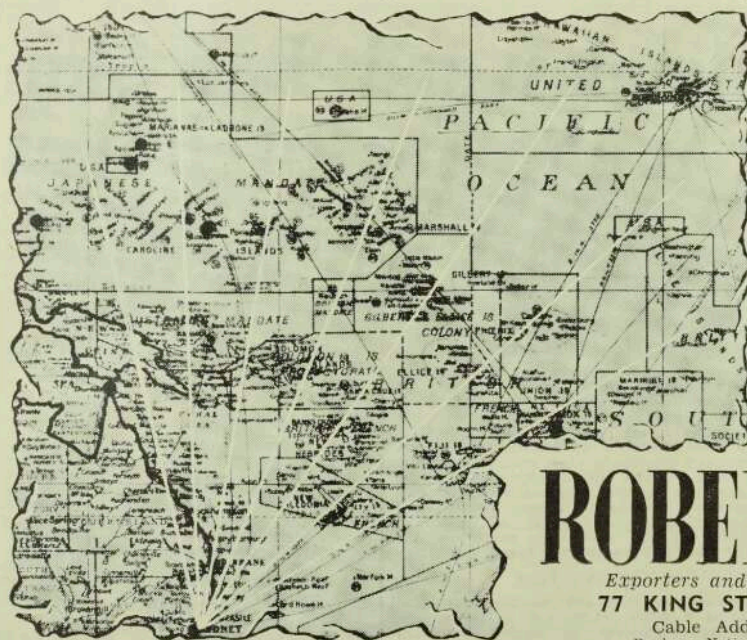
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FIJIANS' NOTABLE HISTORY IN PACIFIC WAR

THE History of the Fiji Military Forces, 1939-45, compiled by Lieut. R. A. Howlett, just published by Whitcomb and Tombs Ltd., at 7/6, will not only find a place in the majority of reference libraries—it also will be bought and read because of the inspiring story which it tells.

For the first time in history the Pacific area was engulfed in war. The war was connected with the struggle in Europe, which we call World War II; yet it was something separate and distinct. After three decades of intensive planning and preparation, Japan seized the moment of Europe's direct preoccupation to strike out savagely on her own behalf, in an attempt to make herself unchallenged mistress of the Pacific. The future, if not the actual existence, of every freedom-loving people in the Pacific basin was threatened.

Under the leadership and direction of the United States and Britain, every little nation and community in the Pacific—with one or two shocking exceptions—did its part in resisting and defeating the invader. None made a better record than the people of Fiji.

The fact that men of this Islands race fought as a distinct entity in defence of their home-land; that a large proportion of their leaders and officers were native Fijians; that they displayed such skill and courage in the battlefields of the jungle that their officers boasted of them and European servicemen were proud to be associated with them; and that one of their men, Corporal Sefanaja Sukanaivahu, was the only serviceman in the whole Pacific area to win the coveted Victoria Cross—these things made Fiji's participation in the war an event of historical importance. From then, henceforth, Fiji became something more than the name of an archipelago. The Fijians, by their endurance and courage in the swamps of Bougainville, won something that Australians and New Zealanders had similarly won 28 years before at Anzac—national fame and high honour.

This is a war history rather than an exciting chronicle of military achievement; but there are many sections of it that are worth reading because of the story they tell. Fittingly, the deed that won the Victoria Cross for a Fijian has

PACIFIC ISLANDS SERVICE BUREAU

THE Pacific Islands Service Bureau has been established to assist Island residents who cannot shop for themselves. Briefly, we will perform those services for you, in Australia, which you cannot perform yourself, or are outside the scope of ordinary mail-ordering.

We will purchase and forward goods to you; have repairs made on your behalf; send flowers, sweets, fruits, gifts to friends in Australia for you, or to your children at school in Australia; match materials and sewing accessories; and arrange holiday accommodation and travel.

For these services we charge a small fee—in the case of shopping services, usually 10 per cent. of the purchase price.

If you missed the circular which explains this service fully and which was included in all copies of "PIM" which went to the Islands in March, 1948, please let us know and we will send you a copy of the pamphlet, free of charge.

All inquiries should be addressed to: The Director, Pacific Travel and Service Agency, Box 3408, Sydney.

a prominent place. But there were innumerable other examples of courage and resource—bright pages scattered through most of the attractively-printed volume of 267 pages.

Some 11,000 men passed through the Fiji Military Force. At the peak of its strength in August, 1943, there were 8,513 on the strength, of which the distribution by races was as follows:—

Europeans	1,070
Europeans, NZEF	808
Fijians	6,371
Indians	264

New Cook Islands Stamps

THE new Cook Islands pictorial stamps, to replace the present pictorial issue, will be placed on sale on August 1.

The new series will be available at the chief post offices of the four New Zealand

NEW CATHEDRAL FOR SUVA

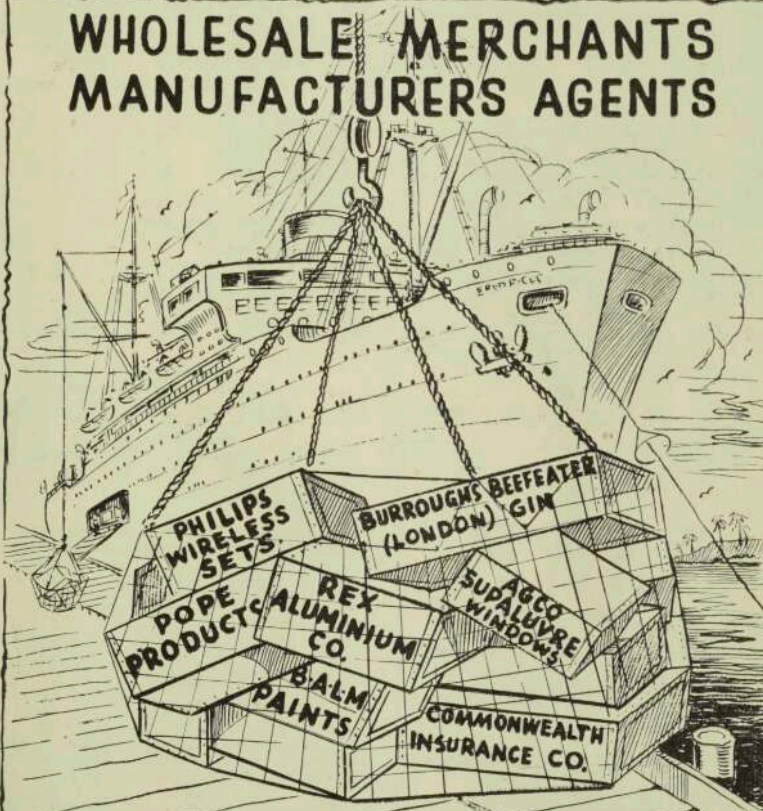
THE building of an Anglican cathedral in Suva, for which there is a fund of £16,000 available, will probably begin late this year, the Rt. Rev. L. S. Kempthorne, Bishop in Polynesia informed "New Zealand Herald" in June.

The cathedral would be built in concrete on the site of the old Government building near the heart of Suva, acquired ten years ago. The cathedral would be completed in stages, beginning with the chancel.

"We shall erect the shell and leave it to posterity to complete the ornamentation," said the bishop. There would be pews for about 300 worshippers.

main centres, the Stamps Branch in Wellington, and at all post offices in Cook Islands territory.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian Currency)

COCOA

Cocoa beans imported into Australia from the Pacific Islands come mostly from New Guinea and the New Hebrides and are purchased almost wholly by the Commonwealth Chocolate and Confectionery Manufacturers' Association. The buying price is based on the ruling rate of Accra beans (produced mainly in the Gold Coast Colony, West Africa). Prices still are unstable and are likely to recede again before a stabilised price level is reached. In early June, quotations for sales of Western Pacific cocoa beans were:—

New Guinea: £137 per ton.
New Hebrides: £142 per ton.

Western Samoa's cocoa production goes mainly to USA, where its distribution is controlled by the International Control Board. The price in Apia fell in February, 1949, to £100-£120 Stg. per ton, f.o.b.

Accra (quotation by Colyer, Watson Pty., Ltd., Sydney): £127/10/- Sterling (equivalent to approximately £159/5/- Aust.), c.i.f., Sydney.

TROCHUS SHELL

Irregular shipments are handled in Sydney by several Pacific Islands trading firms. Recent sales were: Thursday Island shell, £70 per ton, f.o.b.; New Guinea shell, £64 per ton, c.i.f., Sydney; Solomon Islands shell, £65-£70 per ton, c.i.f., Sydney.

COFFEE

No coffee trading is permitted in Australia without the consent of the Tea and Coffee Control Board, to which all offers must first be submitted. Nominal quotations as follows:—

New Guinea and Papua: Nominally, £120 to £160 per ton (c.i.f.), according to quality.
New Guinea and Papua: Nominally, £120 to £160 per ton (c.i.f.), according to quality.
(equivalent to around £200 Australian per ton for Arabica and £160 Aust. for Robusta).
Java: No exportations of any produce coming to Australia from Indonesia at present.

VANILLA BEANS

No Pacific Islands supplies available. Production of the main South Seas, vanilla-producer, French Oceania, now goes to USA.

COTTON

At present, no cotton is coming to Australia from any of the Pacific Territories.

Purchasers at Full Market
Prices on Assay Value of

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Official Assayers to the Bank of New South Wales. Gazetted Agents of the Commonwealth Bank of Australia, under the Gold Regulations of the National Security Act.

RICE

No free-trading in rice at present. The whole of the Australian rice crop goes to the Government for allocation to countries where rice is a staple of the native peoples. Rice shipped from Sydney to Islands ports is fixed at £45 per ton White and £49 per ton Brown.

GREEN SNAIL SHELL

Quotations recently on the Sydney market were firm at £72 per ton, c.i.f., for f.a.q. shell.

PEARL SHELL

The opening price for the new season's M.O.P. shell was: Thursday Island, £400 per ton (assortments, 80 per cent. sound; 20 per cent. "D" and "E" grade). Agents in USA are making less than £400 (Aust.) per ton, c.i.f., for Torres Strait pearl shell, but sellers are not yielding as supplies are scarce.

PRICE OF GOLD

Fine oz. . . . £10/15/3 Standard oz. . . . £9/17/3 3/4
(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. Some controls are still being exercised in the post-war period.

Fiji Local Buying Price, in Store, Fiji Currency.

	Plantation	FMS
June, 1942	£15 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
February, 1947	29 15 6	29 10 0
June 9, 1947	36 19 0	36 13 6
December 8, 1947	38 5 6	38 0 0
March 15, 1948	46 5 6	46 0 0
January 1, 1949	49 10 6	49 5 0

From January 1, 1949, the British Ministry of Food is buying Fiji copra at the above fixed price. For each subsequent year, until the end of 1957, the price will be adjusted by negotiation.

New Hebrides

From a maximum of £70/12/6 (Aust.), per ton, in 1948, the price of New Hebrides copra recently firmed to around £50 (Aust.) per ton.

Western Samoa

Canadian buyers recently were paying £53 (£66 Aust.) per ton in Apia for Samoan copra. Samoa has a 10 years' contract agreement with the UK Government, thereby stabilising the industry.

TERRITORY OF PAPUA-NEW GUINEA
ANGPCB Fixed Price, Delivered to Ship's Slings:

	Hot-air	Smoked
Jan. 7, 1947	£28 0 0	£27 0 0
June 17, 1947	31 2 0	
Nov. 23, 1947	35 10 0	
April 6, 1948	40-£45	

	Hot-air	Dried	Smoked
Jan. 7, 1947	£48 0 0		£47 7 6
Samurai	£48 0 0		£47 7 6
Madang	£48 0 0		£47 7 6
Rabaul	£48 0 0		£47 7 6
Kokopo	£46 17 6		£46 5 0
Kavieng	£45 17 6		£45 5 0

All prices quoted are for copra delivered to ship's slings, or to the Board's warehouse.

Official Price for P-NG Copra sold in Sydney:

	Hot-air	Dried	Smoked
January, 1947	£36 10 0		£35 10 0
July, 1947	51 5 0		£50 5 0
April, 1948	61 0 0		£60 0 0
April, 1949	66 0 0		£65 7 6
May, 1949	66 10 0		£65 17 6

Australia has agreed to sell a proportion of P-NG's copra production annually to the UK Ministry of Food, for a period of nine years, at fixed prices. For 1949, the price to the UK will be £48 Stg. per ton, f.o.b., Territory ports; the price for each subsequent year will be adjusted by negotiation. Territories' planters, during 1949, are receiving £48 Aust. per ton for this copra.

RUBBER

	Para.	Plantation
	per lb.	per lb.
London Price on—		
January 6, 1939	7d	8 1/2d
July 7	7 3/4d	8 1/4d
January 5, 1940	13d	11.6 1/2d
July 5	15d	12 3/4d
January 3, 1941	13d	12.47 1/2d
June 6	16 1/2d	13.5 3/4d
October 10—Price officially fixed at	13 3/4d	

PAPUAN RUBBER PRICES

During World War II, Papua's rubber production was controlled by the Australian Government. The fixed prices paid at plantation, per lb. (Australian currency) were:—

	Grade 1	Grade 2	Grade 3
September, 1943	1/6 1/2	1/4	1/2
September, 1944	1/6 1/2	1/5 1/2	1/3 1/2
July, 1944	1/4 1/2	1/3 1/2	1/1 1/2

Current Rates

Since the price control on rubber was lifted, most Australian trading firms are using the Singapore day-to-day quotations as a basis when buying Papuan rubber. The Singapore Exchange gives buying prices for four grades, prices for which have been declining slowly over the past year. Average rates ruling in May were:—
No. 1 RSS, loose, 35% cents lb. (1/0.04d. Aust.)
No. 1 RSS, baled, 35% cents lb. (1/0.08d. Aust.)
No. 2 RSS, baled, 33% cents lb. (1/1.52d. Aust.)
No. 3 RSS, baled, 31% cents lb. (1/0.8d. Aust.)

QUOTATIONS FOR MINING
SHARES

	Fiji		
Emperor Mines	Aug. 1939.	May 1.	June 1
Loloma	b9/11	b8/3	b8/7
	£25/6	b15/-	b15/0
NEW GUINEA			
Bulolo G.D.	b124/-	£122/6	b105/-
Enterprise of N.G.	b27/6	b15/-	b17/6
Guinea Gold	b13/3	b12/-	b10/9
N.G.G., Ltd.	b1/10	b2/1	b2/-
Oil Search	£3/11	b5/5	b6/-
Placer Dev.	b68/6	£150/-	b122/-
Sandy Creek	b1/5	s1/-	s1/-
Sunshine Gold	b6/5	s11/6	b11/3
PAPUA			
Cuthbert's	s16/6	b7/10	s8/-
Mandated Alluv.	b3/8	s1/3	s1/6
Oriomo Oil	b5/-	b2/1	s2/8
Papuan Apinaipi	b4/11	b5/3	b5/-

Exchange Rates

The following exchange quotations show the rates existing in Sydney in June:—

	Fiji		
Through Bank of NSW and Bank of New Zealand:—Australia on basis of £100			
Fiji: Buying, £A111/2/6; selling, £A113.			
London on basis of £100 London:—			
Buying		Selling	
£ s. d.	£ s. d.		
Telegraphic transfer	111 2 6	113 0 0	
On demand	111 2 6	113 0 0	

WESTERN SAMOA

Through Bank of New Zealand:—Australia on Western Samoa on basis of £100 Samoa: buying, £A123/12/6; selling, £A124/10/9.

	Buying	Selling
	£ s. d.	£ s. d.
Telegraphic transfer	100 7 6	101 10 0
On demand	99 9 3	101 10 0
Samoa on New Zealand, on basis of £100		
NZ:—Buying, £100; selling, £100/10/-		
Samoa on Fiji, on basis of £100 Samoa:—		
Buying, £111; selling, £110.		
Samoa on USA and Canada, on basis of £1		
Samoa:—		
Buying		Selling
Dollars		Dollars
Telegraphic transfer	4.03736	3.91872
On demand	4.07943	3.92118

The Bank of NZ in Apia pays the following Samoan currency prices for overseas notes:—

NZ notes	£1 for £1
Australian notes	15/8 for £A1
USA notes	4/9 per dollar
Fijian notes	17/6 per £F1

PAPUA-NEW GUINEA

Bank of New South Wales, which now has branches in Port Moresby, Lae, and Rabaul quotes an exchange rate between Australia and Papua-New Guinea of 10/- per £100.

Similar rates through Commonwealth Bank of Australia (branches at Port Moresby, Lae, Rabaul and Madang).

FRENCH PACIFIC COLONIES

SINCE the end of 1945, the franc, instead of having the same value in all parts of the French Empire, has been given different values in different Colonial Groups. 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. The Group 1 franc was devalued in January, 1948. Exchange values, in francs, are (nominal only):—

	£ Stg.	USA Dollar	£ Aust.
Group 1	800	216	694
Group 2	508.23	128	409.5
Group 3 (Pacific)	200	49.6	159

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JUNE, 1949 - PACIFIC ISLANDS MONTHLY



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