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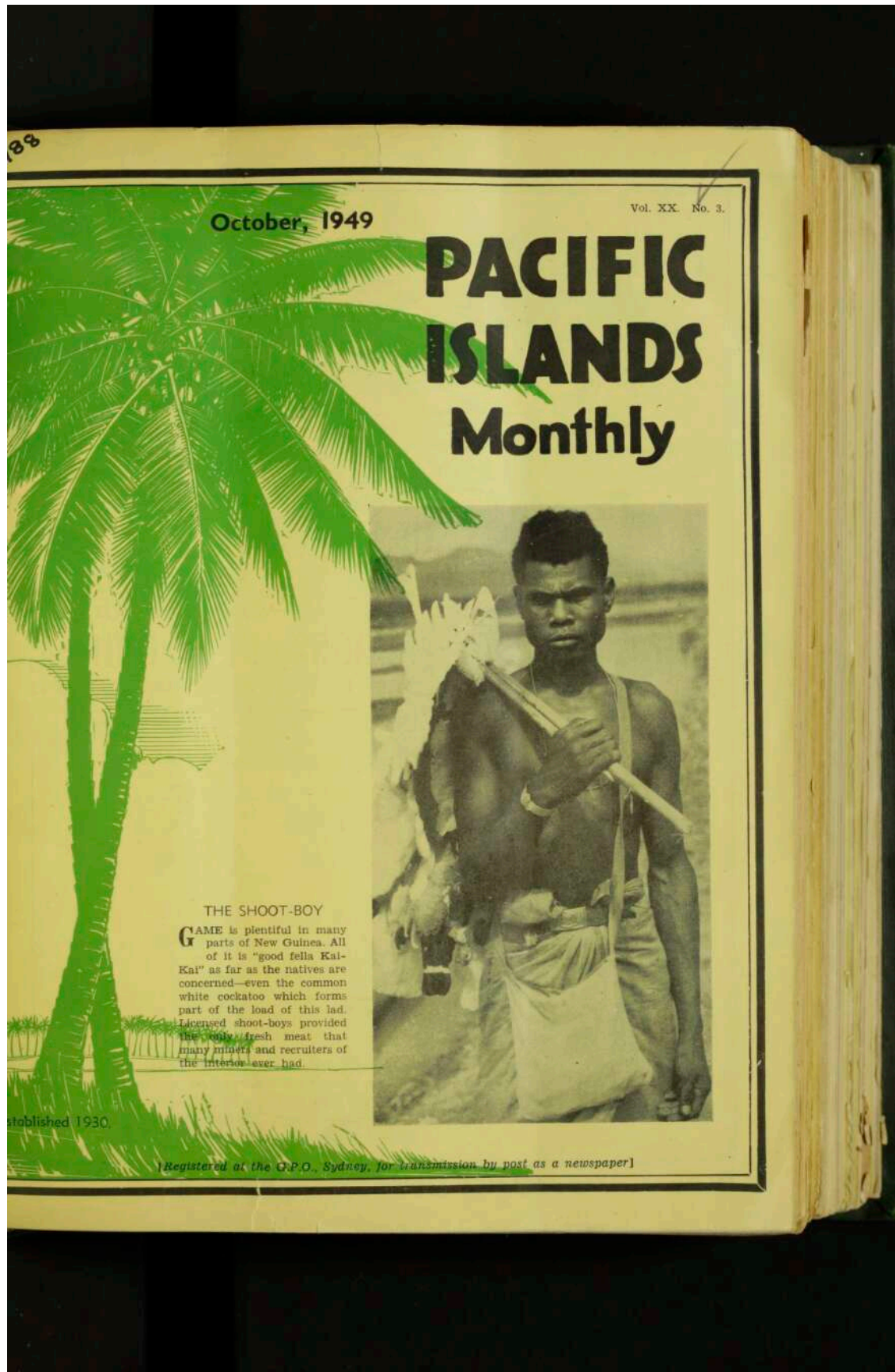
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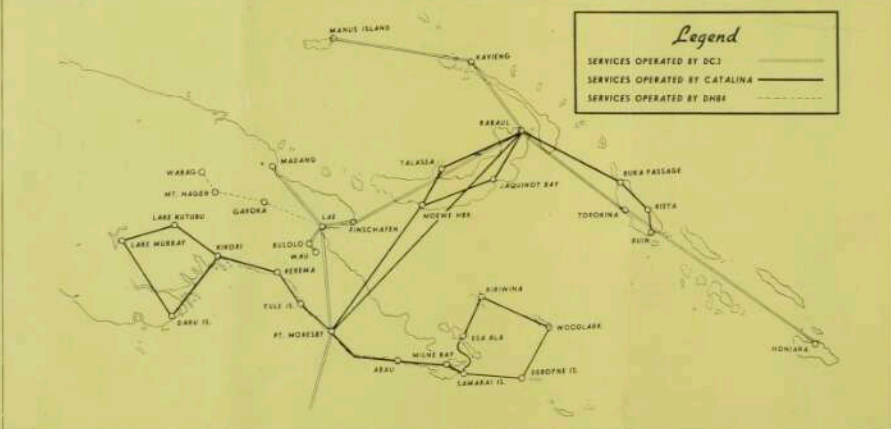
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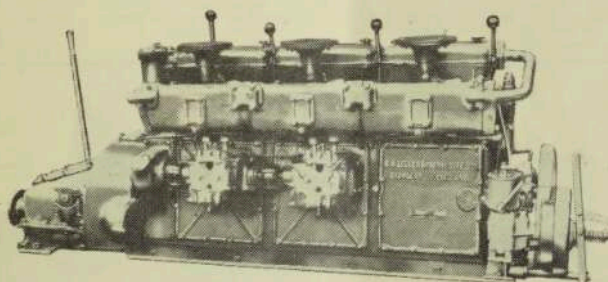
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OCTOBER, 1949.

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More Plans and Planners For Papua-New Guinea!

NEW and a quite remarkable stage
has been reached in the history of
colonial Administration in Papua-New
Guinea.
For three or four years, the Australian
Government has been under sharp and
growing criticism, by Australians, be-
cause of its neglect of European interests
in the Islands; the absurd lengths to
which it has gone in its preoccupation
with "native welfare"; its attempts to
control trade and transport; and its all-
too-apparent hatred of private enterprise.
Now, ironically, it is furiously on the
defensive against attacks made upon its
administration by the Red and
black gentlemen of the United Nations, on
the grounds that it is enslaving, oppress-
ing and exploiting the natives, and is
the cause of deplorable capitalistic trends.
There has been nothing quite so piquant,
in years, as the spectacle of Mr. Reg.
Halligan and Mr. J. D. L. Hood, at Lake
Success, defending the administration of
the Territory against the charges of the Mus-
solini-Soldatoff and the Filipino Insul-
arists, at the natives were grossly underpaid,
under-educated, over-taxed, over-worked,
and were not sufficiently consulted in re-
sponse to government. Messrs. Halligan
and Hood tried hard to explain that these
are mostly primitive Stone Age people,
who may be brought along towards self-
government only gently and by degrees;
but they merely got the surly and snarling
rejoinders that are so typical of the
Indians on the UNO war-path.
That was in July. At the end of Sep-
tember, at Lake Success, the same
Soldatoff, with a Polish Red and a couple
of other irresponsibles, set out again in
a sail after Australia. Here, for
example, is Soldatoff, in a typical out-
burst:—

"There is not one native inhabitant of New
Guinea who can take any part in the adminis-
tration of the Territory."

"New Guinea is administered solely by Aus-
tralian officials."

"On Nauru Island the wages paid to the native
inhabitants range from £A.00 to £A.70 a year
for a worker with a family of four."

"This money is just enough to allow for the
purchase of 1 lb. of carrots or half a pound of
tomatoes for each individual daily."

"Clearly to live on such wages is impossible."

Just like that. He cannot accept the
facts that there is no New Guinea native
capable of carrying out administration
duties; that the handful of natives on
Nauru rarely work, because they derive
such liberal revenues from phosphate
royalties; and that the safest and
soundest policy is to leave these natives
entirely to their own way of life, under
which they are well-fed, comfortable and
happy.

The newspapers have been reporting
much of the Soldatoff sort of rubbish.
They should defeat the game of the Com-
munists by ignoring such discussions.

PERHAPS, in these circumstances, we
may find an explanation for the an-
nouncement made on October 11 by
the Australian Prime Minister, that a
Cabinet sub-committee and an inter-
departmental committee have been set up
for Papua-New Guinea.

The development plan covers economic,
social, educational, political, and financial
aspects.

Mr. Chifley said the inter-departmental com-
mittee will comprise representatives of the De-
partments of External Territories, Treasury,
External Affairs, Works and Housing, Com-
merce and Agriculture, and the Administrator
of Papua-New Guinea.

A representative of the Commonwealth Bank
of Australia will join the meetings as an ob-
server.

The Cabinet sub-committee will include the
Minister for External Territories, Mr. E. J.
Ward (chairman); the Prime Minister; the
Minister for External Affairs, Mr. H. V. Evatt;
the Minister for Works, Mr. N. Lemmon, and the
Minister for Commerce, Mr. R. T. Follard.

A few days earlier, on October 6, it
was announced in the Commonwealth
Gazette that the Department of External
Territories had formed a new "research
and development division," which will—

- Prepare, co-ordinate, and develop plans
for the economic, social, and educational ad-
vancement of the external territories of Papua
and New Guinea, Norfolk Island, and Nauru;
- Organise research into all matters dealing
with the administration of those territories;
- Deal with Commonwealth obligations affect-
ing the external territories made under inter-
national agreements.

The Department now is seeking an
Assistant-Secretary for the Division, at
a salary of between £1,170 and £1,450. He
must have a degree or diploma in agricul-
ture or economics, "as well as experience
of the Territories."

It is not stated that the 5-years' plan
ties in with the new sub-division plan;
but presumably they are complementary,
if not inter-woven.

THERE is nothing at all wrong with the
idea of more intensive development
of the Papua-New Guinea area ac-
cording to a plan based on science and
practical knowledge. But, with the events
of the past five or six years very fresh
in mind, we may be pardoned if we ex-
press doubts concerning both the honesty
of the proposal and the value of the plan
proposed.

The announcement is strangely timed—
in relation to both the attack at Lake
Success, and the Australian General
Election on December 10. Canberra has
shown ridiculous sensitivity regarding dis-
cussions at Lake Success. Some Chinese
labourers at Nauru created a disturbance
when they resisted repatriation, and were

quite properly disciplined. A few natives have been babbling to Communist agents. But some Red in the United Nations made a howl about it, and about "downtrodden natives" (the Nauru natives probably are the richest and most pampered in the Pacific), whereupon an Australian Minister dropped everything, dashed off to Nauru, removed the Administrator, and made all sorts of pathetic appeals and assurances to the Trusteeship Council.

Communist delegates at Lake Success, hitting back at Australia because Australia has moved to let daylight in on Red oppression in Bulgaria, Roumania and Hungary, have made charges in respect of conditions in New Guinea that are, on the face of them, ridiculous. They should have been treated by Canberra in the way that South Africa treated the Russians' attempt to interfere in Southwest Africa. But Canberra, in these matters, takes its time from Dr. Evatt, who has a sort of United Nations complex; and it is impossible to escape the suspicion that this proposed machinery for a Five Years' Plan is merely a little window-dressing for the delectation of the United Nations.

If it were otherwise, why should such a proposal be advanced on the eve of a general election, in which there is at least a 50-50 chance that the Socialist Government and all its much-criticised works will be swept away?

IF it were honest, it is quite a good proposal. But it may be pointed out that the Territories have had a surfeit of Plans and Planners, and the elaborate machinery of the bureaucrats, and all they ask for now is some honest-to-goodness administration by some practical men who can keep their heads out of the clouds and their feet on the hard and unromantic earth.

We may not forget the Army Research Council of around 1943-4, and the horde of anthropologists, academicians and star-spangled colonels which descended upon New Guinea, complete with special transport and happy batmen, to prepare for Mr. Ward a series of Plans which gave us the Production Control Board, the Government Shipping Monopoly, the Native Labour Ordinance, and the most disheartened and frustrated public service ever known in the history of New Guinea.

As far as we know, not one experienced non-official Territorian was then taken officially into council; and it looks as if the new Five Years' Plan is going to be marked by the same reluctance to accept advice from non-officials. This hatred of people who live by individualism and private enterprise, and this child-like faith in the wisdom of the bureaucrat and the Planner, are typical of the Canberra set-up. By a strange coincidence it is typical, too, of the administrations which flourish behind the Iron Curtain. It is a super-planner, one Cripps, who has brought Britain to the brink of ruin.

It is interesting to note that, just at the moment when Canberra is trying to impress the world with its Five Years' Plan for the development of New Guinea, and making passionate promises for the betterment of Nauru, it proposes to appoint, as Administrator of Nauru, an inconspicuous South Australian Labour politician, who probably never has seen a coconut palm, and certainly has not had one hour's practical experience of tropical administration. Need more be said?

Major H. S. N. Robinson has resigned from the general secretaryship of the Melanesian Mission. For 25 years he has been general secretary and treasurer of the Diocese of Melanesia and he has served four bishops. His successor will be Mr. H. W. Bullen.

THE POLYNESIAN CLUB

MANY Pacific people have been to the recent Monday evening gatherings of the Sydney Polynesian Club. Among the visitors were Matelot Guy Herve, husband of Huguette Richmond, of Haapape-Mahina, Tahiti, who brought a party of matelots from the French Sloop-of-War, Francis Garnier. These lively young visitors gave an entertainment of French Chansonettes.

NEW GUINEA WOMEN'S CLUB, SYDNEY

EXTRAORDINARY MEETING: An Extraordinary general meeting of members of the New Guinea Women's Club of Sydney will be held in the Club Rooms, 77 King Street, at 8 p.m., on October 28. Matter for attention will be the proposal of Miss Dorothy Stewart, secretary of the New Guinea Memorial Scholarship Fund, that a fund be formed that will be applicable to all States in the Commonwealth—at present scholarships are available only to children who attend school in Victoria. A full attendance of members is desired.

CHILDREN'S CHRISTMAS PARTY: A Christmas party for any child of New Guinea residents or ex-residents, who is in Sydney at that time, will be held in the Club rooms on the afternoon of December 19, 1949. The names of children up to and including those 12 years of age, should be sent to the Secretary of the Club as soon as possible in order that invitations can be issued.

ADULTS' PARTY: A Christmas party for adults will be held at the Club rooms on December 22. Further details will be given later.

Other visitors were M. and Madame Boshier with their daughter, Odette Christian, and her two daughters, Janette and Lorette; and Madame Antoinette Mourin and M. Francis Laborde, of Noumea.

A farewell visit was made by the artist, Mr. C. McPhee, who has now returned to Samoa; Frank Sprowet, Tony Andrews and Jack Burley, of Suva.

Visitors included Mrs. Ina Mahomet and radioman Frank Bennett; former Fiji residents Mrs. Carrie Day, nee McPhee—who recently came over from Auckland; Mr. and Mrs. D. C. McKea and son John, and Mr. and Mrs. N. Lardelli—all originally of Labasa, Fiji, and Mrs. M. Constantine, formerly of New Guinea. This last group, with Mr. and Mrs. G. Annis, Truda Cameron of Tonga, Nathalie Wahlen, formerly of Rabaul, and Club President Leonard Moran, combined to make up a bright party to celebrate the birthday of young Gerry Annis, of Suva.

Bulolo Gold Dredging Limited

FOR the month of August six BGD dredges handled 1,119,000 yards of gravel for a total recovery of approximately 6,982 ounces of fine gold. No. 3 Dredge was out of commission.

RED PENETRATION

Pacific Delegates Summoned to Communist Conference in China

IT has been pointed out on several occasions in this journal since the end of the Pacific War that the over-running of Asia by Muscovite Communists almost certainly will mean the Red penetration of the Pacific Islands Territories, via the East Indies and Australia.

The following AAP-Reuters despatch from Singapore was published in a few Australian newspapers early in September. It speaks for itself:

TOP Communists from Asia, Australia, Polynesia, and Micronesia have been summoned to a conference to open in Peiping on November 15.

A Communist master plan for the Pacific will be hammered out at the conference, according to the Asian-owned Sunday Tribune (Singapore). The paper adds: "Unlike the notorious Calcutta conference of February last year, where Soviet delegates secretly gave orders for an armed revolt throughout South-east Asia, the Communists this time have made no attempt to conceal their purpose."

Invitations and the agenda have gone out under the auspices of the Communist-sponsored World Federation of Trade Unions.

MAY BE DIFFICULTIES

The Tribune says that the delegates have been warned to expect difficulties in securing passports and visas for their journeys.

The importance of the conference has been emphasised and representatives urged to overcome difficulties at all costs. "Among the Communist parties which have already accepted invitations is the Australian Communist Party," the Tribune adds. "Its delegates are expected to go via Prague to Moscow, which is now the only open route to Peiping."

"Delegates from Malaya, Siam, and Indonesia will either use secret overland routes into China, dodge the Nationalist blockade in coasting junks, or try to slip unnoticed through Hongkong."

"The agenda for the conference includes reports on activity in Australia and Asia." The Tribune says that Liu Ning-yi the Western-educated "strong man" of the Chinese Communist labour movement elaborated the agenda in a broadcast from Peiping and "left no room to doubt its revolutionary aims."

MIDAS FOUND

All On Board Are Well

From Our Own Correspondent

RABAU, Oct. 14. THE schooner, Midas, from Numa Numa Plantation, Bougainville, which has not been heard of since leaving Sohano for Rabaul on September 28, with Mr. and Mrs. Drummond Thomson (en route to Rabaul) aboard, and for which an intensive search has been in progress, has been located at Cape Ball, on the south-west coast of New Britain.

All aboard are well, and Midas is now being towed to Rabaul by Mr. Harold K-ch's vessel, Two Brothers.

The Midas, out of control, appears to have been blown right across the stretch of empty ocean between Northern Bougainville and Cape Ball. The Administration has expressed its appreciation to the masters of the vessel Comworks and Eros, the aircraft pilots the RVO and OTC radio operators, and the Rabaul Harbour-master, for their help in the search.

75 YEARS AGO Fiji's Deed of Cession

ON October 10, 1874, the Fiji Deed of Cession was signed by Cakabau and the High Chiefs. It was as follows:—

"We, King of Fiji, together with other high Chiefs of Fiji, hereby give our country, Fiji, unreservedly to her Britannic Majesty, Queen of Great Britain and Ireland. And we trust and fully repose in her that she will rule Fiji justly and affectionately, that we may continue to live in peace and prosperity."

The King of Fiji, Cakabau, sent hisamous war-club, insignia of his right to de, to Queen Victoria of England, with as message:—

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

In 1931, 57 years later, King George V of England sent the war-club back to Fiji, to be used as the Mace in the Mon's Legislative Council.

And on October 10, 1949—exactly 75 years after the Deed of Cession was signed—King George VI of England sent the people of Fiji the following message:—

"It is now 75 years since your forefathers, by a signal act of faith, entrusted their country to the care and guidance of Queen Victoria."

"Since that time she and her successors on the British throne have watched with interest and satisfaction the notable progress which has been made by the people of the colony."

"I remember with pleasure my visit to Fiji in 1927, and I have every hope and confidence that the united efforts of all my people in the colony, sustained by a common loyalty to the Crown, will bring happiness and prosperity to them and their descendants in future years."

The message was broadcast to the people of Fiji by the Governor (Sir Brian Robertson) on October 10, and it made a very happy impression.

NATIVE LAND RIGHTS

As the matter of the future ownership of Fiji lands is now receiving some attention, and is closely tied in with the circumstances of the Cession, it may be noted that Sir Hercules Robinson (Governor of New South Wales, who represented Britain at the Cession) gave the following explicit assurance to King Cakabau:—

"That all lands which can be shown to have been fairly and honestly acquired by the whites shall be secured to them; that all lands which are now in the actual use or occupation of any tribe shall be set apart for them; and that all the residue of the land shall go to the Government, not for the personal advantage of her Majesty or the members of any Government, but for the general good, for the purposes of rule and order."

MORE TAX FOR NG GOLD INDUSTRY

AUSTRALIA is considering the suggestion that, as the New Guinea gold industry, under devaluation, is now getting a return worth £15,000,000 annually, it should be forced to pay higher taxes.

Minister Ward told this to Labour Member Beazley, who asked whether the industry should not be "specifically levied upon for the native welfare fund."

The industry already is heavily taxed, at medium of gold royalty, customs duties, transportation, etc.

NOT TO HANG!

Socialist Government and Native Murderers

IT was officially announced in Canberra at the end of September that Australian Territories Minister Ward had arranged the commutation of the sentence of death, imposed on a Papuan murderer, to imprisonment for life.

Mr. Tom K. Bowes was murdered in Papua about April 21 last by two natives, Nikula Miripai and Hariha Mehe. Nikula was sentenced to death, but sentence of death, although recorded against one native was not pronounced.

It is part of the Socialist creed that, no matter what crime a man may commit, he shall not be executed. It is an idiotic creed—all sorts of human monsters in New South Wales, found guilty of deliberate murder and of abominable sex crimes, who unquestionably should have been put out of existence, are now serving sentences in Australian gaols. Some actually have been released on "good conduct" grounds and have promptly committed new crimes.

It is a further development of Socialist stupidity to apply such a policy to the primitive natives of Papua and New Guinea. Even if there are some fine distinctions of law and ethics to justify Socialist policy in white communities, there is no justification whatever for its application to primitive natives. There is only one way to impress upon the native mind the seriousness of murder—especially the murder of a European—and that is the ruthless imposition of the death penalty. Further murders of Europeans in New Guinea by "flash" natives may be laid at the door of the Wardist Administration.

NEW BUILDINGS IN NOUMEA

Residence For US Consul : Houses For SPC

From Our Own Correspondent

NOUMEA, Oct. 1.
THE Municipal Council of Noumea has agreed to sell to the United States Government an area of 40 acres (4,000 sq. metres) on Semaphore Hill, adjoining the Chateau d'Eau, for 600,000 francs (about £4,000 stg.). The Americans intend to build their new Consulate on this fine site.

The US Consul's temporary residence, overlooking Magenta, suffered in last season's cyclone. Since Mr. MacVittie arrived, in wartime, as the first US Consul, the consular offices have been situated in town, near the Bank of Indo-China. The new Semaphore building will combine residence and office space.

At its meeting on Sept. 27, Noumea Council considered a suggestion from the French Minister for Overseas Territories that it should undertake the construction of housing accommodation for members of the South Pacific Commission's staff. The idea was that the town would get a loan for building the houses, which would then be rented to the Commission.

The Council decided that such house-building is beyond its legitimate role. To show goodwill, however, it was agreed to supply the land rent-free to whatever organisation, French or New Caledonian, undertook the building of the five houses contemplated. The site selected is at Mont Coffyn, on the far side of Anse Vata beach.

Late News:

Two Tragic Deaths

PT. MORESBY, Oct. 11.

MAJOR E. B. Ayris, who was flown here for an urgent operation immediately after he had arrived from Australia to take over the secretaryship of the Kokopo Club, died early on October 8.

RABAU, Oct. 13.

A JEEP, driven by Mrs. J. Rigg, wife of a chief clerk at Kokopo, carrying Mrs. Dorothy English, wife of ADO at Kokopo, ran over a 60-ft. embankment on October 12. Mrs. English died from her injuries. Mrs. Rigg is badly hurt, but will recover. Her infant was unharmed.

FARRELL GOES FREE

Extraordinary Sequel To NG Timber Inquiry

WHEN the Royal Commissioner, Mr. Justice Ligertwood, reported to the Australian Prime Minister on the New Guinea timber lease scandal, he absolved Minister E. J. Ward from blame; but he stated in the plainest possible language that the villain of the piece was a gentleman named Edward Farrell.

Farrell and "Jock" Garden formed a syndicate for the exploitation of timber leases which allegedly had been granted to Ray Parer. There were no such leases. Farrell, a shady character, by devious means, induced the Queensland timber firm of Hancock & Gore Ltd., to pay no less than £50,000 for certain rights in connection with the alleged leases; and it was Farrell who received and distributed the money.

Numerous charges arose out of the circumstances, and were heard during 1948 and 1949. "Jock" Garden was sentenced to imprisonment on one charge; but Garden, his son Harcourt, and Ray Parer were found not guilty of conspiracy. Farrell was not tried with the Gardens and Parer, as was intended, because medical evidence was brought to show that he was ill. When the jury found the Gardens and Parer not guilty it was officially decided, apparently, that the charges against Farrell should be withdrawn.

But the subsequent inquiry by the Royal Commissioner indicated that Farrell was guilty of a number of things—and the Royal Commissioner did not hesitate to say so, in the most deliberate and public way.

It was generally assumed that Farrell would be brought to trial immediately. But, early in October, it was announced that the situation had been examined by the Federal and State Crown Law authorities, and no action would be taken against Farrell. The Federal people blame the State—and it is not clear whom the State blames.

The net result of it all is that "Jock" Garden is branded a criminal and remains in gaol; while Farrell, who seems to have been the principal in the whole sorry business, goes scott free. The opinion of the average Australian man-in-the-street cannot be printed in this respectable journal.

Mr. Pat Costello, of Suva, who is at present in Australia, has been on a visit to the Murrumbidgee Irrigation Area, investigating the rice-growing industry.

EFFECT OF DEVALUED £STG. IN PACIFIC COUNTRIES

Should Act As Stimulant To Gold-Mining Industry

THE £ Sterling was devalued in September by the British Socialist Government in the hope that it might thereby stave off financial and political disaster. It is a vain hope. It is expected that the British Socialist Government will be out of office within a few months—and in all history no British Government ever more richly deserved defeat and disgrace. But that is another story.

So far as the South Pacific countries are concerned, the effect of devaluation has not been immediately apparent. That is because, when the £ Sterling was devalued by over 30 per cent. in relation to the American Dollar, practically all the other Currencies in the Sterling group were likewise devalued.

This, perhaps, was unexpected—but it was inevitable. All the Pacific countries in the Sterling group (the British Commonwealth countries and France and Holland) dare not put their own economies out of gear by refusing to keep in step with the English £.

The Pacific countries which thus have been obliged to devalue their Currencies in terms of the United States Dollar, but which have not altered their relationship with the £ Sterling, are as follows:—

Country	Currency	Value In Terms of Sterling Formerly	Value In Terms of Sterling Now	Value In Terms of Dollars Formerly	Value In Terms of Dollars Now
Britain	£Stg.	—	—	—	—
Australia	£Aus.	15.0	15.0	\$4.03	\$2.80
Fiji	£F	17.6	17.6	\$3.21	\$2.24
New Guinea-Papua	£Aus.	—	—	—	—
British Solomons	£Aus.	—	—	—	—
New Zealand	£NZ	—	—	—	—
New Caledonia and Tahiti	Pac. Franc	—	—	—	—
W. Samoa	£NZ	—	—	—	—
Cook Is.	£NZ	—	—	—	—
New Hebrides	French	—	—	—	—
New Hebrides	British	—	—	—	—
G & E Col. and Tonga	—	—	—	—	—

Notes: The value of \$1 in Sydney is worth 142.8 Pacific francs—formerly, it

The very first effect of the change was seen in the new price of gold. The United States Dollar is based on a gold price of 35 Dollars to the fine ounce. Although Americans were urged to pay, in Dollars, a higher price for gold, they flatly declined; so, although all the Sterling area currencies have been devalued in terms of the United States Dollars (and of gold) the relationship between the United States Dollar and gold has not changed.

But, as the United States Dollar now will buy 20 per cent. more of Sterling currency, it is apparent that an ounce of gold also will buy 30 per cent. more of the £ Sterling. In other words, the ounce of gold that is taken out of the ground in New Guinea or Fiji is worth 30 per cent. more, in terms of the currencies of the Sterling area.

In the case of Australia, for example, gold, which, prior to the change, was worth £10/15/3 per fine ounce is now worth £15/9/- per fine ounce.

The same, of course, applies to any other product of our countries which has its selling price fixed in terms of Dollars. That, for example, is so in the case of Australian wool, which is much in demand in America; but it is not so much so in the case of South Pacific Islands copra, which is sold mostly in Europe (Sterling area) and is not so much in demand in America (Dollar area). Wool prices have increased, but copra prices have not moved.

A sharp benefit has been felt already by the chief product of Western Samoa—cocoa beans—which is definitely in demand in America.

New Guinea cocoa beans and Papuan rubber, both consumed in Australia, have not altered much in price.

The other side of the picture is seen in the higher costs of all goods which have to be imported from Dollar areas. In some cases this higher cost is sufficient to wipe out any gains that might have been enjoyed as the result of a better market for our cheapened products in Dollar areas.

THE world now is divided sharply into three great currency areas—the Sterling area, the Dollar area, and the Communist area.

The commercial and financial transactions between the Sterling and Dollar areas have been steadily decreasing in volume, owing chiefly to the attempt made in the past four years by the countries of the Sterling area to change their national economies over to nationalisation and Socialism. The devaluation of the £ Sterling represents an attempt to restore trading and financial activities between Sterling and Dollar areas—but already it seems doomed to failure. Some economists believe that the countries of the Sterling area can still regain prosperity

Value In Terms of Sterling Formerly	Value In Terms of Sterling Now	Value In Terms of Dollars Formerly	Value In Terms of Dollars Now
15.0	15.0	\$4.03	\$2.80
17.6	17.6	\$3.21	\$2.24
Approx. same as Australia.			
Approx. same as Australia.			
Par	Par	Approx. same as Stg.	200
180.12	49.6	Not settled	Generally same as New Zealand.
Generally same as New Zealand.			
Approx. same as New Zealand.			
Approx. same as New Caledonia.			
Approx. same as Australia.			
Approx. same as Fiji.			

now 8/9 (Aust.) . . . The £Aust. is now worth 160 Pacific francs.

by trading between themselves only and more or less ignoring the Dollar area—but that is a fallacy, as the events of the next few months probably will prove. There is little commercial and financial relationship between the Sterling and Dollar areas, on the one hand, and the Communist areas on the other.

THE Pacific countries lie generally between the Sterling area and the Dollar area and, in cases where they are in close trading relationship with each area, the recent devaluation of the £ has had remarkable results. That is seen, for example, in the new fares now being charged by the air transport companies which have one terminal in Australia (Sterling area) and the other in North America (Dollar area).

The Pan American fares between Sydney and Seattle, for example, have been increased (in Australian currency) from £200 to £285/15/- (single) and from £360 to £514 return. But the single fare from Australia to Fiji (both Sterling areas) has been reduced by 1/-, and that between Auckland and Fiji (both sterling areas) by 4/3!

The fare on the Canadian Pacific airline, between Sydney and Vancouver, has risen from £214 to £395/17/- (single) and from £385 to £550 (return). But a remarkable development in this respect is that one now may travel by Canadian Pacific from Sydney to London for £325, Single, and £585, return—which is only a few pounds more than the fares from Sydney to Vancouver.

THERE have been somewhat violent changes in the prices structure in the French Pacific Islands, which is based on the Pacific franc. France never expected that Britain would devalue the £ Sterling except in consultation with the French Government, and certainly never anticipated such a big devaluation. France and the French Colonies, during the past year, had been making a good economic recovery and any sudden change in the value of the franc was the last thing desired.

However, the bemused and desperate British Socialists devalued the £ overnight, without consulting France, with the result that all French trading and financial interests were very seriously embarrassed, and the Government of France collapsed. "Perfidious Albion," indeed—but it would be fairer and more true to say, "perfidious Socialist Government," because the great majority of British people disapprove of the Cripps financial strategy as strongly as does the French nation.

New Caledonia, New Hebrides and French Oceania are in the process of adjusting themselves to the new currency frame-work, and it is difficult at this moment to see the ultimate outcome.

SO far as the Pacific countries are concerned, the outstanding result of devaluation, up to date, is the increased value of the product of the gold-mines in New Guinea, Papua and Fiji. Almost overnight, their output increased in value by some 30 per cent.; and their costs were not affected.

This in itself was important—but what is of greater importance is the fact that various mines and mining leases, which were either being operated near the break-line or not being worked at all, now have become valuable.

The effect of this is likely to be seen, at an early date, in New Guinea.

Goldmining shares took a leap, immediately, on the Australian stock exchanges; but, for some reason, most of the gains were not maintained. The shares of New Guinea Goldfields Ltd., which holds a lot of borderline leases in and around the Bulolo Valley, were at once marked up 20 to 30 per cent.; but, within three weeks, they had fallen back practically to the old price.

ALL sorts of results, as yet unforeseen, will follow the devaluation of the Sterling area currencies in relation to the Dollar and the price of gold, but these should become apparent in the ensuing months.

The next development probably will be an alteration in the value of the Dollar, in relation to gold. The United States simply cannot afford to let the currency situation remain where it has been placed by the erratic genius of Cripps.

Official Exchange Rate

The following table, officially supplied by the Commonwealth Bank of Australia, Sydney, shows the rates of exchange ruling on October 12, 1949, between Australia and various overseas countries:—

London	£125	= £100 Stg.
New Zealand	£124	= £100 N.Z.
Fiji	£111 2/6	= £100 Fijian.
South Africa	£124 2/6	= £100 Sth. African.
New Caledonia	£1	= 141.64 Pac. Francs.
USA	£1	= 2.4625 Dols.
Canada	£1	= 2.4675 Dols.
France	£1	= 788.38 Metro Frs.
Holland	£1	= 8.565 Florins.
Java	£1	= 6.425 Guilders.
Manila	£1	= 4.540 Pesos.
HongKong	£1	= 13.23 Dols. (app.).
Singapore	£1	= 6.66 Dols. (app.).
Belgium	£1	= 112.84 Francs.
Denmark	£1	= 15.59 Kroner.
Norway	£1	= 16.12 Kroner.
Sweden	£1	= 11.669 Kroner.
Switzerland	£1	= 9.824 Francs.
India, Ceylon	£1	= 10.66 Rup. (app.).
Pakistan	£1	= 7.46 Rup. (app.).

WHY MR. RICHARDS?

Another Political Appointment to Island Administration?

It was reported from Canberra on October 19 that Mr. R. S. Richards, Leader of the Socialist Opposition in the South Australian Parliament, is likely to be appointed Administrator of Nauru. There were 240 applicants for the £1,500 job. The appointment has to be approved by Britain and New Zealand, who are jointly responsible with Australia for its Administration.

Editorial Note

MR. RICHARDS may be South Australia's most worthy citizen. We know nothing about him, except that he was originally a miner and carpenter, and he went into the State Parliament by the usual channel of the Trades Hall. There is nothing on record to show that he knows the first thing about tropical administration.

A large proportion of Australia's public offices, from the Governor-General downwards, have been filled by Socialist Party agents—on undistinguished Party hacks, professional politicians and rejected Parliamentarians, whose only claim to appointment is their unswerving loyalty to the Party machine.

It is bad enough to see such people in governorships, consular jobs, Commissionerships, and so forth. It is literally galling to see the same foul system applied to the major appointments in the Pacific Islands.

Within the public services of the Australian Territories there are scores of ill-educated men, who have brought a special aptitude and half a lifetime of training to the difficult job of governing tropical regions for which Australia is responsible. Either as heads of Departments or as District Officers, they are in the tricky and difficult task of administration; and they surely are entitled to expect that, when Administratorships become vacant, they shall receive first refusal. Yet, for 20 years, their claims have been consistently passed over, usually in favour of some out-of-work politician, military officer or ministerial favourite.

Except in three cases (General Griffith, New Guinea, in 1932; Captain B. R. Mey, in Norfolk Island, in 1932, and Ridgway, in Nauru, in 1946) we cannot recollect one appointment to a major administrative position in the Islands, during the last 20 years, where the appointee had had any previous training in local administration—or, indeed, any obvious qualifications for the job.

There can be only two explanations: either the Territories services are sensibly short of capable men; or Salisbury's policy of "Spoils to the Victors" influences all of these Islands appointments. We can say, most definitely, that the first alternative is not an explanation. There are a dozen men in the Papua-New Guinea public service, day, who are completely capable of doing any tropical Administratorship within the gift of the Canberra politicians.

We can also say that the Canberra system of selecting Labour Party hacks for skilled jobs is not only completely dishonest—it also is most disheartening for Territory services men who have been of their best.

BGD PARTY EXPLORES THE SEPIK

Gold and Timber is the Quest

ON August 2, a party of three Bulolo Gold Dredging Company's men (including Mr. Wells, a mining engineer, and a botanist) left the government station at Angoram, Sepik River, New Guinea, by boat to explore the upper reaches of the muddy Sepik, for gold and timber.

As most of the expedition is in uncontrolled territory, Mr. E. D. Robinson, who was ADO at Marienberg, lower down the river, in its head-hunting days, was declared their leader. Better known as "Sepik Robbie," he has had many adventures on the river, either alone, or with the late Father Kirschbaum. There is no one better qualified to control primitive natives.

By the beginning of September it was expected that the expedition would have moved right up into the headwaters of the Sepik, near Green River, finishing the last stages by canoe.

This is the second post-war attempt by BGD to find payable gold in this area. About two years ago, Mr. H. Horn did what was described as some "serious work" for the company high up the Kurasi river. The venture was later abandoned—but BGD never did say anything concerning prospects there, one way or another. Double canoes with a powerful outboard-motor took care of transport on that occasion.

To attempt to turn the mud of the Sepik into gold is no new venture. Not unsuccessful attempts have been made in the past in the Karowori district, Tamo River, around Mt. Garamambu, etc.

Schmidt, of unhappy memory, Beckett, Eichhorn, senior and junior, and Bill MacGregor are some of the best-known forerunners of the present BGD move. A new aspect of this time is the double survey—for timber as well as gold.

Whether successful or not, the expedition is bound to bring about some sort of gold-rush—no doubt many will suddenly feel drawn by the magnetic charm of the otherwise detested mosquito-infested Sepik.—PAT.

FUEL OIL IN THE ISLANDS

IN the Papua-New Guinea Gazette of September 7 tenders are invited for the purchase of considerable quantities of aviation spirit and oil, which are lying at some of the villages and beaches of Goodenough Island, Eastern Papua. There is no indication of how long the goods have been there—but presumably they are a heritage of the war, which moved out of this area at least 5 years ago. There are many traders who might have liked to tender for this fuel and oil—now in desperately short supply—but the invitation to tender was published on September 7 and tenders closed in Port Moresby on September 23.

Mr. L. A. G. Hooke, Managing Director of Amalgamated Wireless of Australia, Ltd., has been appointed a director of British Commonwealth Pacific Airlines, which operates a trans-Pacific air service and which is owned jointly by Australia (50 per cent.), New Zealand (30 per cent.) and Britain (20 per cent.). Mr. Hooke will represent Britain. Other members of the Board are Sir Leonard Isitt and Messrs. A. W. Coles, and G. P. N. Watt.

SAUTOT ASKS QUESTIONS ABOUT MILLIONS

THERE are many people who would like the strange political events in New Caledonia, in 1940-42, to be forgotten; but staunch old Henri Sautot keeps stirring them up, and asking questions.

Sautot, then Resident Commissioner in the New Hebrides, was the first high official of Colonial France to declare for De Gaulle in the black days of 1940. Soon after, with Australian help, he became Governor of New Caledonia, and he did a splendid job there in co-operation with the Americans.

Then came the former monk, the mysterious Thierry D'Argenlieu, to become French High Commissioner in the Pacific. He and Sautot clashed, and he succeeded in getting Sautot, virtually under arrest, shipped away to an African governorship.

After that, to use an American phrase, D'Argenlieu "really went to town." A lot of very queer things happened, before D'Argenlieu returned to Europe—to become head of the Free French Navy, and eventually to return to his monastery.

"Papa" Sautot, now retired, is back in Noumea as a private citizen, and he keeps on demanding information about the D'Argenlieu regime. He asks, for instance, what became of the 1,300,000 American dollars, which D'Argenlieu found in the coffers of the Immigration Department in London early in 1942. No one seems able to answer.

Another matter that Sautot asks questions about is an alleged gift of nearly one million francs by D'Argenlieu to two of his cronies—a matter which was severely commented upon a couple of years later by Governor Tallec. Tallec said that these two men "made a profit out of France's misery"; and now Sautot is again pressing the matter upon the notice of the public.—OWN Correspondent.

DEATH OF MR. JACK ELLIS

THE death occurred in Sydney on October 6 of Mr. John Ellis, lately of the Solomons. He was best known as "Jack" Ellis.

Mr. Ellis was born at Bangor, Wales, about 1876. He came to Australia and took a job in the Moresby, running to the Solomons. He left the vessel in 1903 and started at Tulagi, in the practice of his trade of a sail-maker.

For some time he assisted the late Mr. Dick Laycock in his business as a store-keeper, but he continued his sail-making business, which, in latter years, he carried on in conjunction with the Customs and Forwarding Agency, until the evacuation caused by the Japanese invasion.

"Jack" was one of the "old hands" of the Solomons, and always held the respect and confidence of the people of the Protectorate.

Steamships Trading Co. Has a Good Year

THE well-known Papuan company, Steamships Trading Co., Ltd., which operates stores and plantations all over the Territory reports a profit of £50,907 for the year ended July 31. In the previous year the profit was £38,908. Preference and ordinary shares again receive 10 per cent.—which leaves over £25,000 to be carried forward in P/L Account.

CARPENTERS' PROFITS

Interesting Sidelight on Trading Policies

A PROFIT of £80,194 (compared with £75,665 in the previous year) was made in the financial year ended June 30 by W. R. Carpenter and Co., Ltd., of Sydney—which now is virtually a holding company for a group of lively subsidiary companies trading in the Pacific.

The Co. is paying the usual 10 per cent. on the subscribed capital (£775,000); but it informs shareholders that, in accordance with last year's resolutions, half of the subscribed capital is now to be returned.

With the remaining half of its subscribed capital, and reserves in the vicinity of half a million, the Co. still will have ample working capital; while its liability to shareholders will be so reduced that on a normal annual profit it could, if it wished, pay a 20 per cent. dividend.

It is very interesting to note how the two big Sydney companies which were founded on Pacific Islands trade have guarded their interests in the past couple of decades against the threat of Socialist intrusions. Burns Philp & Co. have transferred a very large proportion of their activities from Islands trade and transport to Australian mainland distribution—they now own important and growing chains of big stores in Queensland and New South Wales. What they lose on the swings of Wardist hate of private enterprise in Melanesia, they more than gain on the merry-go-rounds of retail distribution in the Eastern States.

Carpenters have followed a somewhat different plan. Their fortunes were built on copra, and before World War II they did not like what they could see in the control of the copra market by a world-wide monopoly. So they set out on a policy of carrying the copra in their own ships to their own crushing mills; and to-day, through subsidiary and associated companies, they control a line of very good ships, and crushing mills in Fiji, Canada and New Guinea. Their Fondo establishment, which was stamped out of existence in the Jap invasion of New Guinea, has been replaced by a bigger and better establishment near Madang.

Like the BP policy, it is a very good example of how to keep all your eggs out of one basket.

In these days of irresponsible Socialist administration, there is a lesson here for all big organisations which have been founded on individual initiative and private enterprise.

The Carpenter balance sheet shows that the Co. is prepared for the return of capital. On June 30, the cash on hand totalled £404,444; and there was over £1,190,000 invested in subsidiaries.

TO DISCUSS TAXATION

THE Assistant Commissioner of Inland Revenue, Fiji (Mr. R. B. Ackland) is to go to London shortly to discuss taxation matters with the Colonial Office and the Board of Inland Revenue in the United Kingdom.

He will be concerned in particular with proposals for double taxation relief.

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More Officials For Some NG Districts

IT is likely that Lae and Rabaul Districts, New Guinea, will become Grade 3 districts—that is, they will have a Grade 3 District Officer at the head of affairs (Mr. H. Niall, in Lae; Mr. J. K. McCarthy in Rabaul); with possibly a Grade 1 man to assist.

The names of the second District Officers for these districts have not been announced yet, but it is presumed that they will be young men who are now due for promotion from the position of Assistant District Officer.

This will release the Grade 3 officer from a great deal of desk work with which he is burdened at the moment, and which often prevents his visiting his outstations.

In addition to these officers, there probably will be a third District Officer (Grade 2) who will be the local magistrate, whose work is of a specialised character and for which considerable experience is necessary.

The work of the Assistant District Officer will then be purely with the local natives—a big job in a district like Rabaul.

Whether this multiplicity of officials is desirable is a moot point; but it probably is necessary in the post-war era that has made a fetish of rules, regulations and red-tape. The job of the senior official in war-torn New Guinea to-day is no sinecure.

There have also been some changes in the construction and functions of the Native Labour Department. During the period of the Provisional Administration this Department appeared to act quite independently of the Department of District Services, with the result that in some Districts there was friction between the local District Officer and the Native Labour Officer. It is to be hoped that the changes that have been made will be of benefit to the general public, for whom the Native Labour Department has particular significance.

Awahou In Distress North Of Fiji

IT was reported on October 9 that the small motor-ship, Awahou, was in a sinking condition about 150 miles north of Fiji, and that the Carpenter ship Lakemba was hurrying to her aid.

The Awahou has been running for some time in the inter-island service of the High Commission for the Western Pacific. But she was sold recently to Tony Carr, of Sydney, and the equipment and engines had been recently overhauled.

It is understood that Captain Hay, who ran the vessel for WPHC, was still in charge and that he had a crew of Europeans and Fijians.

Later: The Awahou is being towed to a Fiji port by Fiji Government vessel Degel.

THEIR FIRST WHALE

NORFOLK IS. Oct. 5.

THE new whaling company killed its first whale off the coast of Norfolk Island to-day. Louis Bataille was the successful harpoonist.

A description of the industry entitled, "Norfolk Island Whaling is not for Weaklings," is published in our Magazine Section, on page 51.

OPERATION 'BANG' IS CANCELLED

Another Plan For New Guinea Bombs

From Our Own Correspondent

PT. MORESBY, Oct. 5.

THE plan to detonate thousands of tons of bombs at Tadj, New Guinea, in one gigantic explosion, has now been abandoned.

It was hoped to get valuable scientific information from the explosion but after considering the proposal for more than a year, the authorities decided there were too many difficulties.

Seismographical stations would have had to be set up in the area, the native population evacuated within a radius of about ten miles, and compensation paid to them for any damage.

The Civil Aviation Department was also concerned about possible damage to Tadj aerodrome, which is two miles from the bomb dump. Tadj was a big RAAF base during the war.

The RAAF, which is handling the disposal of the dump, is now considering de-lousing the bombs, or destroying them in a series of small explosions.

DEMOLITION PARTY IN RABAU AREA

From Our Own Correspondent

RABAU, October 6.

THE Australian Army Bomb Demolition Party arrived in Rabaul on September 26 and it is anticipated that it will remain in the area for some time. Many individual bombs, as well as piles of bombs, have already been located and are ready for demolition. The Port Moresby radio station recently sent out a request that any person knowing the whereabouts of bombs to report their position at once to the authorities so that as many bombs as possible may be demolished during the visit of the party. As noted elsewhere, some bombs hidden in grass some distance out of Rabaul exploded of their own accord, in early September.

COPRA PRICES IN FRENCH TERRITORIES

THE French marketing organisation known as GNAPO informed the Papeete Chamber of Agriculture early in September that it would continue to purchase copra, at a probable rate of \$165, FOB.

This rate, however, probably has been modified by the new rates following the devaluation on September 25.

A Tahiti report says that between July 1 and August 31, the price of so-called "Tuamotu" copra was fixed at 7.50 francs the kilo, FOB.

NEW ATTORNEY GENERAL FOR FIJI

MR. B. A. DOYLE, has been appointed Attorney General, Fiji, in succession to Mr. J. H. Vaughan, whose appointment as Chief Justice was announced recently.

Mr. Doyle has been Fiji Solicitor General since January, 1948. Before coming to Fiji he served in Trinidad at Uganda. Mr. Doyle has acted as Attorney General for the past year while Mr. Vaughan has been on leave.

OCTOBER, 1949—PACIFIC ISLANDS MONTHLY

'DICK AMERICA' IS DEAD

Famous Old Negro Sailor of the Solomons

FAMOUS old man of the Solomon Islands, Dick America (otherwise George Washington Ezekiel Richardson), a negro, born in Philadelphia, USA, died at the Marist Mission Station, Honiara, San Cristoval, on September 24, according to Mr. Henry Kuper—former Mr. Richardson entrusted his affairs several years ago—Mr. Richardson died at the age of 83. He passed away peacefully as a result of old age, well attended by the European staff of the Marist Mission Station. He left two sons and two daughters, and 26 grandchildren in the Solomons.

Having spent his younger days in square-rigged sailing ships, where he became a first-rate sailor, he eventually went to Thursday Island. As sailmaker and, later, as master of pearling luggers, he became well-known all over Torres Straits and in Northern Queensland ports.

In 1905, he arrived in the Solomons in the employ of Captain Charley Butchard and Mr. G. R. Younger, now of Nono, Russell Islands, BSIP. They arrived in the lugger Manila, one of the fastest sailing craft the Solomons have ever seen, and they went beche-de-mer fishing on the east coast of Malaita—quite a dangerous undertaking at that time. Richardson married a Malaita girl, the marriage being legally performed by Captain Butchard.

The beche-de-mer venture proved successful, and Captain Butchard took the proceeds in the schooner Clara Jackson to Canton, and sold the lot there very profitably.

Richardson joined the newly-appointed

staff of Lever's Pacific Plantations, and was sent out by them to Graciosa Bay, Santa Cruz Islands, as assistant manager to Mr. Matthews. Graciosa Bay was a beauty spot—and was also notable for its six-foot bows and bone-tipped arrows, which invariably produced tetanus. However, Richardson and his wife prospered; and they were later transferred to Maru Bay, in the Arosi district of San Cristoval, where he traded, and planted up Lever's property with coconuts. His two sons, Sgt.-Major Richardson, of the BSIP Armed Constabulary and Edwin Richardson, chief steward on the RCS Kurimaru, were born during this time.

RICHARDSON started out on his own account and planted out a piece of land called Marou, also in the Arosi District. Owing mostly to his good nature, he lost this property.

Temporary employment as overseer, fishing for beche-de-mer, etc., gave him what his simple needs required. He was always an enthusiastic gardener, and his food gardens were an example to natives.

Himself a Negro, Richardson proudly refused any assistance from natives, though he gave freely to them. His motto was "Going to paddle my own canoe." He was always accepted by all Oldtimers as "a thorough white man." His own frequent remark, that he was the first white man on Makira, was accepted by Oldtimers as "one of his George Washingtons."

His actual name was George Washington Ezekiel Richardson; but when he first went to the shipping office to sign his first articles and gave this name, the shipping Master said, "None of that! Your name is Ezekiel Richardson, and, take my advice, next time you come before me make it Dick."

So in the Solomons, he was generally known as "Dick America."

Captain Alan Villiers, of the square-rigged ship, Joseph Conrad, who called at Santa Anna and spent four days there, left his name to posterity describing, in a whole chapter in his book, "The Cruise of the Conrad," the two old "sea dogs" he found there—Ezekiel Richardson and Henry Kuper.

Though hampered by the loss of one arm, destroyed in an accident when dynamiting fish, "Dick America" will surely manage to climb the long rope ladder to Heaven which all true square-rigged sailors have to do to get there. Home is the sailor.

A BROADCASTER ON FIJI'S INDIANS

AN address on the Indian situation in Fiji was given over a West Australian broadcasting station early in September by the Rev. Leslie Fullerton, and it was afterwards published in a radio newspaper.

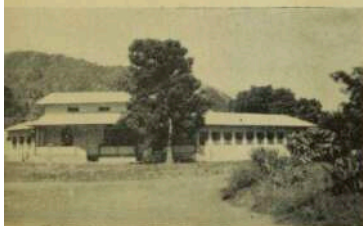
Mr. Fullerton evidently takes a very kindly view of the Indians, and he remarks: "Having just completed a trip through India I am quite sure that the Indians in Fiji do not know how well off they are."

In his lengthy discussion, Mr. Fullerton makes the statement: "The Indian has contributed so much to Fiji's present prosperity that he could expect to receive, as his right, his share in to-morrow's prosperity."

Carried to its logical conclusion, this means that if the Indian works hard and prospers, while the easy-going Fijian remains comfortably in his village and is merely well-behaved and happy, Fiji must in time belong to the Indians, to the exclusion of the Fijians.

Mr. Fullerton apparently has talked a great deal—but he has not contributed one helpful or constructive thought to the problem of what is to be done with the Indians of Fiji.

THREE STAGES IN LIFE OF NEW GUINEA CLUB



(See Article, Page 87)

The New Guinea Club is functioning again. It was opened by a dance on September 14. The three photographs above show the club building in the three separate stages of its existence. At the top—as it appeared in 1939 when it was described as the "best club in the South Pacific." In the centre—as the Japs and Allied bombers left it in September, 1945—virtually demolished. Lower—as it is, September, 1949—partially restored and functioning again.

—1949 Photo by C. H. Meen.

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HEIR TO THE COCOS ISLANDS

Further Information About the Clunies Ross Family

IN the Pacific Islands Monthly of November, 1948, and January, 1949, there were articles about the Clunies Ross family, owners of the Cocos Keeling Islands, in the Indian Ocean.

The first article was a condemnation of ports and articles which had been published in newspapers in Britain and America. They suggested that there had been difficulty in finding the heir to Clunies Ross IV, who died in 1944 during Japanese air raid on the Cocos Keeling Islands.

Soon after that, we received further information and, in January last we were able to state that Clunies Ross IV had been married in the Twenties; that Mrs. Ross had had a son in 1925, at the lad was educated in England, and that this young man—then in Singapore—had accepted his heritage and was very fond of the Cocos Islands and would go to carry on the old Ross tradition.

We now have learned that irresponsible and sensational newspaper stories, which were in circulation in 1948, and which suggested that there had been something regular in the family of Clunies Ross IV, had caused distress and annoyance to the Clunies Ross family. There appears never have been any justification for the "Missing Heir" story; the British Colonial Office and the Singapore Government are acquainted with all the circumstances, and were in constant touch with the Clunies Ross family, and with young Clunies Ross, who became heir after the death of his father in 1944. They regularly resent a statement that there is no record of the birth of young Clunies Ross at Somerset House. The birth was properly registered, and there are in Sydney certificates of birth relating to Clunies Ross V, and to his two sisters. To make the situation clear, the line of succession of the Clunies Ross family may be shown thus:—

Clunies Ross I (John) settled in Cocos Keeling in 1825, and took possession of a little group, and died in 1854.

Clunies Ross II (John George) married a Malayan lady of high rank, and reigned in 1854 until his death in 1871.

Clunies Ross III (George) succeeded his father in 1871; and—in recognition of a family's benevolent rule over the islands—Queen Victoria, in 1886, confirmed the Clunies Ross claim to absolute succession of the islands.

Clunies Ross IV (John Sydney) succeeded in 1910, and died during a Japanese raid on the islands in 1944. He married Miss Rose Alexandra Nash in Fulham Parish Church, London, on June 8, 1925. There were four children, and the eldest son (John Cecil) was born in London on November 29, 1928. After the death of Clunies Ross IV, Mrs. Ross re-married, her second husband being the manager of the Cocos Island cable station.

Clunies Ross V (John Cecil) was educated in England, but he has been living in Cocos and in Singapore in recent years. He will be 21 years old next month (November); it is presumed that he will formally take over his father's estate of the Cocos Keeling Islands.

The Clunies Ross family was interested in the Christmas Island Phosphate Co., Ltd., which before 1900 acquired Christmas Island (a very rich phosphate island about 530 miles from Cocos Keeling). In 1948, this Christmas Island Company was sold for no less than £2,750,000 to the Australian and New Zealand Governments. For any annoyance and distress caused to members of the Clunies Ross family by the article in our issue of November,

Sydney-N. Guinea Air

Fares Go Up

QEA Under Govt. Control Still Makes Profit

ON September 15, air fares on the Qantas Bird of Paradise Service (Australia-New Guinea) went up by about 10 per cent. The increase was necessary, reports Qantas Empire Airways, to take care of a steady rise in operating costs and is similar to an increase made by Australian domestic airlines a few months ago.

IN a report of Qantas Empire Airways, Ltd., tabled in the Australian parliament on October 7, it was shown that the company had made a net profit of £104,564 for the nine months ending December 31, 1948. (The report, of course, covers all Qantas' airline activities—not just the Bird of Paradise Service). This is £24,484 better than the profit earned for the year that ended on March 31, 1948.

The report says that the increase in profit was mainly caused by the introduction of Constellation aircraft.

Although the total profit for the period was higher, the result for the nine months represented a return of 7.27 per cent. on paid-up capital, against 15.26 per cent. for the profit in the previous year.

This lower return was caused by the £2,000,000 increase of capital in June, 1948, which financed the purchase of the Constellations.

Trading profit for the nine months totalled £178,332, £73,948 being set aside for taxation.

"PRE-GALVANISED IRON"

Bishop Museum Man Seeks Primitive Native Scenes

From Our Own Correspondent

HONOLULU, Oct. 2.

AMERICAN Bill Murnan, in his unique stainless steel 30-ft. yawl South Seas II, arrived here, at Kukui, on October 1, his formaldehyde tank on deck stuffed with curious sea creatures and his kodachrome movie camera at the ready for interesting local colour shots.

Mr. Murnan, as recorded in an earlier issue of PIM, is collecting material and films for the Bishop Museum, Honolulu, and is making a leisurely study of Pacific potentialities on his way around the world. He came here from the New Hebrides and will go on to Port Moresby after a week's stay, fetching up later at the Great Barrier Reef.

His films of life in native villages are preserved by the Bishop Museum as a record for posterity of primitive customs and habits, before they give way to outside influences. But, as he says, the "galvanised iron influence" is liable to crop up anywhere these days and, in one hard-boiled Fiji village, a fee of £30 was suggested for arranging what he wished to photograph.

Mr. Murnan hopes to get some interesting colour shots on the island of Savu, off Guadalcanal.

1948 (which was a partial summary of an incorrect report published in a British newspaper) the Pacific Islands Monthly expresses regret, and tenders an unqualified apology.

PACIFIC ISLANDS YEAR BOOK

1950 EDITION

Will Be Published Late in December

THIS is now the world's Standard Reference Book on the Islands of the Pacific. There have been five earlier Editions—in 1932, 1935, 1939, 1942 and 1944. The 1944 Edition, which was called the Wartime Edition, carried a great deal of material dealing with the Pacific War, and contained 384 pages and many Inset Maps.

Since the end of the Pacific War, in 1945, practically every Territory in the Pacific has been subject to far-reaching changes of a political, social and commercial character. Consequently, the 1944 Edition has been completely revised, so as to show these numerous changes.

The book has been enlarged to take care of a great deal of additional matter. There are, for example, new sections dealing with Air Transportation, the Trusteeship Territories, the South Pacific Commission, the new market background behind the Copra Industry, and so on. There are new and improved maps.

Every Territory and Islands Group is described in detail—geography, history, administration, population, commerce, education, health, etc.

There is a complete directory of all the Christian Missions operating in the South Pacific Islands. The Index has been checked and enlarged.

There is a complete History and Chronology of the Pacific War (1941-1945).

Production has been much delayed by Australia's economic and industrial troubles, but the new book is now scheduled for publication about December 20.

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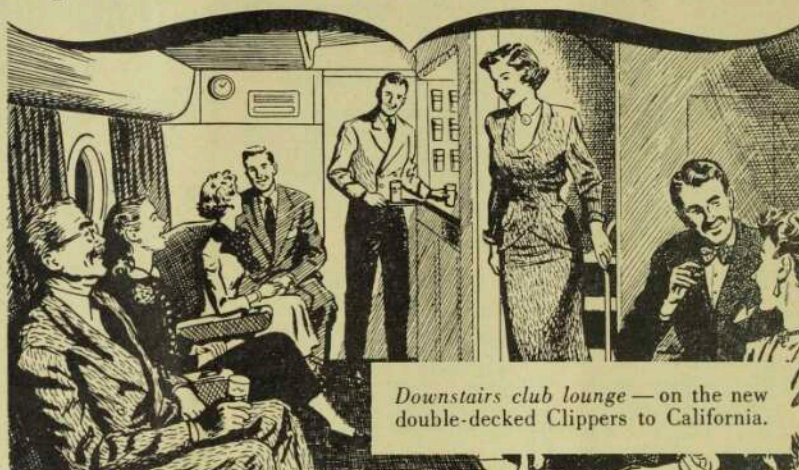
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Air France Begins Service To New Caledonia

THE French national airways, Air France, began a fortnightly service between Paris and New Caledonia on September 21. All are made, on the forward journey, at Rome, Cairo, Basra, Karachi, Calcutta, Saigon (Indo-China), Batavia (NEI), Darwin, and Brisbane. On the return flight, Rome is omitted and stop is made at Marseilles. This service will be of benefit to travellers between Australia's northern State and New Caledonia. Flying time between Brisbane and Noumea (New Caledonia) is only 53 hours. The fare is attractively low—£28/19/- in Australian currency. Skymaster aircraft are used.



Photographs show (top): Air France Skymaster at Noumea, New Caledonia, after completion of its inaugural flight—P.A. Skymaster in background. (Lower): A ceremony was held at the Noumea airport, to commemorate the first Paris-Noumea flight in 1932.

—Photos by F. E. Dunn.

Press Censorship for NG?

It is reported from a New Guinea source that a Government circular issued to all departments of the Papua-New Guinea Administration several weeks ago imposed some sort of press censorship on all government officials other than heads of departments, who thereby become official mouth-pieces for their own instrumentalities.

This is said to be designed in order to prevent juniors who have no idea of the "overall picture of development" from publishing wild stories. There is nothing very new in this development, as far as the Government is concerned, as far as the Government is concerned, as far as the Government is concerned.

There is nothing so cagey as a senior public servant trying to avoid a direct answer to any simple question—as anyone who has ever tried to interview one knows. Therefore, it seems unlikely that Papua-New Guinea official censorship will achieve much, one way or the other—those disposed to create wild stories or mess at the "over-all picture" (so solemnly kept from the public by the "gher-ups") will, no doubt, continue to do so.

Three years ago, after a visit to New Guinea, this writer said that what the Territory needed more than anything was a Public Relations Officer who could attempt to explain the Administration to the people—and the people to the Administration. The need is just as great now as it was then. If there is an overall picture (or plan) for Papua-New Guinea, no doubt the residents thereof could be very pleased to learn more about it.

It is the opinion of some that, with the growing irresponsibility of the daily press, a little censorship is justified. The point is—who is to decide at what point could a little become a lot? It is an unwritten law of reputable newspapers

that the other fellow's side of the picture is to be presented, if he wishes it. Press censorship, of even the mildest variety, is a bad thing in that it is open to abuses—the thin end of the wedge that is part and parcel of the Totalitarian state.

WHAT HAPPENS TO FIJI PRODUCE

A CONSIGNMENT of 750 cases of bananas from Fiji arrived at Wellington, NZ, in the Tamaroa on October 2, in such poor condition that the Marketing Department refused to accept delivery. The bananas were "boiled"—still unripe, but soft and unfit for human consumption. There were also about 150 cases of tomatoes which deteriorated during the voyage. They were consigned to Auckland, but were not unloaded in Wellington.

Miss Sheila Wesley-Smith is a new appointee to the London Missionary Society, New Guinea.

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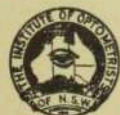
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BP Service to Norfolk, Lord Howe May Cease

UNLESS the Australian Government is willing to pay a substantial subsidy to Burns Philp & Co., Ltd., the company will cut out its present steamship service to Norfolk Island and Lord Howe Island. The Minister for External Territories said, on October 7, that "the matter is being examined."

Before the war Burns, Philp Line steamer, Morinda, ran on a frequent and regular schedule to the two islands—there was an average of two trips to these islands from Sydney in approximately five weeks. The service was adequately subsidised by the Australian Government, as were Island services to Papua, New Guinea and the British Solomon Islands.

During the war, all Australian shipping was taken over by the Shipping Board and subsidies lapsed. When the ships were ultimately handed back to their owners after the war, no shipping agreements, such as had existed in relation to the above territories, were renewed.

Norfolk Island and Lord Howe, under existing post-war conditions, are barren

fields for the ship-owner. Air services from Sydney and New Zealand have skimmed the cream of the passenger trade and the carrying of cargo is a one way traffic. Due to the fact that Norfolk and Lord Howe produce those products which are already grown by Australian mainland producers, they are not permitted to export—a state of affairs that is supported by Australian politicians who are concerned only with the votes of mainland constituents. Add to this the fact that there are no ports or even sheltered anchorages at the islands—unloading must be done by surf boats, under dangerous conditions and often in bad weather.

Aircraft, which have done a great deal in the post-war era to end the isolation of Norfolk and Lord Howe cannot supply all the material needs of the inhabitants. Withdrawal of their only sea connection with Australia will be a great blow to them, notwithstanding the fact that they have been promised a Government ship "sometime in the future." Since the end of the war, BP ships have been calling there only once every three months.

There is no good reason, however, why a private shipping company should continue, for mere sentiment's sake, to service ports that are uneconomic. The socialist government of Australia has done nothing to ease the lot of Australian ship owners.

If subsidies were in order for Norfolk and Lord Howe before the war, they are doubly necessary to-day when Australian industrial conditions are such that the owning of ships has been reduced to little else but an unprofitable and prolonged headache.

MALARIA ROUTED

A MOMENTOUS stage was reached in the progress achieved by the Cyprus Medical Department, when it was announced that the malaria-carrying Anopheles mosquito, the greatest enemy Cyprus has ever had, has been banished from the Island. For the previous four months no mosquitoes had been traced in Cyprus.

Dr. Horace Shelley, Director of Medical Services, described this achievement as "one of the most important events in the history of Cyprus." The work of eradication was started in 1913 under Sir Ronald Ross, and the whole scheme, now completed, cost £220,000—nearly 9s. per head of the Island's population.



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SOUTH PACIFIC COMMISSION

Headquarters:
Anse Vata
Noumea, New
Caledonia

Agenda For The Fourth Session

THE Fourth Session of the South Pacific Commission will be convened at the Headquarters in Noumea on October 22. In accordance with the Agreement under which the Commission was established, the chairman for this session will be chosen from the New Zealand Delegation.

The agenda for the session includes:—

- The Annual Budget for 1950.
- A review of the membership of the Research Council.
- The preparations for the South Pacific Conference to be held in Nya in 1950.
- A report on the implementation of the Research Programme.
- A Statement of the needs of the South Pacific Area for technical assistance.

Commission's Sydney Office

THE Sydney Office of the Commission has been moved from Mosman and is now located in the offices of the

New Zealand Trade Commissioner, at 14 Martin Place, Sydney.

The office is operated in conjunction with the branch establishment of the Member for Social Development.

From September 20, 1949, all arrangements for travel, accommodation and procurement, formerly carried out by the Sydney Office of the Commission, have been undertaken by the Commonwealth Department of External Territories' Sydney Office (Australia House, 52 Carrington Street, Sydney).

Projects For Economic Development

INTRODUCTION OF PLANTS

IN connection with Project E1, a suitable site has been found near Dombay, New Caledonia, for the establishment of an Introduction Garden, for the study and improvement of economic plants introduced into the area and transferred from within the area.

Plant exchange has been started by the shipment of commercial bamboo plants from Burtenzorgs Botanical Gardens to Fiji; roselle-seed, from Batavia to New Caledonia; and teosinte plants from New Caledonia to Fiji.

BETTER USE OF EXISTING PLANTS

PROJECT E2 involves a review and summary of information on cash crops, in order to make data avail-

IN order that the communities of the Pacific Islands may learn of the objects and activities of the South Pacific Commission, this section of the PACIFIC ISLANDS MONTHLY has been made available, in all issues, to officers and Research Councilors of the Commission.

They have complete liberty to publicise any or all of their important and interesting Projects, as they think fit. The PIM does not necessarily endorse the Projects; but the Publisher is happy to assist in any way in making the activities of the Commission better known. It is believed that the work of the Research Council, if carried through according to the original plan, may be of great benefit, ultimately, to the peoples of the South Pacific Territories.

The material on this page is supplied by officers and Councilors of the Commission.

able concerning achievements in production, cultural and processing techniques, and their place in the economy of the South Pacific area and assessment for the future of cacao, rice, the coconut and its principal products, and copra.

The Member for Economic Development, Dr. L. G. MacMillan, is overseas collecting the extensive information de-

(Continued on Page 19)

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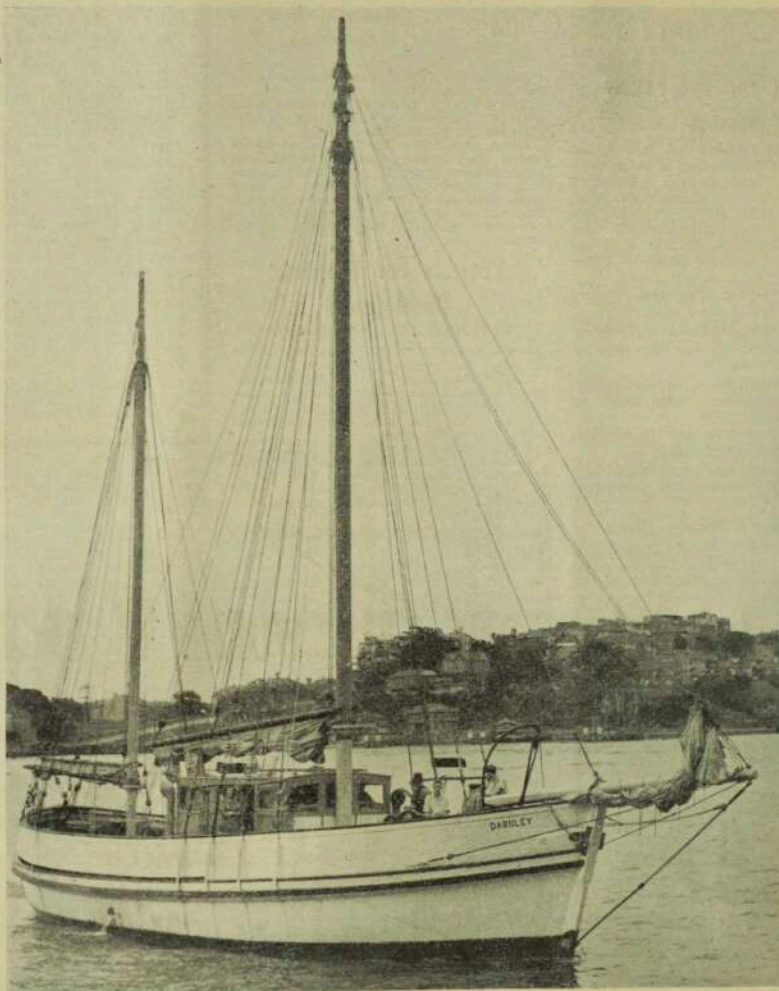


Photo by courtesy Sydney Morning Herald.

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Purchase price, £A10,000, or alternatively owner will consider charter or exchange for Army Disposals material. Reply K. REYNOLDS, Challis House, Martin Place, Sydney.

manded by this Project, which can only be gathered by personal contact and investigation. He has attended the scientific Conference on the Conservation and Utilisation of Natural Resources, convened by the United Nations Organisation at Lake Success.

CROPS ON THE ATOLLS

THE Deputy Chairman of the Research Council, Dr. L. G. M. Baas Becking, has gathered a great deal of literature and has begun a study of the role of coral cover in the soil formation of a coral island near Noumea. This work is being undertaken in connection with Project E6, which is designed to improve cash and subsistence crops and handicrafts, and to widen the commercial opportunities of the peoples of the atolls and low islands. It is proposed to employ soil scientist especially for this Project.

OTHER INVESTIGATIONS

AN inventory of some of the larger fishes will be made during 1950 in collaboration with specialists of the Institut Français d'Océanie.

It is proposed to publish a technical handbook on Insect Pests of the South Pacific area. A working list of the economically-important insects of New Caledonia and the New Hebrides has been received from the Entomologist of the Institut Français d'Océanie, M. Cohic. A list of timbers of the South Pacific region and their properties is being prepared, together with a list of useful species which can be introduced.

The lines of co-operation between the Institut Français d'Océanie and the Commission have been formally established, and considerable laboratory space at the Institut has been placed at the disposal of the Research Council. The Deputy Chairman and Dr. Massal intend to start laboratory work in October.

Projects For Better Health

VISIT TO SOUTH-EAST ISLANDS

THE Research Council Member for Health, Dr. E. Massal, on June 10 commenced a tour of Fiji, Tahiti, Cook Archipelago and Samoa. During his tour, Dr. Massal discussed the Health Projects approved by the Commission with members of the Administrations, scientists, and private individuals, in considerable detail, and assessed the needs of the area with a view to the formulation of new projects.

Project H1, for improving, extending and accelerating the collection and dissemination of epidemiological intelligence, using temporarily the facilities of the South Pacific Health Service, in Suva, has been implemented. Agreement has been reached with the South Pacific Health Service, and appropriate arrangements are being made for the participation of all South Pacific Territories.

The Member for Health has studied the quarantine regulations in force in the various territories in the Area, and action is being taken to achieve standardisation will be deferred, pending the issue in the near future of the Sanitary Conventions by the World Health Organisation.

NUTRITION AND INFANT WELFARE

THE Member for Health has discussed, in all the territories visited, many aspects of the problems of infant and maternal welfare, and nutrition and diet, affecting the indigenous peoples.

The information available on these problems is qualitative and remains very definite. The South Pacific Health Service intends to establish a "Nutrition Gap" in the territories within its scope, which will be of considerable use.

TO FIGHT TUBERCULOSIS

THE Member for Health has studied various localities in the territories visited in order to ascertain where the special research team, as envisaged in Project H3—Tuberculosis, could best operate.

The special team will commence its operations early in 1950, in order to compare the different antigens and methods used in tuberculin tests, and the radiographic appearances in different races at different ages, in order to produce simple techniques suitable for use under field conditions.

Dr. Massal is visiting Australia to examine the availability and suitability of equipment, etc., for this project.

(Continued Next Page)

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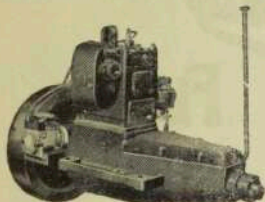
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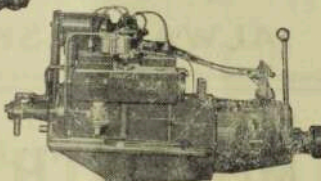
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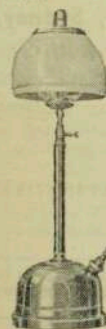
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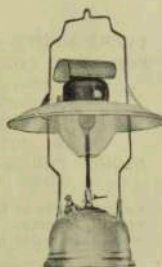
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TECHNICAL STAFF

THE problems relating to the training of technical staff in the field of Health have been studied by Dr. Massal, and the requirements in this regard will be incorporated in the Survey being conducted as Social Development Project S1 of the facilities for professional and technical training in the Area, with a view to future development.

Secretary-General in Australian and Dutch New Guinea

THE Secretary-General, Mr. W. D. Forsyth, returned to Noumea early in October after an official visit to

Australian and Dutch territories in New Guinea.

In a tour of two weeks, the Secretary-General conferred with the Administrators of the territories on South Pacific Commission affairs, particularly in regard to the South Pacific Conference to be held at Suva in April next, and met the heads of Departments and the District Officers at their Conference in Port Moresby.

Mr. Forsyth visited several administrative centres, including Hiritugu, Madang, Wewak, Hollandia and Mount Hagen, and made contact with field officers carrying out medical, educational and agricultural work. He was greatly impressed by the work being carried on for the advancement of the peoples of the territories.

Social Development

Modern Aids in Islands Education

ALTHOUGH work has been done on all of his 10 Projects, Mr. H. E. Maude (Council Member for Social Development) has given particular attention in recent weeks to those concerned with vocational training and the use of visual aids in education.

There is real need for vocational training facilities in all South Pacific groups, and plans are afoot for inter-territorial collaboration, in this respect.

Fiji will lend its Supervisor of Technical Services, Mr. R. A. Derrick, MBE, AMISE, and early next year he will examine the technical and professional training available in all Territories, with a view to developing a practical, comprehensive plan for the South Pacific. Preliminary data now is being collected for him.

Mr. Maude reports that Australia has loaned Mr. A. L. Moore, MA, B. Ed., of the Office of Education, and he will forthwith visit the South Pacific main centres and demonstrate the use of the 16 mm. sound and silent projector, and the 35 mm. strip film projector, for use in education. These visual aids are being increasingly used in colonial administration—they are especially valuable in medical and agricultural demonstrations. Mr. Moore, a highly qualified man, will report very fully to the Council on organisation, apparatus, techniques and supply of suitable film.

It is proposed to establish a suitable centre for research workers and others interested in South Pacific Social Development, where technical help can be given and data exchanged. Persons interested are invited to make contact with Mr. Maude in Sydney—PO Box 5254, or Telephone BW 7606.

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THE REBIRTH OF RABAUL

A Tribute to Officials Who Made it Possible

From Our Own Correspondent

RABAUL, September 15.
WITH the transfer in early September of District Officer Charles D. Bates, from Rabaul to a similar position at Madang, on the New Guinea mainland, it is appropriate to look back on the progress made in the rehabilitation of Rabaul and district since the re-occupation in 1945. Rabaul is not, and will never be, the town it was before 1941—the new New Britain administrative centre will be built nearer Tokopo. However, the fact that residents here to-day can live under reasonably civilised conditions is due, in large measure, to the talents Mr. Bates brought to the colossal job of reorganisation that confronted him on September 10, 1945—exactly four years before he left the town for his new appointment.

The New Britain District was re-occupied by Australian Forces, under General Eather, on September 10, 1945. There landed simultaneously, a section of the Australian New Guinea Administration Unit, under the command of Major C. D. Bates, MC, whose job was to take control of all civilians in the New Britain area. The population comprised about 90,000 natives in the Gazelle Peninsula and the Talasea and

tained they had been impressed by the Japanese to fight for them.

It soon became obvious that ANGAU, with its limited resources, could not attend to all these people and, in consequence the unit was relieved of the responsibility of all civilians other than

those who were natives of the country, pre-war Chinese inhabitants and half-castes, or those Europeans who had been in Japanese concentration camps.

At this stage, Rabaul was a shambles. The once-beautiful avenues of trees were gone or were battered wrecks; bush tracks were the only roads, but it was difficult even for a jeep to negotiate them.

It was impossible to recognise former building sites—even such well known



Mr. C. Bates.
—Photo by C. H. Meen.

Gasmatia sub-districts, and in addition, 20 or three thousand Chinese, a considerable half-caste population, and all ex-prisoners-of-war.

In the early days of the Australian re-occupation, ANGAU did a great deal of its work through interpreters in order to formulate repatriation plans for these former Jap prisoners—there were Europeans, mostly members of the Sacred Heart of Jesus Order, with a few pre-war residents of Rabaul; some Chinese and half-castes; between 30,000 and 60,000 Indians captured by the Japanese at the fall of Singapore and taken to New Britain; Formosans, who had been brought to Rabaul by the Japs as labourers; and many Koreans who, although part of the Japanese army, main-



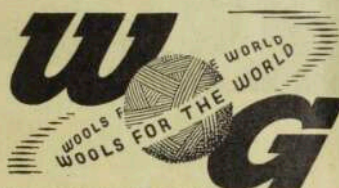
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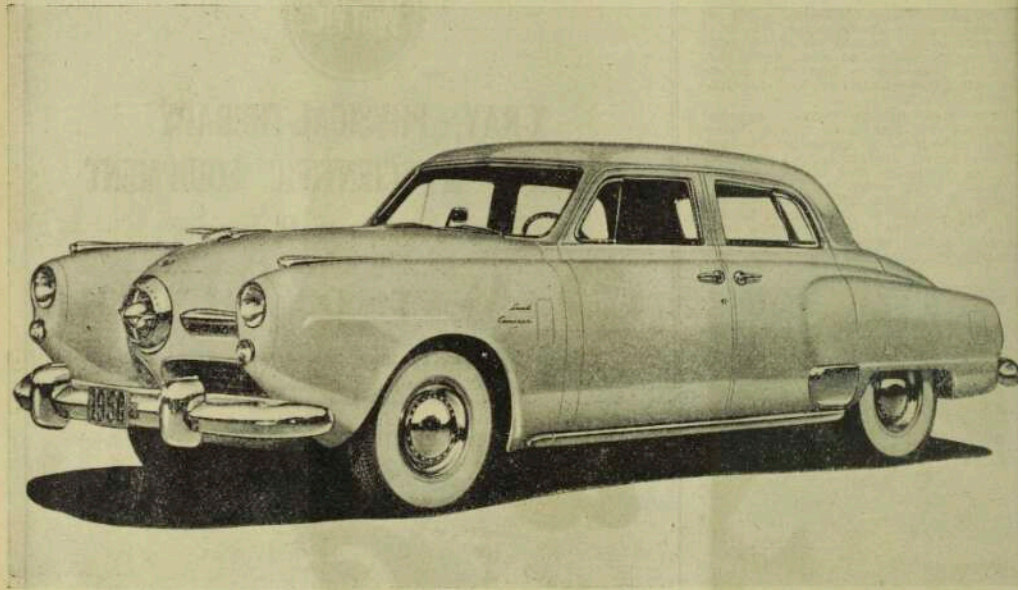
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as the District Office, Post Office, New Guinea Club, etc. Men returning, going to see some relic of the past, did not even locate the places where their own homes had been.

The local native villages were in a similar state of destruction, and this situation was made worse when 120,000 Japanese prisoners and Formosans were concentrated in 15 camps, many of them in native village land which necessitated the removal of natives to other less suitable areas. However, due to the efforts of ANGAU officers, combined with the establishment of 8MD HQ, with Colonel Jones in charge of District Offices, a more sympathetic attitude was adopted towards the natives and the real rehabilitation work commenced in about April, 1946. Since that date natives have returned to pre-war villages, and new villages, although not up to pre-war standards, have been built. The work of rehabilitating these natives was tremendous as food trees, yams, bread-fruit and coconut were completely destroyed in some parts of the land throughout the Gazelle Peninsula and inhabited coastal towns of New Britain, had been taken over entirely by the enemy during their occupation and for four years the natives had been thus deprived of most of their arable land.

In June, 1946, New Britain reverted to British administration control and the former officer in charge of ANGAU, Mr. D. Bates, was appointed District Officer, New Britain, with headquarters at Rabaul.

From that time the rehabilitation programme received added impetus—Army restrictions could no longer interfere with the return of Europeans to their

plantations, and the natives to their villages. Shortage of materials, lack of equipment of all descriptions hampered progress, however, although with close co-operation between Administration and all sections of the New Britain community, plans were dovetailed and progress became noticeable. Within one year fifteen plantations were producing much-needed copra, hundreds of native villages had been reformed, and an education programme for the natives commenced in October, 1945. When Mr. Bolsen, Education Officer, arrived in Rabaul, mid-1946, he had an active-going programme as a basis for his work. Mr. Bolsen was the right choice for this work—he was known and loved by all the local natives, and his enthusiasm together with unceasing work, put the Education programme for natives in the Rabaul district on a sound basis.

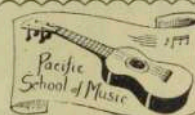
RABAU in pre-war days was the focal point of all business within the Territory, and during the early post-war period it began to regain that position. Business houses were re-established. Burns, Philip and Co., Ltd., New Guinea Company, Ltd., Colyer Watson, Limited commenced to trade again. Chinatown, a shadow of its former self, struggled back into existence. The first meeting of the Town Council of Rabaul's Chinatown was held in the Mayor's Office in September, 1945, and from this commenced the programme for the re-establishment of the Chinese community.

In the replanning of the Rabaul township it was decided to reconstruct on the pre-war sites, open up pre-war roads within the township and establish new wharves and other public utilities as near as practicable, to those which were in

existence before the war. Much has yet to be done.

All buildings in Rabaul are of a temporary construction due to the proposed removal of the New Britain headquarters to Kokopo. Contour survey of the new town site has commenced and it is anticipated that within five years all Administration officers will be established there. A re-habilitation programme would not be complete without the revival of sporting bodies. With the money received from War Damage Insurance this has been made possible, supplemented by the funds raised by the individual organisations. To-day we have a playing field equal to none in the Territory where cricket, baseball, and tennis are played. Our swimming pool is almost reconstructed.

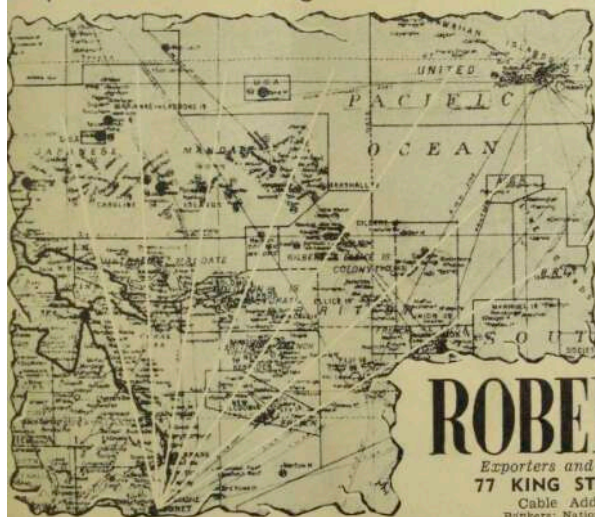
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DISTRICT OFFICERS CONFER IN NEW GUINEA

From Our Own Correspondent

PT. MORESBY, Sept. 30.
DISTRICT Officers held their annual conference in Moresby from September 14 to 22 and discussed, among other things, the formation of village councils and courts, as provided

for in the Papua and New Guinea Act.

In its usual style, the Administration issued little information about the conference.

Among those who addressed the gathering were the Administrator (Col. J. K. Murray), the Secretary-General of the South Pacific Commission (Mr. W. D. Forsyth) and the Regional Director of the Civil Aviation Department (Mr. J. S. Arthur).

Mr. Forsyth was here on a two weeks' visit, during which he went to Lae,

Madang, Wewak, Nondugl, Garoka and Hollandia. He made the visit to gain first-hand knowledge of the Territory's problems. He returned to Australia and Noumea at the end of September.

KIETA NOTES

KIETA, NG, Sept. 15.

ON August 4, ceremonies commenced here to mark the Golden Jubilee of the Bougainville Marist Mission. An imposing party of ecclesiastical dignitaries, who arrived on the Mission yacht, included Bishop Wade, of Bougainville; Bishop Sharmack, of Rabaul; Bishop Arkfeld of Wewak and Bishop Appelman, of Alexishaven. The Mission received congratulations and good wishes from all over the world.

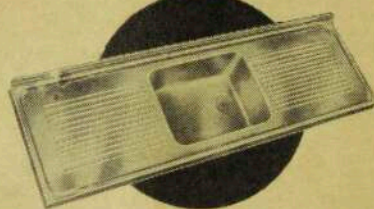
There was some anxiety when the MV Kokoda arrived in this port with a 3-ton tip-truck for Roadmaster John Cox, as well as water-piping, cement and building material. The old wharf is far from safe, and it was not known whether Captain Rasmussen would adopt the usual method of floating the truck ashore on hatch-covers laid across surf-boats. So Mr. Cox built a substantial raft of bush timber, attached to 30 petrol-drums. But Captain Rasmussen, after personally examining the situation, laid his vessel very skilfully alongside, and swung the 3-tonner onto the decrepit wharf, whence it was got safely ashore without accident.

Like all ports in this Territory, Kieta and the district around are very seriously handicapped by lack of port facilities, a small official barge, roadmaking plant, and bridges. The paramount need is a wharf with a water pipe-line. There is a surprising amount of small shipping coming into Kieta, chief town of Bougainville, but under present conditions it is under a handicap.

Mr. MacLaughlan (Chief Clerk) and his wife left in August, on leave. Mr. and Mrs. "Jimmy" Joyce, of Iwi Plantation, have gone to Australia on leave, and Mr. and Mrs. Gaskell have taken over. Mr. Wong Parrish, ADO, is going away on long leave, and will be relieved by Mr. MacLartney, Assistant ADO at Sohana.

The American LST 533 returned to these waters in August and, anchoring off Arawa Plantation, made this spot the centre of final surveying operations in this vicinity. Following a petrol stove explosion, three of the USA personnel were severely burnt, and were rushed by barge to Kieta, on the 15th, for medical treatment. Fortunately, Dr. Pike was at Kieta, and he and his able assistant, Gordon Lansdowne, quickly made the injured men comfortable. They were then taken to the USA hospital at Guadalcanal by the LST.

Mr. and Mrs. J. A. Michener, well-known American journalists, have been recently in Australia, en route to some of the South Pacific Islands. He may be remembered as an American Navy officer during wartime in New Hebrides, New Caledonia and Norfolk Island, etc. He wrote a delightful book (Tales from the South Pacific) during his war service which had a wide vogue, and was awarded a Pulitzer Prize in 1948 for the best fiction story of the year. A play called "South Pacific," based on Michener's book had been making a record-breaking run on Broadway. The book was reviewed in PIM in February, 1948.



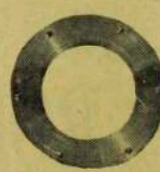
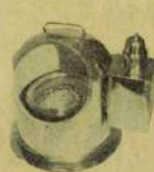
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THE FUTURE USE OF FIJI LANDS

Issues Which May Affect Indian-Native Relationships

From Our Own Correspondent

SUVA, Sept. 29.
As a further step in the long-drawn-out struggle between the European-Fijian communities, on the one side, and the Indian community, on the other, relation to the future control of Fiji lands, the Native Land Trust Board has published details of the first areas which are to be reserved for the exclusive use of the Fijian owners. These areas are in the Yasawa Group, and in the Lautoka district, between Vatia Wharf and Vatia Point.

This first reservation marks the start of the final phase of the huge task carried out by a Commission headed by the Secretary for Fijian Affairs (Ratu Sir Lala Sukuna) with the object of reserving those parts of their own country which the Fijian people require for their present and future needs.

This development has grown out of the settlement of Indians in Fiji, and the phenomenal increase in the Indian population in recent decades. In the same period, the decrease in the Fijian native population has been halted, and turned into a steady and satisfactory natural increase. Inevitably, the point was reached—some 15 years ago—when the Indians' demands for land came into conflict with that of the British rulers of Fiji, who believed to the necessary and proper provision of land for the native Fijians.

Considerable areas of land, not then required by the Fijians, had been leased to the Indians, and improved by the Indians; and, naturally, the Indians sought an irrevocable title over those lands. Inability to obtain such titles caused strong feeling

among the Indians. To find, for the issue, a basis of fundamental justice, the British had to go back into history.

The Fijians, as the original inhabitants, were entitled to the lands of Fiji. That was recognised by the British when they became party to the Deed of Cession, in 1874. Ever since, they have regarded themselves as trustees for the care of the natives' lands.

The arrival and settlement of the Indians belong to the post-Cession period. The facts that the Indians have chosen to settle in Fiji, and to breed at a rate that is almost without precedent, give them no pre-emptive right to Fijian lands. Whatever claim the Indians may properly make to Fiji lands can be taken care of only after the claims of the Fijians, both present and prospective, have been provided for.

The Indian leaders contest this argument very bitterly; but they cannot escape the fact that the British standpoint is based on fundamental justice.

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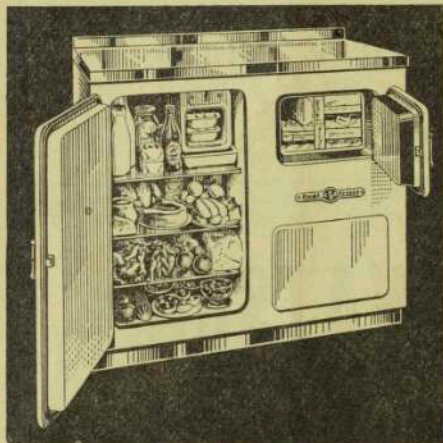
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in the 'thirties, the British were unable to lay down any procedure, because it was then difficult to say (a) what were the present and future needs of the Fijians (b) what lands were actually available to meet those needs and (c) what really were the rights of the Indian lessees. The necessary inquiry was placed about 1940 in the hands of a Commission headed by Sir Lala Sukuna and—with serious interruption caused by the 1942-45 war operations—it has been going on ever since. The importance of the Commission's report and recommendations, to the future of Fiji, cannot be exaggerated.

The first result is the demarcation of Fijian land reserves. The Indians are strongly opposed to the general plan; and, as time goes on, much more will be heard of it. But, so far as the British-Fijian administration is concerned, the facts have been ascertained, a policy has been framed, and a plan has been put into operation. That plan will not be abandoned, without very good reason.

The future use of Fiji lands is the key to the future of Fiji. In that respect, each community there now knows exactly where it stands.

OF the area that is now set aside in these first reservations, 1,687 acres are at present leased. Seventy-three of the leases, or parts of leases, totalling 294 acres, will expire before the end of 1950. The remainder will expire at various times in the following 50 years, and the present lessees will be required to vacate the land only as the leases expire.

In some cases the area affected is only a small portion of a lease, the rest of the lease being outside the reserved areas.

The foregoing refers to the Yasawa-Northwest area. Inquiries regarding each land-owning group in the Colony are proceeding.

As investigations are completed in each area, the pieces of land necessary to meet the Fijian owners' requirements in full, both now and in the foreseeable future, will be proclaimed as native reserves.

Reserved land can be leased or otherwise disposed of by the owners only to other Fijians, and then only with the consent of the Native Land Trust Board. It is on the continued ownership of, and access to, land on which to live and on which to grow food and fuel and house-building material and crops for marketing that their happiness and progress primarily depend.

HELP FOR LESSEES

MANY of those lessees who will be required when their leases expire to move from land which is included in the Native Reserves will wish to find other land outside the reserves.

A committee has been appointed in the Western District with the following terms of reference:—

(1) To assist persons displaced from Native Reserves to find new accommodation outside the Native Reserves.

(2) To submit for consideration by a Central Committee proposals for making available for settlement new areas outside the Reserves.

The Central Committee will be appointed shortly and committees will be appointed in due course in the Northern and Eastern Districts.

The District Commissioner Western is chairman of the committee for the Western District, and the remaining members of the committee are the District Engineer Lautoka, Mr. C. L. Langdale, Mr. Tuli Ram Sharma, Lautoka, Mr. C. E. Whitehead, Roko Tui Nadroga and Navosa and Mr. E. A. Potts.

MORE JAPS FOUND IN N. GUINEA

PT. MORESBY, Oct. 6.

ANOTHER seven Japanese soldiers were found recently in a village in the Finisterre Ranges. They had been hiding among the natives for nearly five years. Their clothes were ragged and they were suffering from malnutrition. They will be sent to Manus to join Jap war criminals there.

Only a few weeks ago, two Jap soldiers came out of hiding near Saidor.

Twenty-four Japs have been found in this area since the war ended.

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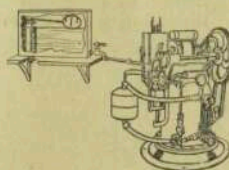
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TRAGIC PROBLEM OF THE HALF-CASTE New Guinea Administration Takes One Blundering Step

From Our Own Correspondent

PT. MORESBY, Oct. 3.
HALF-CASTES were advanced a step closer to European status when it was quietly announced recently that they would be allowed to travel on buses provided for Europeans, provided they are reasonably dressed.

Moresby residents complained indignantly when they found that half-castes were occupying seats while white women had to stand.

Some women said they feared that natives would have less respect for them once they saw them mingling with half-castes.

People are wondering how long it will

be before half-castes are crowding the picture theatre, the dance halls and the hotels. Many residents realise that half-castes will have to be accepted into the European community eventually, just as they have been in Australia; but residents say that this should be done only when the natives have been raised to a much higher standard. At present any effort to merge half-castes into the European community will result only in a serious drop in European prestige.

If Colonel Murray thinks this is unimportant, he should try to imagine his own reaction if one of his houseboys greeted him with cordial familiarity.

Environment, Not Mixed Blood, Is The Trouble

EDITORIAL NOTE.—There is far more than that to the social problem of the half-caste in the Pacific Islands. There are thousands of people of mixed blood in the score or more of Territories in the Pacific Ocean; and the great majority of them are worthy folk, entitled on their personal qualities to take equal status of citizenship with Europeans.

Of course, there are two classes of half-castes. There are the products of formal unions between Europeans and natives—found mostly in Polynesia and Micronesia—and these people brought up usually in European fashion, take their places in the community beside Europeans, as a matter of custom and of right. There are very many people of mixed blood who now occupy influential positions in all the Territories from the New Hebrides eastward to Tahiti.

The other class—the often unhappy result of casual and irregular unions—is met with mostly in Melanesia. More often than not, the white father is either unknown, or is a low-class man who takes no responsibility for his offspring. These children often are left entirely to the care of the native mother and, except for missionary help are brought up as natives, and have only

native status and native outlook. They present an outstanding example of the influence of environment over heredity. There are a number in Papua and New Guinea; and the European residents quite properly object to close association with them, except in particular cases. As our correspondent says, the granting of European status to native-trained half-castes would only weaken the influence of the Europeans with the natives. The tendency must be resisted—quite enough harm has been done already by the intrusion of Socialist principles and impractical Brown Brother concepts into tropical administration.

There is nothing at all disgraceful in the fact that one has mixed blood. Some of the most desirable people in and around the Pacific are the products of what has been called miscegenation. There are few children more attractive, as a type, than the product of European-Polynesian unions—unless they are the products of Chinese-Polynesian unions, who usually are notable for intelligence, industry and good looks. Although the children of European-Melanesian unions are usually less desirable, anyone who knows the Western Pacific will have known half-castes who, in all the qualities of good citizenship, are equal to the European, and are better than many.

The solution of the problem lies in the training of the individual half-caste baby. In Polynesia and Micronesia, where marriage between European and native is common, the child is given a European background; and, even if it grows up in a native community, its way of life is not so far removed from that of the poorer Europeans. The consequence is that it usually is socially acceptable and economically valuable.

When the half-caste child is left to grow up, without direction, in a primitive Melanesian native community, it seldom is different, in mentality and social usefulness, from the natives. If it should be different in mentality, and made sensitive to the stigma of its birth and status, it can become socially dangerous and undesirable.

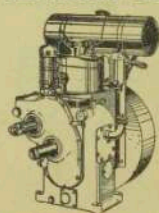
If the New Guinea Administration has any true understanding of the tragic problem of the half-caste, it will start much further back than is indicated by its new, flat-footed rule that half-castes shall have omnibus equality with Europeans. It will sternly discourage all except legitimate unions between whites and natives; and, if there should be unwanted illegitimate babies, then it will see that they are taken early into proper care and training, and given a chance to develop European status.

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DEATH FOR CHINESE MURDERER

Suva Sequel To Ocean Island Tragedy

From Our Own Correspondent

SUVA, Sept. 26.
I DID not do it," replied Tai Shek, when asked if he had anything to say before the death sentence was imposed on him to-day for the murder of William Thomas Allen, an engineer, of the British Phosphate Commission, at Ocean Island, on April 26. The story of the protracted police inquiry was told in September PIM.

Throughout his week-long trial at the Supreme Court, Suva, Tai Shek (a young Chinese) maintained a passive composure. In the words of the judge, he did not admit anything.

Owing to the illness of the Acting Chief Justice, the former Chief Magistrate (Mr. C. G. D. Higginson) had been appointed to the bench for the trial.

ASSESSORS DIVIDED

The five assessors (Messrs. W. G. Carey, R. Denton, R. G. Eyells, R. O. Freeman and T. F. French) failed to reach a unanimous recommendation, three of them saying "guilty" and two "not guilty."

The evidence covered a good deal of ground that has already been given wide publicity.

The principal facts were that Mr. Allen was found stabbed to death in the bedroom, and Mrs. Allen in the lounge of their house at Ocean Island. In his summing up, the judge said it was pos-

sible that Mrs. Allen had been a witness of the murder of her husband and had been pursued and stabbed while she was endeavouring to telephone for help. (The telephone line had been severed apparently with a knife).

KNIFE AND FOOTPRINTS

A blood-stained knife had been found 60 yards from the house. It could have inflicted the fatal wounds, but the prose-

cution failed to establish a direct connection between the knife and Tai Shek. Blood-stained footprints in the Allens' house were made by shoes similar to shoes possessed by the prisoner, but, again no direct link was proved.

No motive was suggested. Nothing was said about motive.

His Honour said that the case depended entirely on the evidence of right-hand and left-hand thumb and palm prints

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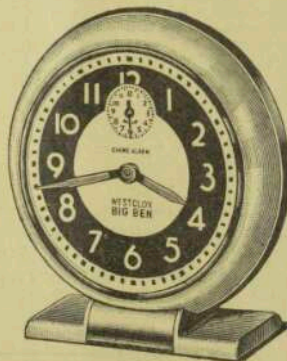
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Dear Sir,—

We have for acknowledgment your letter dated 26th July, and would advise that we delayed replying to same until after we had thoroughly tested the "King of the Air" under local conditions.

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For your information, we propose sending this set to one of our field construction areas within the next few weeks, and we will then ask the staff located in that area whether they are interested in the proposed Country Listeners' Club as detailed in the attachment to your letter under reply. We consider the formation of such a Club a step in the right direction, and shall be pleased to advise you further in this regard in the near future.

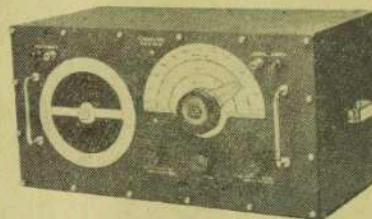
Yours faithfully,
(Signed)

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found at the bedroom window. The prints were such as would be made by a person getting through the window. An Australian fingerprint expert had taken prints of every person in Ocean Island and had stated his absolute belief that the prints at the window were those of Tai Shek.

The murder, said his Honour, had been committed between 2 a.m. and 5 a.m. on April 26, and Tai Shek, who had an alibi for the early part of the night, when he was seen in his bed, had no alibi for the period from 1.45 a.m. until 3 a.m.

There was no title of evidence to support a defence allegation that the prints at the window were forgeries, said the judge.

CLOTHING QUESTION

During the hearing of evidence it had been stated that there was a considerable amount of blood in the two rooms. It had been pointed out that no blood-stains had been found on clothing belonging to Tai Shek and that the accused man had no opportunity of washing or disposing of any blood-stained clothing. In his summing up the judge suggested the possibility that the murder had been committed by a naked man who would have had ample time to wash in the sea.

Addressing the prisoner, the judge said: "In my opinion the evidence clearly proves that it was you who committed the murder, and I find you guilty of the murder with which you are charged."

The case for the Crown was conducted by Mr. Gordon Bryce and that for the defence by Mr. H. Maurice Scott.

How "Ocean Island" Murder Inquiry Began

From Our Own Correspondent

SUVA, Oct. 3.

AUSTRALIAN reports that the Ocean Island murder investigation was started in April as a result of an appeal by the Commissioner of Police in Fiji to the Premier of Queensland are officially denied at Suva.

The first move was made by the British Phosphate Commissioners, who asked the Australian Prime Minister for assistance in tracing the murderer of Mr. W. Allen (an employee of the Commission) and his wife. This request was referred to the Queensland Premier, who made two police officers available.

The Queensland authorities, who mistakenly supposed that Ocean Island came within his jurisdiction, then asked the Commissioner of Police at Suva to arrange for certain preliminary steps at the island. This request the Commissioner passed on to the Western Pacific High Commission.

An unofficial sidelight on the general overseas business about the Ocean Island and WPHC set-up, as well as of South Pacific geography, was the fact that after the news of the murders had seeped out by way of Australia, a press agency representative at Suva was bombarded with cablegrams from London, Sydney and elsewhere—all based on the assumption that Ocean Island was no more than a launch trip away from Fiji.

representative at Suva was bombarded with cablegrams from London, Sydney and elsewhere—all based on the assumption that Ocean Island was no more than a launch trip away from Fiji.

Canada Criticises Fiji Bananas

From Our Own Correspondent

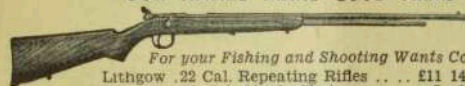
SUVA, Oct. 3.

FILII bananas have always been highly regarded in the southern hemisphere, but Fiji's banana exports to Canada cannot compare in appearance with South American bananas, reports the Colony's Senior Agricultural Officer (Mr. B. E. V. Parham), who is visiting North America. Only the best fruit at the right stage of maturity should be shipped, he says.

Mr. Parham adds that a reduction in the time between cutting and shipping, and the control of leaf-spot disease, are imperative.

Vancouver merchants admit that Fiji's bananas are of superior flavour, but strongly urge the replacement of the Veinana variety with Gros Michel, which is much better for cool storage transport and handling.

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Fiji Short of Prison Workers

WITH a 70-hours week, it was difficult to recruit suitable persons as warders, states the annual report of Fiji's Prisons Department. In 1948, 12 warders who had to be dismissed were recruits who were found to be unsuitable for the work. Of 50 defaulters, 31 were guilty of neglect of duty while in charge of prisoners. The report adds that the Government has agreed to increase the prison staff by one-third in a three-years period. This will ultimately permit the working of a 48-hours week.

'USELESS' OFFICIALS AND HCL Plea For New Caledonia

From Our Own Correspondent

NOUMEA, Oct. 1. THE New Caledonian administration and its French officials came in for scathing criticism from the President of the General Council, Monsieur H. Bonneaud, at an extraordinary session in Noumea called to consider ways and means of implementing plans for the Colony's development. Monsieur Bonneaud's address came with all the more force as he only recently returned from a visit to France, where he was received by the President of the Republic and the Minister for Overseas France. He praised the work of the Colony's representatives in Paris, Messrs. Gervoline, Lafleur, Biejon and Mage, who (he said) had done their best to get a better deal for the Colony.

Monsieur Bonneaud in particular charged that the administration was top-heavy and rotten with red tape. He urged that expenditure should be reviewed and that officials found unproductive be sent back to France. All the Colony needed in the way of outside officials, he said, was French technicians to equip and organise agriculture and train local staffs with a view to developing small industries and increasing productivity of the principal industry—mining—on which the balance of trade depended. He described his speech as a cry of alarm against an incapable and unwieldy administrative machine. France, he said, must stop sending out useless officials.

He also urged that attention should be paid to economic geography in order to reduce the cost of living, which was excessive in comparison with that in neighbouring lands. The position was that they were four days from Australia and New Zealand, and three weeks from the United States, and yet were obliged to make large purchases in France or Indo-China at excessive prices because France would not make foreign exchange available.

They were quite ready—indeed, anxious—to buy all that France could send them at competitive prices; but when they were forced to pay from 50 to 100 per cent. more for goods that were readily obtainable nearer at hand, the result in living costs was disastrous. This state of things applied, for example, to rice (which they were compelled to get from Indo-China) to cement, and many other necessities.

He therefore advocated a freer economy combined with an effective system of price control, and also suggested that all local municipalities should send in their views on the general economic and political situation.

For the past 2½ years, he said, the Council had passed measures intended to transform the island and give its inhabitants productive and profitable work. Instead, dilatoriness and evasiveness on the executive side had put the island to sleep.

A price order issued in Fiji recently increased the maximum selling price of New Zealand butter at Suva from 2/9½ per lb. to 3/2 per lb., and made the usual provision for an additional 1d for sales in other areas. This rise of 4½d a pound is due to an increase in the New Zealand FOB price for butter.



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THE SOLOMON ISLANDS

From Our Own Correspondent

HONIARA, Sept. 6.
MR. T. CRAWFORD, KC, of Sydney, has accepted the appointment of Acting Chief Magistrate and Legal Adviser to the BSIP Government during the six months' absence on leave of Mr. W. T. Charles, from early October.

Mr. Eric Spring, assistant manager of Morris Hedstrom, Ltd., Sydney, arrived at Honiara on September 21 to relieve Mr. E. V. Lawson, manager of the Trade Scheme, for three months, while Mr. Lawson is on leave in Australia.

After three years in the Protectorate as Postmaster, Honiara, Mr. Hugh Ragg was regretfully farewelled by Honiara residents when he left by TOA, on September 23, for Suva, via Sydney. Mr. Ragg will take up duties in Suva G.P.O. Mr. Manning, formerly of Suva, is the new Protectorate Postmaster.

Visiting shipping in BSI waters was varied in September after a slack period, influenced by Sydney strikes. Morinda arrived on September 7, with much-needed supplies, and loaded 644 tons of copra for Sydney. Titan Bank berthed the following day with much-needed motor spirit and lubricants; her outward cargo was 1,700 tons of copra for the United Kingdom. LST Rawhiti, under charter to Messrs. Carpenters, sailed the previous week for Suva with thousands of empty drums and oil tanks for Carpenters' crushing mills at Watu Bay.

A two-day visit by HMAS Bataan, on her way to Brisbane from Japan, stirred Honiara into pleasant activity on September 20-21.

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Thousands of former sufferers from Asthma say that the very first dose of Mendaco brought them glorious ease and comfort, and that they slept soundly the very first night. Then their vigour returned and they felt healthier and stronger, and 5 to 10 years younger. The reason for this is that Mendaco acts in natural ways to overcome the effects of Asthma. (1) It removes the mucus or phlegm; (2) It relaxes thousands of tiny muscles in your bronchial tubes so that the air can get in and out of your lungs; (3) It promotes body vigour, and stimulates the building of rich, revitalised blood.

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Mendaco not only brings almost immediate results, free breathing and comfort and enables you to sleep, but also builds up the system to ward off future attacks. Mr. J. K. writes: "I was almost dead with Asthma. Had lost 40 lbs. in weight, suf-

fered coughing every night—couldn't sleep. Mendaco stopped spasms first night. I have had no Asthma since in over 2 years." Mrs. A. W. writes: "I had Asthma for 25 years. After using Mendaco I can sleep all night and have not had an attack since taking it." Mrs. G. E. C. writes: "I bless the day I first heard of Mendaco. What a godsend it is to a poor woman like me who for 35 years never knew what it was to have a good night's rest. The constant fight between Asthma and sleep was wearing me down, but I feel now I want to forget my past suffering."

Benefits Immediate

The very first dose of Mendaco goes right to work circulating through your blood and helping nature rid you of the effects of Asthma. Try Mendaco under an iron-clad money back guarantee. You be the judge. If you don't feel fully satisfied after taking Mendaco just return the package and the purchase price will be refunded. Get Mendaco from your chemist to-day and see how well you sleep to-night and how much better you will feel.

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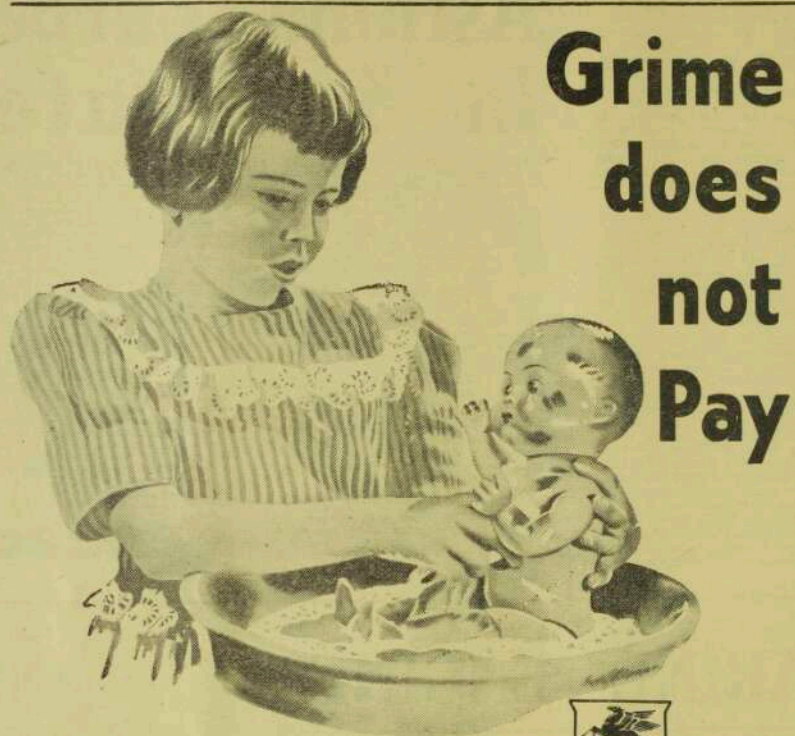
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INTER-RACIAL SKIRMISH OVER FIJIAN HAIR

SUVA, Sept. 26.
A FIJIAN-EUROPEAN skirmish in the press has provided one of Fiji's few recent bright spots.

Wrote a Fijian: "Europeans used to wear their hair long, but European men and many women have discarded long hair, doubtless for hygienic reasons. Yet, though we hear often enough that the Fijians are extremely susceptible to introduced diseases, many Fijians, including the police, are unable to take advantage of head protection against the rain because of 'big hair'—which is anything but a waterproof head-covering, as any policeman will testify."

An explosive European retorted that—(1) to say that European short hair became the fashion because of hygienic common-sense was balderdash; (2) if long hair or even powdered wigs returned as an accepted convention, Europeans would meekly comply and Asiatics would rush to follow; (3) if it could be shown that Fijian health suffered because of long hair he would recant; but (4) too many young Fijians believe that "progress" means the discarding of everything that makes for Fijian individuality and the adoption of "every stupid alien convention that leads towards the evolution of pseudo-Westerners."

He added: "In all British countries the Fijian is respected primarily because he is a Fijian" and points out that the Fijian policeman's 'big hair' is as much a distinction as the British Gardeman's bearskin.

CSR Coy's Generous Gift To Fiji Anti-TB Fund

SUVA, Oct. 3.
BY making a straight-out gift of £3,000 plus a promise of £750 every year for five years (a total contribution of £6,750), the Colonial Sugar Refinery Company has given Fiji's War Memorial Anti-TB Appeal its biggest boost to date.

The company, which is frequently abused by the ill-informed as a monster of imperialist-capitalist exploitation, is unquestionably the Colony's most generous and most consistent supporter of humanitarian and patriotic causes. In 1920 it headed the list of donations for the Colonial War Memorial Hospital with £5,000, and its unostentatious backing of projects ranging from Fijian child welfare to schemes benefiting its own Indian tenants is not as well publicised as it should be.

To date the fund is close to £12,000, of which the Suva area has produced £5,000. These figures, however, are somewhat misleading, as the officially listed donations are well behind the sums known to have been raised by dozens of organisations throughout the Colony and not yet paid in.

In the meantime, European correspondents in the press are again raising a howl of indignant protest at the altogether disproportionate contributions from the Fijian people. There is little doubt that the attitude of many responsible Europeans is: This time the Fijians ought to have been politely asked to keep out, or at least not permitted to make contributions unreasonably beyond their resources.

With this comes the disturbing thought

that if the other races were left to see to the War Memorial Fund without the Fijians, it would almost certainly sink.

The engagement has been announced of Miss Elizabeth Ann Tait, daughter of Mr. and Mrs. W. Tait late of Rabaul, New Guinea and now of Port Moresby, to Mr. K. N. Padget, of Kaitaki Plantations, Ltd., Port Moresby.

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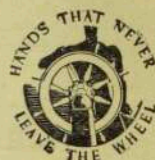
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DRUMS FROM THE SOLOMONS

**Brought To The Help Of Important
New Fiji Industry**

WHEN, after apparently endless war-time and post-war difficulties involving machinery and materials had been surmounted, the big crushing-mill at Walu Bay, Suva, was completed by Messrs. W. R. Carpenter (Fiji) Ltd., and coconut-oil and meal began to flow out in increasing quantities, the furrows cleared from the brow of Mr. W. Orainger Johnson and his fellow directors.

It had been a mighty struggle; but the completion in 1948 of the big enterprise gave a certain guarantee of stability to at least one section of the copra industry. Fiji generally rejoiced with them. In any country, the establishment of a secondary industry, based like this on a primary industry, is a notable occasion.

Their troubles were not over, however. They had the machinery and the copra, the oil and the transport and the market. But oil needed containers; and the post-war world was desperately short of oil containers of every description. The major oil companies have been fighting each other for 40-gallon drums—the kind of commodity that the workers of the world, preoccupied with their Socialistic world-wide spree, simply decline to produce in quantity.

The furrows returned to the forehead of "Tui" Johnson. The "containers bottleneck" kept him awake at night. No use producing coconut oil at Walu Bay if there was nothing to put it in. The story of how containers were located, and tracked down, and secured in the face of bitter opposition, so that the wheels could keep turning at Walu Bay, would fill a book.

Some echoes of the struggle were heard when, a couple of weeks ago, the LST Rawhiti came into Suva port from the Solomon Islands, literally staggering under thousands and thousands of empty oil-drums, which had been salvaged by Carpenter interests in and around the islands of Melanesia. Someone said there were 17,000 drums—but it did not seem that the "Landing Ship Tank" could accommodate that many.

The LST Rawhiti is New Zealand-owned, and is a kind of Jack-of-all-trades in Pacific Islands transport. Her last job was the carriage of a large number of cattle from Auckland to the Solomon Islands plantations. She just opened her bows in Auckland, and the cattle were driven in; and she did the same thing on the Islands beaches, and the cattle walked out onto the plantations.

The drums, unloaded in Suva, have been added to the other drums that have been scraped off wartime islands and forgotten, overgrown air-strips. The container situation is much better, and Carpenters' Suva director is again smiling and putting on weight.

WHALES OFF NEW CALEDONIA

NOUMEA, Sept. 20.

A SCHOOL of whales recently appeared near Moindu, New Caledonia, and they followed the tug Andre Balande, of the Noumea Lightering Co., along the west coast of the island.

The school also was sighted from Anse Vata beach, Noumea.

About 100 years ago, in the days of the great trader, James Paddon, before the French took possession of New Caledonia, a regular look-out for whales was kept along this coast, and the sailors were always in readiness to give chase.

NEW CALEDONIA'S PROBLEMS

Need For New Industries

From Our Own Correspondent

NOUMEA, Sept. 20. THE domestic problems of New Caledonia cover a wide field. They range from the high cost of living, to the urgent need for establishing industries likely to earn additional overseas revenue for the country.

Addressing the New Caledonian General Council, the Governor General, M. Courmarie, said that an effort would have to be made to lower the cost of living. He pointed out that, with an approximate increase in the European population of 500 per annum, the problem arose of providing jobs for young New Caledonians in their own country.

As part of Noumea's post-war reconstruction scheme, the harbour's so-called "little quay" has been rebuilt. Already small ships can use this quay, which is 125 yards long. A shed is to be built alongside and the quay is likely to be much used by the island's coastal shipping.

TOURIST TRADE WANTED

THE Government contemplates spending 25 million francs on the improvement of hotel accommodation and the encouragement of tourism. The Government will co-operate in the building of a large tourist hotel at Anse Vata beach. Other grants are planned for country hotels, and the new spa at the Crouen Valley.

It is believed that New Caledonia could develop a large and profitable tourist industry.

POLITICS INTERRUPT JAVA LABOUR SUPPLY

THE second contingent of Javanese workers from Batavia, numbering about 500, is expected to reach New Caledonia about October 13, on the Saint Loubert Bie. This should assist industry generally—indentured labour has been in short supply for a long time.

However, owing to the political situation in the Netherlands East Indies, the recruitment of Javanese for work in New Caledonia is becoming more and more difficult. The Governor-General told the General Council at its recent extraordinary session in Noumea that information from both Java and Paris showed that the Indonesian Government, at the moment, was opposed to any further recruiting for New Caledonia.

ANOMALIES IN FOOD PRICES

THE authorities in New Caledonia have decided to ask Australia to lower the price of flour sold to the French Colony, to correspond with the Australian home price, which is several pounds under the export price. The New Hebrides benefits from this reduction, but New Caledonia is charged the full export price. As a good neighbour of the Commonwealth, New Caledonia would like to be given special treatment, and put on a par with the Condominium.

Significant of the increase of price in French colonial products is the fact that Noumea stores charge 19.30 francs per kilo for Martinique sugar, whereas Australian sugar sells for 12.40 francs. Local confectioners and sweet manufacturers are protesting because the Government of New Caledonia forces them to use the Martinique sugar.

Mr. G. N. Nettleton, Fiji Government Architect, has gone to the United Kingdom on leave.

Dr. D. W. Hoodless, who was principal of the Central Medical School, Suva, until he retired a few years ago, has been appointed a Temporary Medical Officer in the Fiji Medical Department and has been posted to Nadi Airport.

A missionary rally will be held at the Chapter House, St. Paul's Cathedral, Melbourne on October 25, when the Bishop of New Guinea, The Rt. Rev. P. N. W. Strong, will be among the speakers.

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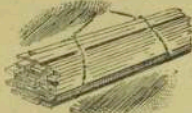
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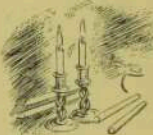
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TAHITI NOTES

Tourist Bureau Re-opened

From Our Own Correspondent

ON August 5, "Le Syndicat d'Initiative des Etablissements Français de l'Océanie" (Tourist Bureau) opened, after being in abeyance since 1939, when their building was destroyed by fire.

The Bureau discussed various plans proposed by the Governor, to further Tourism in the Colony.

Accommodation for the Bureau will be provided next to the Custom Shed, and member list opened.

HONOURS FOR PAPEETE, NOUMEA, VILA

It was proposed by Messrs. Henri Georges Gaignard & Maurice Bichon, Counsellors of the French Union, and unanimously accepted by the National Assembly, that the Republic of France present the Cross of the Legion of Honour to the towns of Noumea, Papeete and Port Vila for their patriotic attitude and high devotion to the cause of freedom during World War II.

(The voice of Fighting France—that of Henri Sautot—was first heard at Vila in July, 1940. New Caledonia and Tahiti allied to General de Gaulle shortly afterwards—the first French Colonies to do so officially.)

TROPICAL ISLAND AVAILABLE

AN Englishman, Mr. Frank Homes, has decided to retire from his beautiful island of Tupai, situated 120 miles from Papeete, and 8 miles from Bora-Bora.

With a shimmering blue lagoon (where seaplane could easily alight) a fine climate, 150,000 coconut trees, tropical fruits, excellent buildings and equipment, the island has everything necessary for an enjoyable and stimulating existence. There is even a reputed hidden treasure, which the owner reserves the right to percentage if found within the next 10 year period. Anyone interested should write to Mr. Oscar Nordman, PIM agent at Papeete.

TROUBLES OF TAHITI VISITOR

A FEW weeks ago, Mr. Paul Wiser, owner of the trim little yacht *Loafer*, took an overdose of sleeping tablets. He was hurried to Papeete Hospital, where he was quickly restored to health.

Now we hear that the *Loafer*, with the owner and one passenger, Madame Milred Dupont, aboard, has been wrecked on the reef at the island of Tetiaroa. All hands escaped injury, although the vessel is reckoned a total loss, being beyond repair, and uninsured.

A FINE GESTURE

TO show their appreciation of the people and Administration of Tahiti, Mr. and Mrs. Gueroro, of Honolulu, have sent a cheque for 200 dollars to the Governor, to be divided between the French Red Cross, Social Work for 1914-18 Veterans, and Association of the Free French.

PERSONAL NOTES

MONSIEUR and Madame Guilpan announce that on July 23, in Paris, their daughter Yvette was married to Monsieur Claude Allart.

MONSIEUR and Madame George Hunt wish to apologise to their many friends among the officials and public of Tahiti because, owing to the short time available before the departure of the *Waimata*, they were unable to say personal calls, but they leave with many treasured memories of the kindness and hospitality of the officials and people of these islands, and wish to convey to them their very cordial appreciation.

Iacarana, Tahiti. Mr. Hunt, for some months, acted as British Consul here, during the absence on leave of Mr. Henderson.

GRAND FAIR

ON Saturday afternoon September 3, the Grand Fair of the Protestant Schools was opened by His Excellency the Governor. The magnificently decorated stalls, with attractive attendants, offered to the numerous visitors a splendid array of local products. The fair took place at the Place Albert, in the open air. The bar-buffet was well patronised, while dancing under the stars was a welcome added attraction.

AMENITIES FOR FAA'A

A NEW pass has been blasted in the coral reef which encircles the bay at Faa'a. Formerly the fishermen, in order to fish from the outer reef, had to canoe several kilometres in the lagoon in order to find an opening in the coral to reach the reef. The opening was made under the direction of the Office of Public Works. The Office has also announced its intention to instal underground telephone wires and new water pipes.

ON September 3, the Sporting Society of Faa'a held its annual Ball. By the sea shore, under the twinkling stars and waving palms, a very happy

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through danced to an excellent orchestra. The Governor and Madame Anziana, with Monsieur Millaud, President of the Assembly, and his wife, were among those present. The ball was given under the efficient direction of Mr. and Mrs. Mar-moyet.

NEW ARRIVALS

M. JACQUES CHEGARAY, Secretary-General of the well-known Parisian Catholic Review, Temoignage Chretien, has arrived by the SS Saggittaire. He will spend two months in Tahiti and then will return to France to continue his excellent work.

Miss Ethel Nordman also arrived by the same vessel, to visit her family. She will leave on the SS Ville d'Amiens in October for Port Vila.

We welcome the arrival of Captain Blackwood, Cook Islands Medical Officer, who is visiting Tahiti for a few weeks' rest. He is accompanied by Dr. Tournoux.

AMERICAN YACHTS AT PAPEETE

UNDER sailing master Captain Ralph A. Schrader, accompanied by his student friends, Herman Bosch, James and Jack Land, and Robert Burton, the 8-ton yacht Hunakai arrived in port 51 days out from San

Francisco, via the Marquesas and the Tuamotus. After a short stay, she set sail for Honolulu.

The fine schooner yacht Seaward, captained by Mr. C. A. Williams, sailed into Papeete Harbour after 31 days at sea from Honolulu. The captain's wife, Helen, with son and daughter, Chance and Charlen, were also aboard.

The much-travelled lady, Miss Jessie T. Horn, signed on as stewardess, while a son of the Skipper by a former marriage, Mr. Charles A. Williams, completed the crew. The two passengers, Mr. and Mrs. John Healy Lynch, expect to stay six months in Tahiti. The Seaward is the sister ship of the famous Mariner which won the San Francisco-Tahiti race in 1925. She was owned by Captain L. A. Norris, who was drowned at Sausalito, California, in 1931.

DEATH OF PROMINENT LAWYER

WE regret to announce the death of lawyer Jules Henri Auffray, at the age of 83, on September 13. He had been a resident of Tahiti for 60 years. He was Officer of the Academy, Officer of the Black Star of Benin, and had been at one time secretary to Mayor Francois Cardella. He had been an invalid for several years. His funeral was attended by the lawyers of the Colony, with many officials and friends. He leaves one daughter, Mlle. Helene.

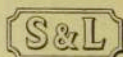
SUVA RAINFALL AS "ABNORMAL" AS USUAL

SUVA, Sept. 26. SUVA'S "abnormal season" in 1949—most people would say that Suva's seasons always are abnormal—continues to produce rainfall figures that passed the silly stage long ago. September's rainfall is close to 20 in. having beaten the previous September record in the third week, and the year's total to date is about 178 in., with more coming down at the time of writing. The previous record for a full year was 170.74 in. in 1921. The only record not broken by the first nine months of 1949 is that for 12 consecutive months. Between June, 1938, and May, 1939, the rainfall was 212.13 in.

NEW GUINEA SCHOLARSHIP FUND

WE last acknowledged contributions to the New Guinea Memorial Scholarship Fund on January 31. However, the fund has kept on growing since then, although not in the spectacular fashion that it did in the first year of its life. The honorary secretary of the fund, Miss Dorothy Stewart, of the Cosmopolitan Hotel, Rabaul, New Guinea, will be happy to receive your donations. She advises us that contributions so far this year have been as follows:—

Acknowledged to January 31, 1949	£3,598 18 11
Anzac Day Collection at Cosmopolitan Hotel, Rabaul, TNG	28 0 0
A. J. McDaniell, US Forces, Rabaul	9 6
NGVR Re-union Committee, Bulolo	20 4 5
N. P. H. Woods, Rabaul	2 0 0
W. Rowe, Kokopo	2 0 0
Max Allwood, Rabaul	1 0 0
Johnny Young, Rabaul	5 0 0
Mrs. A. Robinson, Rabaul	5 0 0
Dorothy Stewart Baby-sitting fee from Mrs. B. Shetman	5 0
Allan J. Clarke, Madang	3 3 0
NGVR Association, Bulolo	7 19 9
Anon, Wau, New Guinea	5 0 0
L. F. D. Carter, Marrawah Hotel, Marrawah, Tasmania	2 3 0
New Guinea Company employees, Rabaul, Celebration collection surplus	2 8 0
Total to September 30, 1949	£3,696 13 7



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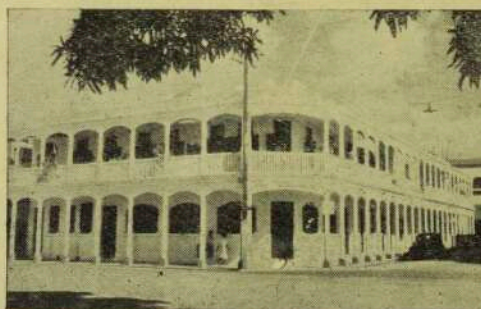
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New CI Stamps Issued

From Our Own Correspondent

MANGAIA, Cook Is.

ON August 1, the new printing of island stamps, showing views of the principal isles of the Group and some of the northern atolls, was placed on sale in the Mangaia P.O., which is also the office of the Resident Agent.

The new issue is printed upon paper a little thinner than previously used, and is backed with the same unreliable gum as of old. It has long been a tradition here that the NZ Government is very economical with the adhesive, when stamps for CI are being processed. On the other hand, the new stamps are all of a very generous size, quite twice that of the older issue.

In view of Mangaia's isolation, there is not the rush for first day covers that would be seen in a more accessible Pacific centre.

A new and admirable concomitant of the great occasion, was the issue to Mangaia Post Office of a cancelling-stamp, marking envelopes "Mangaia, Cook Islands," with, of course, the date. The old date stamp, a veteran of 30 years' service, had on it "Mangaia, NZ," which at times caused some confusion between the island and a New Zealand town of the name of Mania. The outmoded cancelling-stamp will presumably be returned to GHQ in Rarotonga; though its right place, in view of its age, is the CI Museum upon that island.

The old Captain Cook head CI postage stamp is obsolete now, as are the over-printed NZ "Royal Family" issue, the 2d. yellow with view of the discovery of an island by early Polynesian navigators; and all the rest of the sheets current up to 1948. From a collector's point of view, the new stamps are not works of art, and their colour-scheme is a little crude. As a publicity stunt, however, the maps of

various CI upon them are of value, in defining for collectors (and the general public) the exact location of the archipelago, often wrongly associated with Hawaii.

SOME W. SAMOAN RESIDENTS MAY BE "STATELESS"

THE national status of the people of Western Samoa is to be altered. The majority are now classified as British protected persons, but, as a result of re-organisation of nationality laws throughout the British Commonwealth, they will now come within a new category as New Zealand protected persons. This change complies with the wishes of Samoan representatives.

Describing the present position as complex and under constant examination by the administering authority, the annual report of the Island Territories Department (of NZ), says the national status of Europeans in Samoa is dependent upon the nationality of a direct male ancestor from whom, in the majority of cases, they derive their European status. As a result there are considerable groups of

Europeans of British, American, German and Chinese nationality and others in smaller numbers who are nationals of many other States. Many, who have not retained their full rights of nationality, may have become Stateless persons.

The report adds that national status is not, in general, a basis for the restriction of personal rights. In a period of emergency, however, those who are declared to be enemy aliens suffer various disabilities.

—New Zealand Herald.

FATAL ROAD ACCIDENT IN APIA

APIA, Sept. 19.
A FATAL road accident occurred on September 11, at Togafua, Apia, when the Samoan driver of a lorry ran over a 10-year-old Samoan boy, causing fatal injuries.

The driver, Poe Pouesi, drove away, leaving his victim lying on the road. The child was picked up by another car and taken to Apia Hospital, where he died shortly after admittance. The driver was later apprehended by the police and will be prosecuted.



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FATAL ACCIDENT AT WEWAK

Death of Mr. Cliff Haydon

As a result of a tragic aeroplane accident, Mr. Cliff Haydon died at Wewak, New Guinea, on September 9.

Three days previously he had been struck by the revolving blades of a stationary aircraft; head wounds were inflicted and in spite of skilled medical attention he died without regaining consciousness. Details of the accident are lacking, but it appears that he was struck when he ran to the aircraft to throw aside a blazing drum of petrol which could have set the plane on fire.

He was 31, the only child of Mr. and Mrs. W. A. Haydon of Lae, N.G., and an old Territorian—he went to New Guinea when about 17.

In 1938 he joined Guinea Airways engineering staff in Lae and was with that firm until the outbreak of war. He was member of the NGVR and later, in Australia, joined the RAAF, from which he was released in 1942, asked for a release. He was with them as a ground engineer in South Australia and Northern Territory for a year and then joined NGAU and returned to the Territory.

On his release in 1946 he joined Manat Airlines Ltd., at Lae as chief engineer and 22 months ago went to Sibbes Sepik Airways at Wewak where he remained until his death.

He had many friends in all parts of the Territory. His body was taken by air to Lae for burial but before the plane left Wewak a short ceremony was held. A platoon of the native constabulary formed guard and a bugler sounded the Last Post as the casket was carried past draped in flags and banked with flowers.

RABAU'S NEW DO

From Our Own Correspondent

RABAU, Sept. 8.

MR. J. K. MCCARTHY, formerly District Officer, Madang, New Guinea, arrived in Rabaul to-day, accompanied by his wife. He will take over the duties of District Officer, Rabaul, from Mr. C. D. Bates (District Officer) and Mr. W. E. Sansom (acting DO) on the morning of September 9, and will depart at once for the District Officers' Conference to be held in Port Moresby.

Mr. W. E. Sansom, who was Acting District Officer, Rabaul, while Mr. C. D. Bates was on leave, will depart on the same plane on transfer to Port Moresby.

Commander William Burrows, who has spent the past couple of years in Africa and Europe, left London for Fiji, via New Zealand, at the end of September. He proposes to make his permanent home in Fiji.

WHY SOME W. SAMOA OFFICIALS ARE MISFITS

MORE or less in criticism of itself, the New Zealand Department of Island Territories, in a recent report, says that the method of recruiting administrative officers for Western Samoa is "haphazard" and has too high a percentage of failures.

European officials in Western Samoa, unlike those in Fiji or New Guinea, are not men trained for colonial administration but are New Zealand public servants seconded to Western Samoa for a term—usually three years. Men of ability are not usually anxious for this, with the result that Western Samoa gets some officials who are clearly misfits.

The Department feels that it is desirable for officials to have an understanding of Samoan society. It hopes to add to its establishment men who have achieved success in the Islands, who after a period in the department in NZ "may be posted to Samoa in a state of greater awareness of the work ahead."

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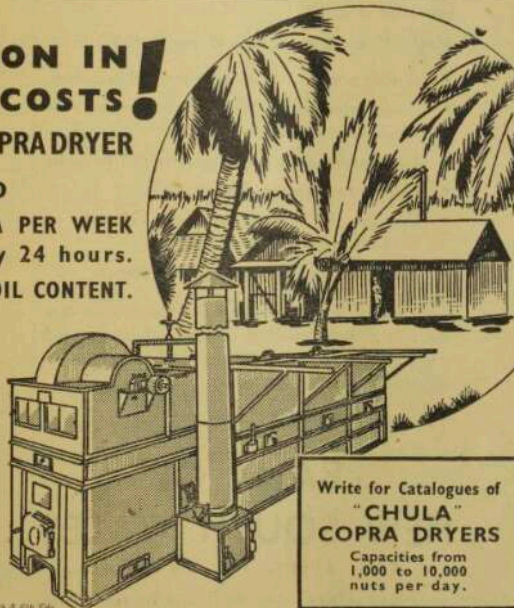
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US DECORATION FOR NG RESIDENT

IN the fighting in Bougainville in mid-1944, Mr. Wallace Brown (then a sergeant with ANGAU), won the US Bronze Star for valour. The war moved away from those parts and it was five years later (September 11, 1949), before presentation of the decoration could be made.

The presentation was made by Lieutenant L. Hamer, of the US Army, at Torikina, Bougainville, in a ceremony that was attended by over 200 natives

from Sisive and surrounding villages. They afterwards made merry with a native sing-sing.

The citation which goes with Mr. Brown's award reads:

"Sergeant Wallace Brown, Australian New Guinea Administrative Unit, distinguished himself by heroic achievement at Bougainville Island from July 20 to August 3, 1944, while attached to American Forces. With native scouts on two occasions he led patrols with marked success. He conducted one patrol deep into hostile territory to investigate enemy activity in the village of Sisive and, moving along trails unknown to the enemy, the patrol took hostile troops completely by surprise and killed 20 of the enemy. Leading a second patrol to observe results of an air strike, Sgt. Brown discovered an occupied bivouac area, guided his patrol silently into firing position and attacked and destroyed 20 troops."

Mr. Wallace Brown went first to New Guinea in 1921—and is still there, in Torikina, Bougainville. He is an old boy of The King's School, Parramatta and Brisbane Grammar School, served in World War I with the AIF overseas, and during his service with the 2nd AIF was Mentioned in Despatches.

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AIR AND SEA SERVICE FOR TOKELAU ISLANDS

ARRANGEMENTS are to be made for a regular three-monthly air service to the Tokelau Islands (a very small group about 4 degrees due north of Apia, W. Samoa), by Catalina flying-boats of the Royal New Zealand Air Force. In addition, in view of the difficulty experienced in chartering ships to make trading and official visits to the group, inquiries are being made by the NZ Government with a view to the purchase of a suitable vessel.

The population is now increasing steadily, and because of the traditional mode of living together on the leeward side of one islet and leaving the remaining areas for plantation purposes, one island, Fakaofu, is becoming seriously overcrowded and at some time in the near future it may become necessary to settle some of the population on other suitable islets.

Overseas Yachts in Apia

From Our Own Correspondent

APIA, September 19. TWO overseas yachts have recently called at Apia, Western Samoa, in the course of Pacific cruises.

The yacht, *Cariad I*, arrived on August 29 from Pago Pago. The owner, A. U. Flitton, is a South African from Cape-town. The *Cariad II* left on September 2.

The Australian yacht, *Kurewa III* arrived on September 10 from Pago Pago on her return trip from Honolulu after she had taken part in the Trans-Pacific yacht race from Los Angeles to Honolulu. She left Apia on September 11 on her return trip to Australia.

A son, John Lionel, was born to Mr and Mrs. Lionel Mansfield, of Kokopo New Guinea, at the Rabaul Hospital on September 2. Mrs. Mansfield was formerly Miss Marjorie Allen, of Gilalum Plantation, Kokopo.

DEATH OF PROMINENT SAMOAN TEACHER

From Our Own Correspondent

APIA, September 19.
ON August 31 Samoa lost an outstanding personality by the death of Piti Sopo'aga, who had dedicated his life to the teaching and training of Samoan youth.

His life was one of unselfish and unremitting work in the cause of attaining better educational standards for Samoans. He was loved and respected by all who knew him professionally and socially. Devoted to his work and deeply conscientious, Piti Sopo'aga was a true leader and father to the young Samoans; his example and influence will long be remembered.

He was born in 1900, and won a scholarship in 1920 which took him to St. Stephen's Maori Agricultural College in N.Z. In 1924 he returned to Samoa and was appointed Assistant Master at the Avele Government Boys' School. In 1931 he went for theological training to the LMS Theological College at Malua, and later became Headmaster at the London Missionary Society School at Vaitupu in the Ellice Islands. Back in Samoa in 1937 he was appointed teacher at the LMS Leulumoeaga Boys' High School and selected to accompany the LMS Secretary, Mr. Goodall, of London, on a survey of all LMS outposts in the South Eastern Pacific. In 1944 he was appointed Vice-Principal of the LMS Boys' School at Apia. He is survived by his wife and one son.

Mr. and Mrs. H. R. Greening, of Suva, Fiji were in Sydney in September, en route for home, after six months holiday in Europe.

SUVA AIRPORT

Landowners Will Have to Hand Over in 1950

OWNERS and occupiers of land required for the international airport at Suva Point, Fiji, will not be required to give up possession of the land until 1950.

An announcement, issued in Suva in August, said, "In December, 1948, the South Pacific Air Transport Council recommended that the international airport in Fiji should be located at Suva Point. This recommendation was, of course, subject to acceptance by all the Governments concerned and this acceptance has now been given by all, provisionally. Final acceptance, involving actual directions for constructional work to commence will not be given until land and engineering surveys have been completed and a close estimate of cost prepared.

"A survey of the site is now being undertaken, but ever since notice was given of intention to acquire the necessary land, the Government of Fiji has been concerned with two points:—Firstly, to minimise the disturbance to the owners and occupiers of the land in question; and secondly, to give as much opportunity as possible for them to find other areas in which to re-settle.

"It is now apparent that the survey and estimating period will not be completed until early in 1950, and owners and occupiers will not be required to yield up possession until then. Government will, however, be prepared to purchase and take possession of lands prior to that date, if the owners or occupiers so desire.

"Even after legal possession has been taken, it is likely that there will be an interval of some months before Government requires to enter into actual occupation of the bulk of the land in order

to enable work to be started. During this period persons to be displaced will be permitted to remain on the land if they so wish. In this way it is hoped that persons affected will be given the fullest opportunity of finding other areas in which to live."

Major A. H. Diffey, of the Fiji Military Forces, received the MBE (Military Division) in the Last Birthday Honours.

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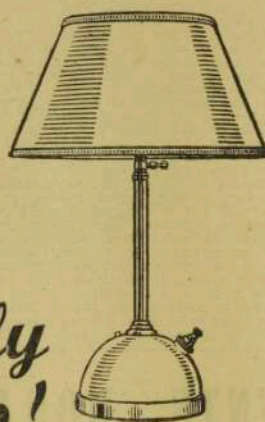
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Papua-N. Guinea Copra Agreement With United Kingdom

FULL text of the announcement made by Australian External Territories Department on September 13, in respect of the copra agreement for Papua-New Guinea, is as follows:—

THE Minister for External Territories to-day announced the signing of a contract with the United Kingdom Government for the purchase of copra from the Territory of Papua and New Guinea.

The contract is for a period of 9 years from March 1, 1949, and covers the copra production of the Territory of Papua and New Guinea that is surplus to the requirements of the Territory and of Australia for home consumption. Provision has been made for the release of supplies from the contract if mutually agreed between the two Governments as being necessary in any special circumstances.

The price for Fair Merchantable Sun Dried grade, FOB at Territory ports, is £48 sterling per ton with provision for premiums up to £1 5/- per ton, or discounts up to 12/6 per ton, for other grades. The price for each subsequent year will not be more than 10 per cent. higher or lower than the preceding year and will be negotiated before the end of the preceding year.

The Minister said that for many years prior to the war the copra industry of the Territory had suffered severely in consequence of the unpayable prices offering on world markets. The present

agreement would provide a basis for the development of a long term plan for the stabilisation of the industry which would be worked out in consultation with the producers.

Sydney-Nadi In Six Hours 12 Minutes

From Our Own Correspondent

SUVA, Sept. 19. Resolution, commanded by Captain John Kessey, lowered the Sydney-Nadi commercial flight record by 18 minutes on September 14. The flight took six hours 12 minutes.

VOLUNTEER UNIT FOR PAPUA-NEW GUINEA

From Our Own Correspondent

RABAU, August 30. MAJOR J. J. S. Hobbs, of Australian Army Intelligence, Northern Command, visited Papua-New Guinea in August and conducted a survey for the possible formation of a force similar to the old New Guinea Volunteer Rifles.

A special meeting was called by the Rabaul branch of the RSSAILA, when Major Hobbs addressed a well-attended meeting. The idea of forming a similar unit to the NOVR was given an enthusiastic reception.

NEW MOBILE CLINIC FOR FIJI CHILD WELFARE

THE handsome vehicle is a new mobile child-welfare clinic designed and built by Fiji Public Works Department for the Suva-Rewa area. Cost of the vehicle has been met by a donation of £750 made by the Colonial Sugar Refining Company in 1948.

Mr. Albert Hoefflich of the PWD is the designer; it was built under his supervision. The clinic has two compartments—one for sterilising instruments and dispensing medicines; the other for examining babies and interviewing their mothers. Careful planning has resulted in full use of all space and special attention has been given to ventilation. The new clinic will be used in alternate weeks by the Health Sister, Suva (Miss



Photo by Fiji Public Relation Office. A. M. Walton) and the Health Sister, Wainibokase (Miss N. Hill). It will replace a vehicle that became unserviceable at the end of 1948.

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The projected Fijian Rugby tour of Australia is unlikely to take place before 1952, and the possibility of a Fijian cricket tour in the 1951-52 season is now being discussed.

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POSTAL UNION STAMPS FOR WPHC ISLANDS

From Our Own Correspondent

SUVA, Sept. 11.

THE Western Pacific High Commission has announced that Pitcairn Island postage stamps (2d., 3d., 6d., and 1/- sterling) commemorating the 75th anniversary of the Postal Union will be on sale at the Commission's Suva offices for three months from October 10.

The Postal Union anniversary stamps of the Gilbert and Ellice Islands Colony (1d., 2d., 3d., and 1/- Australian), will be sold for the same period at the main Post Office in the G. and E.I. Colony.

It is not generally known that Phormium Tenax plants from New Zealand (the common "flax"), imported into St. Helena 35 years ago have flourished to such an extent that the production of hemp fibre is now the island's main industry. Most of the 1,000 tons of hemp fibre annually exported goes to England, to be made into light cord.

Commonwealth Investigation Into Papuan Rubber Industry

Temporary Assistance for Planters

THE Commonwealth Government announced in September that it has agreed temporarily to assist the producers of Papua in the marketing of rubber. The Minister for External Territories stated that this step had been taken owing to the difficulties experienced since March this year by Papuan rubber producers in disposing of the produce in Australia.

Rubber has not been shipped from the Territory since the end of March as, from that date, most of the No. 1 grade rubber (comprising about 85 per cent. of the output of the Territory) could be sold only at the price for No. 2 grade. The planters declined to sell at that price and stocks have been accumulated in Port Moresby and Sydney.

The Australian Government has now arranged for a complete investigation to be undertaken by technical officers into the cost of production in the Territory and other aspects of the industry, and pending the results of that investigation, the Government has advised planters that it will purchase No. 1 grade rubber at the price appropriate to that grade and sell it to the best advantage according to the market.

The Minister said that rubber growing was commenced in Papua in 1916 and is regarded as an important industry in the development of the Territory and as a source of supply of an essential raw material for Australia.

The normal output of rubber from the Territory is about 1,200 tons per annum, but during the war this rate of production was increased by at least 50 per cent. and made a valuable contribution to allied war supplies.

It is hoped that as a result of the investigation that is being undertaken it will be possible for the industry to be firmly established as a permanent source of supply for Australia.

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In this scene at Gore Bay, the oil "installation" is an integral part of the landscape, aptly symbolising how the use of oil products is an integral part of our daily lives. Though simplified here by the

artist's pictorial treatment, these enormous "installations" are in reality highly complex, and a marvel of technical organisation. Lifetimes of Shell experience ensure the efficient economical operation of this important unit in the chain of distribution which brings oil products from overseas to Australia's motor vehicles, power plants, machinery and homes.

Donald Friend's colourful rendition of this illustration will be published by Shell as occasion offers.

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FATE OF AMELIA EARHART

IT is reported in American newspapers that a former marine lieutenant said that he had picked up information during the war which led him to believe that the noted airwoman, Amelia Earhart (Mrs. Putnam), had been taken prisoner by the Japanese.

Amelia Earhart disappeared mysteriously in 1937 after she left Lae (New Guinea) for Howland Island, when on a round-the-world flight. She was accompanied by a navigator. Her mother said that she was sure Amelia had been imprisoned and later killed by the Japanese.

Mr. Alvin Fitak, who served with a marine anti-aircraft unit, said in California on August 4 that he had turned his information over to the airwoman's mother. He claimed that he had been talking to a native in the Marshall Islands who had once worked in a cargo ship plying between the islands and the United States and spoke English.

"He asked me what had become of the 'white lady aviator,'" Mr. Fitak said. "He told me that she had been held prisoner by the Japanese and later taken from the island."

Mr. C. R. Turbet, of the Department of Agriculture, Fiji, has been transferred to the Colonial Veterinary Service, Nyasaland, East Africa.

MAGAZINE SECTION

Territories Talk-Talk

By "Tolala"

THERE are few links with the past which create greater nostalgic feeling than old newspapers. I have been browsing through some old copies of "The Rabaul Times," and one—dated eight years ago (October 10, 1941)—tells of District Officer Gregory sentencing a native labourer to six months for consuming intoxicating liquor; and another five labourers collecting one to two weeks i.h.l. for gambling. . . . R. Melrose, retiring Superintendent of Rabaul Red Cross E. S. Company, reported receipts from May, 1940, to September, 1941, amounted to \$1,562. The vulcanological Report mentioned 16 tremors for the week and "dust emission was mild." . . . G. W. L. Townsend proceeded on leave to Australia. . . . Anzac House (in the old Military camp) on September 30 had been opened one month. . . . Mr. Curtin had recently formed his government and Senator Fraser was Minister for the Territories. . . . Rabaul ALP Branch was formed. Tom McLaren was chairman, Vic. Florance secretary, Bert Gaskin treasurer and Committee members were R. L. Clark and T. Walsh. . . . The Mayflower II sailed with Bob Melrose and Pat Holmes for Lae to establish the new administrative HQ over on the mainland. . . . There were extracts from letters from the lads in the Middle East: "Soldier" Williams, J. R. V. Graham, Gordon Clarke, Graham Mirfield, Lloyd Hurrell, Dr. Backhouse and K. W. Burston. . . . What waters have flowed beneath the bridge since those days!

BISHOP STRONG, of New Guinea, who was senior chaplain during the war to the lands in NG and now has recently returned from a conference overseas, gave a talk over the ABC network at the beginning of the month and delved into a bit of Papua's old history. While advocating the "pro-native" policy, he remarked that the rights of Europeans should not be ignored. It is to be hoped that this fair-minded remark does not go unheeded in the right (or perhaps one should say the "left") quarters. He regretted that the present NG policy had become so much a political party issue. The Bishop is a man who has been around a bit. Before his ordination, in 1923, he had a commission in the Royal Engineers, then took his BA at Cambridge and a year after entering the Church took his Master's degree.

THE war certainly put places like Gona, Buna and Milne Bay on the map and made them everyday names, but it took Peace and Philanthropist Hallstrom for Nondugl to be widely-known and now, I suppose, it is one of the most-discussed places in the Territory. Artist Bill Dobell added to its fame when he went into raptures over a local native lass' qualities as a model. During his stay in the NG highlands he had Nip Blood to show him the sights. Now, back in Sydney, Bill Dobell is returning the compliment by showing Mrs. "Nip" the local spots of interest, and that does not go unrecorded by Sydney's social writers.

In a report of the "Naughty Nineties Ball" held in Sydney last month one read of Mrs. Blood's attendance there when she "wore a gown of Guipure lace and salmon pink chiffon, which had belonged to Queen Emma of Samoa." A bit mixed as to the late Mrs. Kolbe's monarchical rights; but then, after a Naughty Nineties Ball anyone might be in a bit of a fog—even a social reporter! Before the war Nip was, among other things, the star pitcher for the Administration baseball team in Rabaul.

MR. JACK HALLSTROM, son of E. J. returned at the beginning of the month on Malaita, bringing with him some alleged new species of birds-of-paradise—for zoological purposes, not for millinery adornment (for the latter is still outside the law for some absurd reason, which is based on ornithological misinformation). I remember that when the Hagen-Sepik patrol, about ten years ago, reported the finding of a new species of BOP there was some controversy in ornithological circles as to whether its claims as a discovery were justified. In these days we are inclined to "discover" all sorts of phenomena in NG, only to find later that foreign scientists (usually with old German expeditions) had them classified 40 years ago. The late Lord Moyne, on his trip up the Sepik some years ago, "discovered" a race of pygmies—until a Catholic Father pointed out that he had contacted them years before. Jack Hallstrom mentions (or a reporter mentions for him) meeting up with "natives with Semitic features." That is certainly not an unusual happening in that portion of the highlands of NG.

TALKING over the matter of "discoveries" in NG with old Bill, while he sipped his lemonade which Madge had carefully poured out, he told me of the time, some 30-odd years ago up in the Territory, when he thought he had found a new species of orchid. Proudly he sent it South and suggested it be named after himself. But he found thily strangely enough, it was already called

by his name—had been classified 20 years previously and named after a Governor of Fiji, where the orchid was first found.

Breaking fresh trails in NG is not so easy. It is surprising how often it is found that, at the end of an "unbroken trail," there lies hidden in the undergrowth a rusty bulamakaw tin tossed there by a trail-breaker years before.

MENTION last month of the disinterment of the Chinese Nationalists in Rabaul (PIM page 8) recalls to mind the night before their execution when the Japs regaled the prisoners with a sumptuous feast of chicken and other delicacies, which were consumed in blissful ignorance of what the morrow held for them.

Incidentally, that well-known Chinese merchant, the late T. C. Wee, was amongst those to be executed, but, after digging his own grave, was peremptorily withdrawn from the condemned party and sent about his business. He did not escape the Grim Reaper, however, for he was reported to have been drowned while attempting to land in a canoe down the South Coast a few months later.

BROTHER APLEDORÉ, arriving in Sydney recently from the Kariru Mission, off the Aitape coast, New Guinea, recalled the time when the Japs invaded the island of Kariru and took away 30 missionaries, including seven Sisters, by ship. Later, they were all thrown overboard and drowned. That was one of the many incidents which stick in one's mind and make it difficult to kiss and be friends as General MacArthur has suggested. Perhaps his reason is more economic than ethic.

BITS AND PIECES: After internment for three and a half years in Hong Kong during the War, Elizabeth Mosey, a one-time popular matron in Rabaul, has died in Ceylon. She smoothed many a fevered brow in the Namanula Hospital. . . . Richard Russel Pugh has passed to his rest at the age

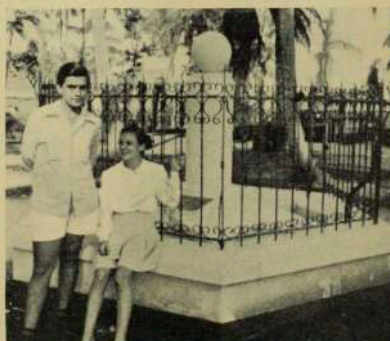
(Continued next page)

Captain Cook was there . . . in 1769

M. and Mme. Tony Bambridge, Jr., rest beside memorial at Port Venus. Inscription on tablet reads:

"This memorial, erected by Cptn. James Cook to commemorate the observance of the transit of Venus, June 3rd, 1769, was restored and fenced round by the local administration at Tahiti, and this plate was placed here by the Royal Society and the Royal Geographical Society in 1861."

—Photo by Lex Halliday.



of 59. Latterly he was general manager for the COR. Old Islanders will remember him best as the dapper, dashing Collector of Customs at Tulagi. . . . Gerald McPhee from Djaul Island, was married to Margaret Murphy, of Dulwich Hill, on September 9 and sails in Bulolo this month for his island off the New Ireland coast. . . . Mrs. Winifred Godson (her husband has a rubber plantation in Papua) had her Elizabeth Bay flat burgled last month and lost property valued at a couple of thousand pounds.

Samoans, Where Do You Live?

(Contributed)

LAST week I picked my way through a group of piglets and ascended the rickety steps of the post office at Yan Yow, in Thailand, and the following conversation ensued between the Postmaster and myself:—

M.: I wish to register a letter to Samoa (handing it over).

P.M.: You will tell me the country of destination, pliss?

M.: Samoa is the country, and Apia is the town, shown on the letter.

P.M.: In America?

M.: Not America. In the South Sea Islands.

P.M.: In Europe?

M.: Not Europe. Samoa is a group of islands in the Pacific Ocean, between Australia and America.

P.M.: Ha, America. That is United States.

M.: Not in America, in the South Sea Islands.

P.M.: You will wait, pliss. I will look in the book. (Produces a large book, Vol. II, published in accordance with the International Berne Convention, I think. I remember using one when postmaster at Tulagi, BSI, in the early 20's).

P.M.: Ha, Samoa, California (rather triumphantly). Samoa is in America. M.: No. Not America. Please look in Volume I of the book, for Apia.

P.M. (after doing so, reads): Apia, Samoa (lies).

M.: You see, Samoa is in the Islands. "lies" in brackets means Islands.

P.M.: But Samoa is in California. The book says so.

M.: That is not the same place. Perhaps a hick town there.

P.M.: Hick town? But you tell me Apia is the town.

M.: Yes, Apia is the town and Samoa is the country in the South Sea Islands, not in America. Will you tell me how much it will cost to register the letter if I send it to America?

P.M. (after weighing, etc.): 5 baht 20 satangs.

M.: Very well, I will pay that much, and when the letter reaches Bangkok, perhaps they will know there where Samoa is.

P.M. (handing me a receipt): Yes, pliss, in America?

M. (wearily): Not America.

P.M.: In Europe?

The last query I heard in a raised voice as I was descending the rickety steps and again picked my way through the group of piglets, and out through the place where there had been a gate in former years.

All the foregoing is strictly accurate. The letter did reach its destination (by air mail) for to-day I had a reply to it.



Miss Perkins went Reefing

A Short Story by Gib Jewell

LIKE a grotesque impatient bird, lean with hunger and excited by the proximity of abundant food, Miss Perkins bent and searched, straightened and bent again to search among the nooks and crannies of the uncovered coral reef.

She was a tall, angular woman, with the lined and worn face typical of middle-aged school mistresses. A huge, straw hat flopped about her head. She wore a white sun suit, which sheepishly revealed her gaunt, reddish nakedness. She carried a large cane basket.

The basket was already heavy with shells and pieces of coral plus several of the more fantastic oddities abounding in the mild, blue waters of the great reef. With squelching sand-shoes, Miss Perkins moved carefully through the lank sea grass, and the mattered seaweed of the shelving pool before her.

And, just as carefully, she placed the dripping basket on top of a tall nigger-head on the far side of the pool. It will be alright there for a minute or two, she thought.

Although she had been there many times in her wistful dreams, although she had been lecturing on the reef for years, it was the first time she had ever seen it. It fascinated her. An odd phrase—some half-forgotten undertone, some words she had read or spoken, darted across her eager mind—"A coral reef itself is a great cemetery." No, she corrected herself, it was: "A great coral cemetery!" Fiddleticks, she thought angrily. She knew, now, how to describe a coral reef, especially an exposed reef like this one, which at low tide was not a pleasant sight.

What had been, a few hours earlier, a living fairyland of vivid colours, of flashing movement, of sparkling beauty, was now a drab brown wasteland. All about her Miss Perkins could hear its curious cracklings and the sucking noises of it, and she knew that although the reef seemed dead and rotting, it was very alive. She could hear a billion whispering voices, feel a billion microscopic eyes staring at her. Round cold eyes, frightened eyes, fierce eyes, glaring eyes, eyes that had no bodies, bodies that had no eyes, bodies that crushed to death, struck suddenly, pierced, poisoned, shammed, fought, or fled for very life. The rotting reef was alive; there was no cemetery there. She thrilled as the paradox flashed through her mind: The reef was alive alright: It was alive with death!

STIRRED by these strange thoughts surging through her usually prosaic mind, Miss Perkins looked at her surroundings with a deepened interest.

So avid had been her search for shells that she found, with surprise, that she had unwittingly worked her way almost clear to the outer edge of the reef. Beside her, the shallow pools of the reef gave way to wider, deeper stretches of water, and with a start, Miss Perkins realised they linked with the sea itself.

She gazed incredulously at that whispering expanse of silken water. When she had first begun her reefing it had seemed so remote, almost miles away. Certainly something that had not to be considered for hours. Now, it was barely five yards away, and she suspected that it was coming nearer every second.

She turned her head. Half a mile away, the dazzling coral beach, like a ribbon of silver, carelessly thrown at the feet of the green atoll blinked vacantly at her.

There was no movement on it. The rest of the party had gone.

She was alone!

Quickly she turned in the direction of the rocky point off which she had last seen the Velita. She had seen it half a dozen times that afternoon, floating like a tired seagull on the blue water, but now the white launch, too, was gone.

Odd fragments of her lecture sprang into her mind (she could hear herself speaking to the hot, bored class room—for years she had been speaking thus, and the words had had no significance. Now they were emphatic, and real): "In some parts of the Barrier Reef, the tide rises and falls 22 feet!"

She felt a gentle tugging at her legs, and glancing down, saw the water swirling there, eddying around and between her knobby knees. It chuckled as it tugged at her.

With horror the graveness of her position struck her. She was alone on the outer edge of a wide reef, and the tide was racing in!

But Miss Perkins did not panic—yet.

She sucked in a breath of air, juttied her chin, threw back her bony shoulders, and reminded herself that she could easily regain the beach.

But supposing she did, what then? Had the launch really gone? Was she to be stranded on that lonely little atoll? How long would it be before they missed her?

Then her practical, school-teacher mind briskly took command of her roving thoughts. Fiddleticks, she muttered. But there was no time to lose. Already the drab, exposed reef was littered with little pools shining like a shower of new silver coins. Best get moving, she told herself.

HER hand reached for the basket on the tall niggerhead and clasped instead the green satin mouth of a tiny clam. The clam spouted like a minute whale. A jet of water geysered into the air, showered over Miss Perkins.

But she did not feel it, or hear it, or see it. She was staring breathlessly a few feet in front of her, into the murmuring water of the rising pool in which she stood. She was staring at something that moved there. All thoughts of her loneliness, of the racing tide were forgotten; her shining eyes watching the creeping object.

It was a pearly nautilus, she told herself, half unbelieving. And it was a large one—larger than she had ever seen or heard of, larger than she believed possible.

It was walking on its arms, huge shell upmost.

Miss Perkins' racing mind fluttered into the future. She did not see the nautilus as it was—crawling, dirty and almost perfectly camouflaged, on the bottom of the pool, a yard in front of her. Instead, she saw it, animal removed, the shell, cleaned and beautiful, glowing with its lovely soft iridescence, occupying pride of place on the green baize table in her study at St. Anne's. She could hear the envious voices of the curious teachers, and pupils too, and her own careless voice saying: "Yes—it's not too bad. Picked it up on the Barrier last time I was up there."

Stealthily, she moved onto the creeping nautilus. Suddenly her right hand flashed, quick as a bullet, through the clear water. But she was not quite silent, or fast enough. The nautilus sensed the speeding hand, ejected water from its funnel, and shot, jet-like, ahead of the bubbling tracer trail.

Miss Perkins had thrown everything into that suicide dive. With a loud splash, and a despairing gurgle she fell into the three-foot deep pool. She fell on her right hand. Her left hand thrashed wildly over, and with a disgusted shiver she felt her fingers close round something soft and slimy, and strangely hard, too. Her first impulse was to release it but her fingers refused her shocked brain's demand and, as she struggled to her feet, the frightening knowledge that her spectacles were gone and that her straw hat was drifting fast away, was offset by the wonderful feeling that, there, clutched firmly in her left hand was the huge, dripping, nautilus!

Hair clinging stickily to her head, and the sheepish sun suit, now that it was wet, revealing more of her scrawny figure than it should, Miss Perkins brought the nautilus close to her eyes. She examined it carefully. It was a beauty! It was perfect!

But her feeling of triumph was short-lived. Now that her glasses were gone, a feeling of helplessness came over her. The loss of the hat made itself felt too—the late afternoon sun beat on her exposed head, and the glare almost blinded her. Now, faintly afraid, she peered in the direction of the beach.

There was a shining expanse of water, about 30 feet wide, between herself and the now blurred remainder of the exposed reef. She could see the beach but vaguely. It seemed a mile away.

The creeping water was sucking at her legs where she stood. It was already three inches above her knees, and the tug of it was more urgent than before. The silken water had silently surrounded her. There was no escape.

(Continued on page 56)

Norfolk Island Whaling is Not for Weaklings

By Vernon Wheatley

EVERY year whales from the Arctic wastes south of New Zealand pass Norfolk Island on their annual trip to warmer latitudes where they breed. During this period—from July to November or December—it is not uncommon to see the mammals close inshore, and, on calm evenings, one can clearly hear the detonation as they slap the surface of the water with their flukes, in play.

The blue or hump-back whale is the most common in Norfolk waters, but in January an occasional sperm whale puts in an appearance. The blue whale is comparatively less risky to kill than a sperm. It seems that the sperm whale has twenty-foot jaws and can easily crush a small boat and its crew.

Although the present company operating at Norfolk Island—The South Seas Whaling and Sharking Company—have only recently begun operations, the whaling industry was formerly carried on for very many years by the Islanders themselves, operating from the same site located at Ball Bay.

The Islanders' whale-boats, mere 30-foot wooden craft, were rowed or sailed, and each crew operated in conjunction with another. Also, between all crew members there was complete understanding. This was essential, for the mistake of one could lead to the death of all.

Usually two craft put out and one would never make an independent kill—one craft would always stand by ready to lend a hand, if necessary. When you are within almost touching-distance of a whale, 60 or 70 feet long, it is wise to be prepared for any emergency. A whale's weight is calculated at the rate of one ton to each foot of length.

THE Island whalers had to be tough to tackle a whale in an open boat. Their harpoons and lances were hand-thrown and the boat had to be carefully placed alongside so that the harpoon could be thrust home through the thick skin and the mass of blubber.

Iron nerve was essential. No panic was permitted in a tight situation. As an example they quote the occasion when one boat was searching off Garnet Reef and a whale surfaced beneath the boat! The crew sat like images. The whale carried the boat on its back across the entrance of Ball Bay (about a mile) before it submerged off Flat Rock. During their unenviable experience not one member of the crew spoke or showed signs of strain.

New recruits to the crews had only one chance to prove themselves. If they showed signs of panic or spoke during the critical moments before the kill, they were not after-

wards selected as crew members. Disobedience of the skipper's orders meant automatic disqualification. Usually, new crew members who looked likely to panic were hit over the head and temporarily knocked out. This seemingly harsh measure was necessary for the safety of the rest of the crew.

Once the whale was killed, its mouth was literally sewn up before it was towed to shore. Sewing the mouth was essential, as the lower jaw dropped, thus increasing resistance to towing. Similarly, towing tail-first causes the flukes to extend from the carcass at an angle of 90 degrees, thus causing an even greater resistance. The Company, by the way, plan to tow tail-first, after cutting the fluke muscles and sinews thus allowing the flukes to fold back from their closed position as soon as towing movement is started.

The Islanders cut and boiled the blubber on shore under somewhat primitive conditions, but the oil was generally of a high grade. War-time restrictions brought a halt to their whaling and recently the Company acquired their assets, hoping to streamline the industry as there are plenty of whales for the taking.

(Continued on page 58)



Typical coastline, Norfolk Island.



The majority of Fijians still live in village communities.



The Royal island of Bau, off the Viti Levu coast, from whence came Cakobau and other Fijian chiefs.



The impressive Government buildings, in Suva.



Under the portraits of the British R and elected members repres

Fiji Has C S

OCTOBER 10 this year was the Cession which made Fiji a be said that Fiji has come a long annexed by one or another of t floundering along in the backwas

Not so Fiji. To-day the most its outlook is modern, and it is reached its present age, however The greatest of its problems to which now far outstrips the nat on sugar, and it was the early s first Indians, as a reliable source the job of solving the "Indian p of the Europeans of Fiji. That all its ramifications, is now very Indians make more clamorous de taining a stubborn allegiance to

Britain, who at the time of Fijians, and who apparently hoj the last 30 years, would solve its the *status quo* in her South Seas

MEANWHILE, in spite of her b land, wherein life appear irritating aspects of existence fo

When, on October 10, 1874, ceded their lands to the British little better than cannibals or h state.

The first missionaries had g pression upon these ferocious pe was converted to Christianity, is with Maafu of Tonga, later chie became Christian he ardently d The edict went forth that they Most of them became Christian virtually all had been converted.

To-day, the Fijians are 100 their religion. Much of their frame-work, but education and opportunity to serve their peopl in trade. Although traditionally the Fijian has also contributed patriotic, Fijian forces served in in World War II. As a jung acclaim.

(Co



Fiji Legislative Council meets. Official and Indian communities.



Fijian jungle fighters won fame in World War II. Photo was taken during fighting on Bougainville.

Long Way 374

ary of the signing of the Deed of Colony. Without triteness it can Many Pacific Islands territories, about the same time, are still

and territory in the South Pacific, considerable prosperity. It has not wing-pains or without problems. dly increasing Indian population ulation. Fiji's economy is based in the Colony who brought in the is, in the opinion of some, throws s in 1949, right back into the lap cation—the Indian problem, with reatens to become more so as the iji, on the one hand, while main- on the other.

sed to secure Fijian lands to the problem," as it has developed in ace sterner measures to maintain

blem, Fiji is a green and pleasant tly along, without many of the or Australasia.

of Fiji, and other Fijian chiefs of Victoria's new subjects were y emerged from that interesting

ut 1835, but they made little im- Some time in the 50's, Cakobau tter of expedience as an alliance is, hung upon it. Once Cakobau subjects also should become so. their heathen gods or be flogged. by the end of the 19th century

ctising Christians and happy in ed within the traditional Fijian outlook has given many of them of teaching, medicine, and even in European commerce, as such, whole Fiji community. Ardently and, to a much greater extent, Fijian has gained world-wide

Page)



Indian farmer and his ox in a typical Fiji cane-fields setting.

The open-cut workings and some of the plant at the Emperor and Loloma Mines, near Tavua.



Tropicalities

AN interesting feature in the Australian Broadcasting Commission's Walkabout session on October 4, was called Plumed Shepherds of the Wahgi—which told primarily of the Hallstrom sheep experiment at Nondugl, in the New Guinea Central Highlands, and something of the history of the valley and the people who live therein.

Much of the feature was recorded by ABC's Colin Simpson when he visited the area recently with a party that included Mr. E. J. Hallstrom, William Dobell, the Australian artist, and Senator Armstrong.

For once, the ABC was historically correct and gave the credit of European discovery of the valley where it was due—to the Leahy brothers who were prospectors, and to Mr. Jim Taylor, of the New Guinea Administration who made the difficult journey in the early thirties. This fact got barest mention (although it is one of the most fascinating stories in British colonial history), but it may correct the general belief of Australians that the New Guinea Highlands were discovered by Mr. Hallstrom, of refrigerator fame.

THE Nondugl sheep experimental station is in charge of Mr. N. Blood, an old Territorian, who has his wife and young daughter Susan with him. Interviewed by Simpson, he told the story of how he first saw the Highlands during the war when he brought a party, who were getting away from the Japs, over the mountains from the Sepik country. One of many interesting

points that emerged from his talk, was that kunal grass, which so many Territorians have gazed at in the past—and said: Ah! The beef it would raise!—is no good for stock raising. The Kunal at Nondugl has been rooted out and kikuyu, perennial rye and clover grown in its place. Mr. Blood did this by dividing the grazing area up into one acre plots, and calling tenders among the local inhabitants for getting the kunal out. He was rushed by eager natives who accomplished the job with nothing more elaborate in the way of equipment than pointed sticks. They were paid in shell money.

The original 300-odd sheep (Romney Marsh, to withstand the wet climate—the Highlands get about 100 inches of rain a year) have now become, with the recent lambing, 1400.

Mrs. Blood, who was born in Apia, Western Samoa, and lived most of her life around Sydney until she went to New Guinea about 14 years ago, told something of their interesting life in the Wahgi Valley, and the natives' reaction to her year-old Susan. Pressed by Mr. Simpson, she admitted that she liked the local natives well enough and added "...and that, considering I have lived 14 years in the Territory, is something!"

It was a good feature, notwithstanding the fact that Senator Armstrong was served up at the end as the piece de resistance, to speak his bit about the sanctity of trusteeship and that there must be no exploitation, etc.—J.

A Long Way Since 1874

(Continued from page 53)

The Indian, although he is a problem, has contributed a great deal to the wealth and prosperity of the Colony. The majority are still peasant farmers, but many have become the small shopkeepers and tailors of the towns; they have entered the professions; and the transport industry is completely in their hands.

SHORTLY after Cession, the capital was moved from Levuka, on Ovalau, to Suva, which has developed into a fine town of impressive buildings, fine homes and public institutions. Around the sugar centres, in other parts of the Group, other large towns have grown. The whole Colony is well-roaded, and Nadi, on north-west Viti Levu, the present international airport, has become a Pacific aerial cross-roads. In 1950 or 1951 it is expected that the international airport will be moved to a new site near Suva.

There are deep-water harbours for ships of all tonnages at Suva and Levuka, from whence go the copra, coconut oil, canned pineapples, sugar and bananas to help feed a hungry world. From the huge Emperor Gold-mines at Tavua, go the gold ingots that help to provide the British Commonwealth with elusive Yankee dollars.

FROM Daily Mirror, Sydney: Philanthropist E. J. Hallstrom is delighted that a new species of parrot, Psittacus Hallstromi, is going to bear his name. He's an amateur parrot expert.

Leader of the expedition which recently captured the new birds in New Guinea, Captain Neptune ("Nep") Blood, also has a species of bird named after him. The Museum authorities named the lucky creature, a brilliant Bird of Paradise, "Paradisida Bloodi" (careful with your pronunciation!)

THE rationing of petrol in New Caledonia was abolished in September. In Australia, however, it has been re-imposed at the urgent request of Prime Minister Chifley. The system was wiped out in June last, on appeal to the High Court. There is held to be significance in the fact that the only big communities in the world which now have to suffer petrol-rationing are the Socialist-governed countries of Britain, Australia and New Zealand.

ONE of our more advanced Native Medical Orderlies in Central New Guinea was determined to give his first-born a European name. As the time drew near, he still hadn't decided on a name and he approached the Medical Assistant who rattled off all the Christian names he could think of.

None suited, however, and the NMO left for his outstation. A couple of months later he was back, and when asked what he had finally called the child, replied—"Vaseline." Probably that can be counted as at least appropriate for a NMO's offspring.—"A."

THE limited English vocabulary of teachers in the outer Cook Islands, and their incapacity for assimilating any word or phrase not within their previous experience, have often been a source of innocent merriment to visitors.

The story is told of a lady visitor to one of the islands who was much intrigued by the pulchritude of a little native girl, who had her hair done in "corkscrew" ringlets, once the favoured coiffure of a youthful US film-starlet. The white lady visitor had with her the usual interpreter—to wit, one of the island school-teachers.

Beaming upon the mother of the attractive village infant, the tourist turned to her interpreter: "Tell her that her little girl looks just like Shirley Temple," she said to the Man of Letters, a dungaree-clad youth of 20.

The interpreter, after a moment's hesitation poured upon the proud dame a string of Polynesian syntax. The proud mother, instead of beaming back, favored the white lady with unloving eye-daggers; which, after the procession moved on, gave her, as the French put it, furiously to think. It was plain that the compliment had not made the hit expected!

"Did you tell her just what I said?" asked the bestower of compliments.

"Yes, missis," replied the Master of Arts.

"And what did you say in Maori to her?" the tourist-lady next wanted to know.

"Oh, I say her the same you tell me. I say her, 'The missis she say your daughter look like a surly, damn' fool!'"

Moral: When in need of interpretation, seek, in the Cook Islands, a Maori-speaking European for your guide!

A HALF-PAGE of photographs of scenes in and around Port Moresby—photographs taken, apparently, to show native progress under Ward-ism—was published in the Adelaide News on September 28. One picture is entitled: "Native boys work beside white girls in the Port Moresby telephone exchange. This is part of the Administration policy to make Papua and the mandated Territory eventually independent of outside labour." The photograph shows five persons sitting in a row, shoulders almost touching, before a switchboard—two white girls and three native men.

It was too much for one former resident of the Territories—Dr. C. M. Deland, of Adelaide. He wrote a scathing letter to the newspaper, and asked "how are they going to stop undue familiarity by natives towards white women if they allow this sort of thing?"

THE New Guinea Administration is finally doing something about housing its personnel in the Central Highlands.

Pre-fab, houses of the Bulolo type have recently been flown into Kerowagi for erection in the Chimba Sub-District and others have been erected already at Goroka and Kainantu.—"W."

JAMES CAMERON, of the Camerons of Lochiel, lives the life of a king on the island of Kitavo in the Trobriand Group (Eastern Papua). He has a small lighting plant using about half a pint of petrol a week. A few days ago 500 40-gallon drums of petrol landed on his beach. They'd been jettisoned from a ship in distress.—Sydney Sun.



"Jumbo," the largest of the standing stones.



Coral slabs in wall formation.

The Mysterious Ruins of the Trobriands

A LITTLE less than two miles northward of the village of Omarakana, two separate heaps of coral slabs stand, either in symmetrical array, or tumbled carelessly as if a giant had ung his playthings fretfully aside.

This is the village in which lives Mitakata, paramount chief of the Trobriand islands, in what contentment his thirteen wives may bring him. But no one in Omarakana could care less than Mitakata about relics of a forgotten civilisation, which swept across the Pacific before the dawn of history. There is no one of the Trobriands, or elsewhere, with a clue to who these ancient peoples were; where they came from, or what prompted the erection of the monuments they left behind.

It was the late F. E. Williams who first told me about the standing stones of Kiriwina. He and his wife, who acted as unpaid secretary to their little museum in Port Moresby, had made a trip to the Trobriands to examine them, and, in his official capacity of Papuan Government Anthropologist, "F.E.'s" remarks upon these curious megalithic remains may be read in the Papuan Annual Report of 1936-37.

Not until 1939 was I able to see them for myself, and, with the aid of compass, surveyor's tape and several bored and lethargic assistants from Omarakana, plot the lay-out of the principal group of stones.

THEY are not so notable as the stone-faced burial mounds of Tonga; nor so well designed as the temples of Maïden Is. They have little in common, either, with the fabulous city of square miles in area, which is said to lie hidden in the jungles of Palau, or the Carolines. Nothing in common, that is, except perhaps a common origin. It can be claimed, however, that the

Kiriwina relics are the only link connecting Australian territory with this lost age, and, for that reason, they possess an interest all their own.

It was in 1930 that the remains of stone structures were first reported from the island of Kitava, in the Trobriand group. Five years later, more elaborate remains were found on Kiriwina; but not until Mr. Leo Austen, the ARM of the day, had cleared the low tangled scrub surrounding them, was the full significance of the discovery realised.

The largest collection of stones covers about three-quarters of an acre. A

By BASIL HALL

short distance away is a second site, which, if not giving the same impression of size, shows even more clearly the wall structure of a building 40 ft. in length.

In both positions, the axis of design is due east and west.

THE first group is the one which appears to offer the best field for investigation. If any trace of the builders is to be found, this is the spot to look for it. Here is the distinct ground plan of a large house, flanked at either end with what seems remarkably like crazy pavement.

In this case, what remains of the walls is now a low, irregular parapet, in which it is still possible to see a careful fitting together of the upright stones, that are even chinked with smaller ones to make the outline whole.

But, long before the implications of this have been considered, the eye is drawn to the other end of the clearing, where a huge monolith stands more than 14 ft. above ground, and, quoting "F.E.'s" measurements, is embedded 4 ft. in the

earth. This slab is 7 ft. 3 ins. at its widest, and a good 12 in. thick.

Around the monolith, which someone has named "Jumbo," lie slightly smaller slabs of the same cement-like coral, roughly rectangular in shape, and having a smooth dressed appearance, which might easily be taken to be the result of the mason's chisel. From their position, it is impossible to guess whether they have been erected, or simply carted to a job, which, for some reason or other, had remained unfinished.

And that poses the question of where they came from.

THERE is no sign of a quarry on Kiriwina. The island itself is no more than a few feet above sea level, and the chance of prehistoric stone workings such as are found on Easter Is. may be discounted. It is far more likely that the material lay ready to the builder's hand, which theory is strengthened by "F.E.'s" discovery of a coral formation naturally fissured into slabs of the same size, lying along the shore line under a foot or two of water.

I am not sure as to what particular example he refers to, but there is such a one a short distance from the coastal village of Kaibola, and that would be about three miles from the present site. But what is quite a reasonable supposition still leaves the method of transportation to be accounted for.

To move stones the size and weight of those at Kiriwina, would require the efforts of men with some knowledge of mechanics of the lever and roller type. It would also mean the presence of some compelling impulse, which by no stretch of imagination can be associated with the Trobriand islanders' conception of a working day.

(Continued on page 72)

MISS PERKINS WENT REEFING

(Continued from page 51)

A sob came from Miss Perkins. Clumsily she forced her way through the swirling tide to the niggerhead. It was slippery at the base, and climbing it with the use of only one hand was not a pleasant task. She was torn and bleeding freely from a dozen jagged cuts before she reached its top. But she still clutched the nautilus firmly in her left hand.

She stood there. Trembling with exhaustion and fear she swayed. One leg shot out sideways as she struggled to regain her balance. Her foot struck the basket which sprang into the air. Its contents showered away from it, as it smacked into the hungry sea. For a second it whirled in an eddy, then, half-submerged, bottom up, it rushed away with the tide towards the island.

Miss Perkins was very afraid now. She peered about, her aching eyes frantic with fear. There was nothing but the ever-expanding sheet of water. But after the first frightening rush of the tide it seemed to rise much slower. As she watched the level of the sea creep up, she realised what a fool she had been not to have tackled the long wade to the beach instead of climbing the niggerhead.

Maybe there was still time, she thought. If she dived in now, she would have to swim for a while; then she could wade the remainder of the journey. Placing the nautilus to one side, she bent and unlaced her sandshoes. She tied the laces together, and placed the joined shoes so that she carried them one each side of her neck. They would be necessary when she was wading. Even as she placed them about her neck, she noticed the nautilus. It was slowly moving towards the edge of the niggerhead. Alarmed, she sprang towards it, and bent to grasp it. Away went the sandshoes, slithering over her bowed head. They hit the niggerhead, and bounced off it into the swirling sea. Miss Perkins, nautilus in her hand again, watched them weave their way through the clear water. They zig-zagged down.

They had almost reached the bottom when suddenly a racing shadow flashed across the path of the shoes, there was a swirl, and they vanished.

Aghast, Miss Perkins stepped back, the razor-edge on the niggerhead sliced deep into her heel and she realised she dared not swim ashore. She felt faint. She shivered. It was getting cooler.

WITH tropic speed the sun was setting behind the squat island. Soon it would be gone, and Miss Perkins would be alone in the shadows of the evening; alone in the greedy immensity of the sea.

It was then that she really panicked. She began to scream, wildly crying into the approaching evening. Sadly the echo of her piercing sobs floated lazily back from the empty bay. Suddenly at her feet, stinging the gash in her heel, she felt the sea as it whispered over the top of the niggerhead. The burning of the salt in her wound, shocked her from her hysteria.

There was no hope now, she told herself dully. This was the end. This was it.

Then, suddenly, she thought she heard the faint throbbing of an engine. She held her breath. There it was again! Hope surged in her heart, and fear too. She could not see the launch, but from the increasing volume of its engine noise she knew that it was approaching her. Her hands fluttered down, and even as

she hastily unwrapped the white sun-top from her body, even in the extreme urgency of the situation, she blushed.

For a second she hesitated; for a second her prim, spinster mind told her it was indecent, then her hand flashed up waving the white sun-top.

She seemed then to be standing on the darkening surface of the water. Her hair streamed behind her, as her head tossed vigorously with the thrashing movement of her arms. In one hand she waved the sun-top, in the other, the nautilus. It looked as though she were naked.

And over and over she cried, "Here! I'm here! Come here! Over here!"

Then she saw the shadowy outline of the launch and despair clutched her heart. The launch was not the white Velita, and it was not coming towards her. It was racing past her, away from her! The more she waved, the louder she screamed, and the further the mysterious launch raced away. The wash of it nearly swept her off the niggerhead, and for a time all her attention was required to keep her precarious hold. In her struggle to do so, the sun-top was lost. The launch's wash subsided.

Panting, she straightened up. Night was approaching fast, but all feeling seemed to have left Miss Perkins. The reaction from her near-rescue left her numb, an inert mass of shivering flesh.

She was standing thus, dumbly watching the darkening water when the faint beam of the approaching searchlight crept over the water and moved along the beach; left the beach and began to sweep the bay. It lingered on Miss Perkins and then shyly moved away from her.

It became brighter again, as it hesitantly arched across the bay. Covely it danced along the water. As it slowly approached Miss Perkins on its returning sweep, her frozen brain snapped. This was her last chance, and there was only one thing to be done.

This time she did not hesitate. Swiftly she bent and for a moment she splashed in the sucking tide. There was a shower of water, then madly she waved her white shorts above her head.

Now the searchlight became blinding as the launch sped towards her, churning the quiet waters of the bay into a seething mass of glittering fish. The sea boiled about her as the dazzled garfish left the water, jumping blindly. One or two struck Miss Perkins as the searching light passed over her, but she did not feel them.

Suddenly the light stopped, then, more sure of itself, it returned to her, and held Miss Perkins in its blinding glare, as she stood gaunt and naked, knee-deep in the swirling water, waving madly.

She never thought of her nakedness; she did not care. The Velita could have been the Queen Mary, and the ten breathless watchers, ten thousand, for all she cared. She was conscious only of a great weariness, and the wonderful relief that was flooding her dazed mind. She sobbed a little as they lifted her, blanketed her tired body, and carried her gently to a bunk.

She was asleep before they could give her brandy, but she still held the giant nautilus in her left hand.

MISS PERKINS went reefing, and her reefing trip taught three people three separate lessons:

It taught Miss Perkins, the school-

mistress, the amateur naturalist, proud possessor of the largest-known nautilus shell, never to linger on a reef when the tide is making.

It taught Jensen, the owner of the Velita, the master of trips to the barrier, always to count his heads before returning home, and to leave a dinghy handy for the reefers.

And it taught O'Leary, ex-drunken fisherman from the Hull River, the benefits of sobriety. To his external regret, he had been a little tipsy that never-to-be-forgotten evening when he saw the mermaid in Naida Bay. "Sure," he says excitedly, "there she was all white in the evenin'! Her breasts pointin' at me, and she wavin' a piece of seaweed in one hand, and a grinnin' skull in the other. She was dancin' as light as a feather on two fathoms of water. I tell you, I'll never forget the sight of her. Niver! She almost lured me onto that bombie there! I swear it's true! I swear to God it's true!"

These days O'Leary haunts Naida Bay. He does little fishing. He never drinks, and he carries a camera. For no one on the Hull River will believe his story.

NORFOLK IS. WHALING

(Continued from Page 51)

THE Company was started by Mr. and Mrs. Max Picard of Hamilton (NZ), and Captain K. Hansen, who has been responsible for the erection of most of the buildings and the plant, including winches, petrol engines, choppers and cutters and also the re-installation of the boiling pots. In this work he has been ably assisted by Messrs. Stan and Bill Buffet, Johnny Young, R. Quintal, of the Island, and Les D'Arcy of New Zealand.

Nestling at the foot of the steep hills which slope down to Ball Bay, the buildings do not offend the eye. The scenery and general surroundings are beautiful, and one would expect a whaling factory to be out of place in such a spot. Strangely, it is not. The buildings are unobtrusive and face a concrete apron running into the sea. On the apron the whales will be flensed and the strips of blubber will be hauled up a slide. The product will be pumped out at the other side of the building as oil, awaiting shipments over seas.

Last year the Company, with an unusual run of bad luck, tried to operate against many difficulties. A launch was acquired but it was not suited for the job. It lacked that extra touch of speed and the weighty harpoon gun held its bow down. The Company have now acquired a chaser from Cook Strait (NZ) with a speed of 30 knots and more, plus a record of over 100 whales killed.

The original launch broke down after the beginning of the previous season and precious time was lost in making only temporary repairs. When all seemed set fair, the Island ran out of petrol. So the Company ceased operations for the season. However, this may have been to the ultimate good, for extra time was thus available for improvements, modifications and additions to the existing plant.

The Company deserves full credit for its virile approach to seemingly insurmountable difficulties, particularly in regard to the lack of facilities and supplies. A big problem lies ahead as there is inadequate road access to the Bay, while the anchorage also is not of the best—like all Bays on the Island, it is suitable only when the wind is fair.

If the Company meets with the success it deserves, it will automatically have a bearing on the future economy of the Island.

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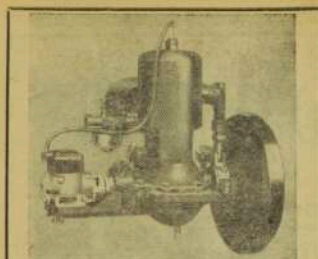
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You Must Not Export Zebu Bulls

Fiji Still Has a Long List of Prohibitions

IN September, control was relaxed on some exports from the Colony of Fiji. Export licences are still required, however, for numerous items. Restrictions still apply to export of goods imported from outside the sterling area; to the export of butter, ghee, cement, animal feeding stuffs, wheat, flour and sharps, meats, oils and fats, most of which can be imported into Fiji only under licence.

Scotch whisky must not be exported without a licence from the Comptroller of Customs—but anything up to a quart may be taken from the Colony by an outgoing passenger, a through passenger, or a member of a ship's crew.

A licence from the Comptroller of Customs is required also for the export of locally produced sugar. A general licence has, however, been granted to cover the export by parcel post of quantities of sugar up to 11 pounds in weight.

Various Orders require exporters to obtain export licences from the Director of Agriculture for copra and copra products, dhalls, maize, sacks and rice and rice products.

The permission of the Colonial Secretary is required for the export of whales' teeth, pearl and ivory breast-plates, ivory necklaces, and non-domestic birds or their plumage.

The Governor-in-Council must grant permission before sandalwood or pure or half-bred Zebu bulls can be exported, and the Governor's permission is required for the export of silver coin.

Licences must be obtained from the Financial Secretary for the export of gold coin, gold bullion, or foreign currency and for the export to a non-sterling area of philatelic stamps in consignments of a value of over £5.

The export of Kauri gum from the Colony is prohibited completely.

NOTES FROM MADANG

From a Special Correspondent

BRIGHT and breezy Ralph Cambridge, big-shot plantation inspector for "Carpenters," was here the other day; and genial Tony Corlass, Ralph's contemporary, also paid us a call. What those two old stalwarts don't know about coconuts and native labour isn't worth knowing.

Glad to see "Ned" O'Brien and wife back from South. The old battler was lucky to get over a bad bout of pneumonia. He did not respond to injections—but a glass of cold beer probably saved his life!

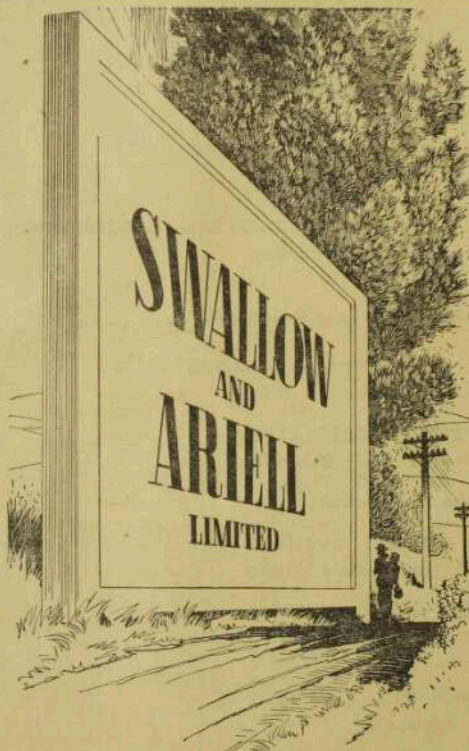
Those poor police-boys! How would you like to be garbed in that heavy blue serge and have two yards of the material wrapped around your loins? Why don't they give them something sensible and comfortable—light and suitable for the tropics?

There should be no deaths in Madang when Dr. and Mrs. Theo. Braun arrive shortly, and take up residence at the elaborate native hospital a few miles on the Madang side of Amele. The amiable doctor is a genius with the knife, and an authority on tropical diseases, and he and his charming wife will be a valued acquisition to the district.

Pastor and Mrs. Gander, Seventh Day Mission, shortly leave Madang on the new £9,000 motor-vessel, Leleman, for the Sepik, where they will make their new home. Mr. and Mrs. L. H. Barnard and child, also of the Seventh Day Mission, recently left Madang for Mt. Hagen. Mr. Barnard will open up a leprosarium there.

Bright, dapper little John Siegers, a Malayan, who was brought to NG 37 years ago by the German regime, spent some time at Madang recently with his sister, John is produce, shipping and customs man for Colver, Watsons, Rabaul, and can rightly claim to be one of NG's hardest and most conscientious tollers.

Mr. N. Cochrane has been appointed a District Magistrate in Fiji and will leave England on September 24 to take up his new post. Mr. Cochrane was educated at King William's College, Isle of Man, and called to the Bar in June, 1932. Up to the time of his appointment to Fiji he was a practising barrister in the Leeward Islands.



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MISSIONARY'S VIEWS OF NAURU ADMINISTRATION

From Our Brisbane Correspondent

ACCORDING to the Rev. J. Robinson, a Congregational missionary on Nauru, none of the Australian Administrative staff on the island can speak the Nauruan language.

He was of the opinion that the Administration could not really know the natives when none of its representatives, including the Native Affairs' Officer, could speak the language.

Although the language was difficult to learn, his wife spoke it well after being there a little over two years.

The Administration had done nothing to rehabilitate the Nauruans, he said. There was not one organisation on Nauru sponsored by the Administration, which had sought in any way to do that. Schools had to a certain extent been re-organised, but not adequately.

Mr. Robinson said that a housing scheme for natives was operating on the island, but the British Phosphate Commission had organised it, not the Australian Administration.

Mr. A. W. Small is now in New Zealand on vacation leave. Prior to retirement after 30 years' service with the Government of Fiji. He was appointed a clerk in the Native Department in 1910, and for the greater part of his service he has been connected with Fijian affairs. He was, for a time, Fijian interpreter at the Supreme Court, and later appointed a member of the Board of Examiners in the Fijian language. For over two years he was responsible for the weekly Tuesday night broadcasts in Fijian from ZJV. Mr. Small served overseas in the 1914-18 war with the Second Fiji Reinforcements.

FIJI MILITARY FORCES PAY AND ALLOWANCES

RATES of pay and allowances for the Fiji Military Forces were announced at the end of August. They vary from 3/- per day for privates under 21 (3/6 if over 21) to 57/6 per day for Colonels (on appointment—after two years' service in rank the pay is 60/- per day).

Marriage allowances have been fixed at 8/- per day for Lieutenant-Colonels and

Colonels, grading off to 2/- per day for privates.

It is interesting to note that the pay for a Major, on appointment, is 40/- per day—which is equivalent to the ruling rate in Australia for a very rough carpenter.

A daughter, Ann Elizabeth, was born to Mr. and Mrs. R. A. Harrison, at Namanula Hospital, Rabaul, New Guinea, on September 20, 1949. Mr. Harrison is director of the Seventh Day Adventist Mission, Manus.

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HOW THE US DEALS WITH FILARIA

THE spread of filariasis (which is a curse in Eastern Polynesia) can be greatly curtailed by spraying mosquito-infested houses and schools with DDT, according to the United States Public Health Service. The conclusion is based on a 21-months' programme of DDT spraying at St. Croix in the Virgin Islands—the first comprehensive DDT spraying programme ever inaugurated against the type of mosquito that carries filariasis throughout many tropical countries.

Use of DDT as a residual spray alone will not eradicate this disease-carrying mosquito, for the mosquitoes apparently can live long enough to perpetuate their species. But an adult mosquito cannot live long enough in a DDT atmosphere for the filariasis worms it carries to develop to the stage where they will infect human beings.

The spraying programme was begun at St. Croix in 1946, as a co-operative project of the Public Health Service, the School of Public Health of Columbia University (New York) and the Municipal Health Department of St. Croix.

Preliminary surveys had revealed that the chief breeding places of the mosquitoes were not swamps (except at the height of the rainy season), but in artificial containers—tins, cans, cisterns and water barrels, and in polluted water usually found near human habitations.

During the first treatment all buildings were sprayed. In subsequent sprayings only occupied houses and schools were treated. Experience showed that a 25 per cent. DDT-Xylene-Triton concentrate was the most effective.

At the end of 21 months, investigators found that half the buildings that had been sprayed were completely free of mosquitoes. The number of mosquitoes containing filariasis worms had been reduced by about half. No mosquitoes containing worms that had reached the infectious stage were found.

It proved more difficult for researchers to assess the reduction in filariasis in humans since the disease is not discernable in the human blood stream for about a year after infection. The general indications seemed to be, however, that the rate of infection had been greatly reduced by the spray programme.

Other effects of the spray programme were the complete elimination of the type of mosquito that transmits yellow fever, and of fleas, bed-bugs and roaches.

—United States Information Service.

FIJI SCORES AN EXTRA HOLIDAY

From Our Own Correspondent

SUVA, September 19.
GUY FAWKES' DAY is not a public holiday in Fiji, but this year the public will have a holiday, although not to celebrate the frustrating of the explosive activities of Mr. Fawkes, in 1605.

November 5 will be the last day of the War Memorial Anti-TB Appeal for the first year of its ten-year campaign, and, at the request of the central appeal organisation, the Governor has proclaimed the day a holiday. (There is a suspicion that as so many official and unofficial appeal organisations have announced large-scale activities for the day, the Government realised that not many people would be at work anyway.)

JUST LIKE SYDNEY!

A LIST of electricity restrictions for Port Moresby was announced in the Papua-New Guinea Government Gazette of August 16.

Use of electricity for irons, hot-water services, motors in mills and workshops, freezing plants and refrigerators is prohibited at certain hours.

After this list of must nots, follows the threat now familiar in Australian communities, that if restrictions are not observed, areas will be blacked-out. The restrictions, it is promised, will remain in force until some time in 1950 when new plant is expected.

Evidently someone in authority in Port Moresby has been to Sydney to see how it is done. The pattern is well-known to Sydneysiders; they could slip into life in Port Moresby and not notice any difference.

Rabaul Has Blackouts, Too!

From Our Own Correspondent

RABAU, Sept. 10.
THE Electrical Engineer of the Public Works Dept., Rabaul, New Guinea, advised in early September that "unnecessary light and power must be switched off especially during the peak hours of six to eight p.m."

On September 1, between hours of six and eight, the load was 35 per cent. heavier than normal and this resulted in a temporary blackout in one section of the town.

Electric light charges came into force in Lae, Madang and Rabaul on September 1. As there are no meters available, a flat rate has been charged for each installation—so much for each point, so much for each electrical appliance. Possibly this explains the overloading.

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These Are Rabaul District's Best Cricketers

THE Rabaul Cricket Association ended its season in July, with the Kokopo team at the top of the competition list. The following are the batting and bowling averages of the most successful players during the season:—

BATTING

Batsman	Team	No. of Innings	Times Not Out	Highest Score	Total	Average
T. D'Arcy	Kokopo	8	4	69	242	60.5
W. Cohen	Kokopo	12	3	76*	434	48.2
J. Keenan	Administration	13	0	46	382	27.1
J. Langford	Commerce South	11	1	50	231	23.1
S. Baker	Kokopo	11	3	32	174	21.8
F. Rierdan	Commerce South	9	0	39	188	20.9
J. Carroll	Commerce South	11	3	30	184	19.25
E. Hill	Commerce South	11	1	52	178	17.8
J. Williams	Kokopo	8	1	42	111	16.0
J. Cunningham	Public Works	11	2	33	124	16.0
P. Sheehy	Commerce North	14	0	47	278	15.6
A. Sheppard	Public Works	9	1	29	119	13.2
J. Young	Public Works	13	4	35	116	12.9
A. Paige	Kokopo	11	0	30	142	12.9
F. A. Rhoades	Commerce North	12	4	26*	101	12.6
L. Soultet	Public Works	11	0	37	130	12.6
A. Moore	Commerce South	12	0	65	140	12.4
C. Normoyle	Administration	13	1	53*	141	11.6
H. Hugo	Commerce North	11	0	29	126	11.5
T. Fulden	Kokopo	8	2	28	67	11.2
W. Daley	Public Works	12	0	22	126	10.5
P. Hancock	Commerce South	9	2	27	72	10.3

BOWLING

Bowler	Team	Overs	Maidens	Runs	Wickets	Average
V. Copas	Kokopo	89	35	199	31	6.42
S. Baker	Kokopo	60	16	135	19	6.58
T. Brown	Commerce North	70	14	182	23	7.9
G. Orr	Administration	52	8	140	16	8.8
M. Thomas	Kokopo	71	15	246	28	8.86
A. Moore	Commerce South	67	2	240	26	9.2
P. Sheehy	Commerce North	129	24	345	35	10.0
D. Ewing	Commerce South	125	22	264	28	10.8
L. Mansfield	Kokopo	150	55	289	25	11.6
F. A. Rhoades	Commerce North	31	1	124	10	12.4
E. Wright	Administration	65	4	320	25	12.8
J. Cunningham	Public Works	66	3	281	21	13.4
N. Buntline	Public Works	113	19	334	18	18.5
C. Normoyle	Administration	101	10	335	18	18.6
F. Rierdan	Commerce South	68	9	183	10	19.3
W. Daley	Public Works	86	10	293	13	19.5

EVEN ISOLATED MANGAIA HAS A HOUSING PROBLEM

From Our Own Correspondent

THE new "union rate" of seven shillings a day per man, with meals provided by employer, has given a sharp check to the erection of new huts, etc., on Mangaia, Cook Is. Houses which once could be built for under ten pounds now cost three times that sum. Mangaian are in a dilemma; European material, such as timber and roofing iron, is unobtainable, as also is cement, and the less-durable native thatch-and-reed construction is now disproportionately expensive.

Housing problems, upon a South Sea island thickly bushed, seem farcical; but so many expenses crop up, even in those cases where a villager is his own architect, carpenter and builder, that the job is no light one. All timber must be chopped, sawn and smoothed by hand, over a period of many weeks, during which other tasks are set aside.

The collecting of dry pandanus leaves is the lightest but not the least of the jobs connected with hut-building, and beside this there is the necessity for rope and twine, all made by hand from coconut-fibre. If a working gang be hired at the rates quoted, the prospective builder could easily be £40 out of pocket at the conclusion of a job of any size—a hut, say, suited to occupation by a European. Where a villager calls in his own clan to help him, their feeding, with tinned-foods at present prices, is no small item in the budget, even if he does not have to pay his helpers the "award" rate.

SAMOAN STOWAWAYS DISILLUSIONED

From Our Own Correspondent

SUVA, September 11. DISILLUSIONED over the present-day treatment of stowaways, two young Western Samoans from Apia, who had been on an uncomfortable Pacific tour, recently jumped overboard from the ship, Tweed Bank, at Savusavu, Vanua Levu, swam in the dark for 500 yards in waters where sharks are common, lived on coconuts in the bush for six days, and were on their way to give themselves up to the police when they were found by a Fijian constable who was looking for them.

The two young men, Charlie Pereira and St. John Mella (known as Jack) left Apia on March 25 in the ship Hero Bank, which put them ashore at Panama. After a month in custody they were placed aboard the Tweed Bank, which sailed from Panama to Sydney, where she remained for three weeks, and then to Melbourne for another 28 days. While the ship was in port the stowaways were in gaol on shore.

By the time the Tweed Bank was on the way from Melbourne to Levuka to pick up copra, the Samoans were looking for means of escape, but it was not until after the ship's arrival at Savusavu that their guard happened to leave the door open.

They promptly bolted for the ship's side, dived over and swam the 500 yards to the shore. They hid in the bush for six days to allow time for the Tweed Bank to leave Savusavu.

Miss Ruth Strange of Perth, WA, has become chairman's assistant, Methodist Mission, Suva, Fiji.

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FIJIANS ASK FOR MORE SAVINGS BANKS

SUVA, Sept. 19. BEQA, an island famous for its fine walking natives and successful co-operative enterprises of its all-Fijian inhabitants, has ended another legend—this time that all prosperous Fijians get rid of their money as soon as they receive it.

A young man of Beqa, I. C. Nakaiwalu, has been looking into the savings bank question and has come up with a sharp word for the Government. He points out that as soon as the limited number of Fijian copra-planters (who produce nearly two-thirds of Fiji's copra) become prosperous, private enterprise in various forms descended on them from all directions, but the Government slipped up and failed to provide savings bank facilities. The result was inevitable. (As an illustration of this point there is the fact that at the beginning of 1948 a tiny centre in Vanua Levu had no Indian tailor. At the end of the year it possessed six—all flourishing or they wouldn't be there.)

Nakaiwalu quotes the example of Gau, where a Government savings bank has been started by the head teacher of a Fijian school with encouraging results. He adds: "Most of the Fijians have been given unlimited opportunities for wasting money, but none whatever for saving it."

Cuthbert's Misima Goldmine Ltd. reports that in the period from August 23 to September 22, the mill at Misima (Eastern Papua) ran for 15 days, and results were: Ore crushed, 420 tons; bullion produced, 540 ounces; gold contents, 2 ounces; silver contents, 115 ounces.

DEATH OF MR. C. W. AIDNEY

MR. CYRIL W. AIDNEY died at the Colonial War Memorial Hospital, Suva, on September 17, at the age of 62. He had been a well-known businessman in Fiji for many years.

Mr. Aidney was born at Stoke-on-Trent, England. As a young man he went to New Zealand and later to Fiji, in 1910. He was with the original firm of Morris, Hedstrom, Ltd., at Levuka, and was secretary of the company after its amalgamation with the Suva firm of Henry Marks and Co., Ltd. In the early 1920's he went to Tonga as manager for Morris, Hedstrom, and in 1934 returned to Suva as manager for Sturt Ogilvie and Co. Ltd. In 1937 he relinquished this post to become a director of Williams and Goelling, Ltd., a business which he controlled until his death.

For several years in the war period, Mr. Aidney was Price Controller, and he was secretary of the Copra Board from its establishment until he resigned last year. He was a member of the Suva Bowling Club, the Defence Club and the Northern Club, Lautoka, as well as of the Auckland Stock Exchange. In 1920 he was a member of the Levuka Municipal Council, which was then an elected body.

Mr. Aidney is survived by his wife and sons, Messrs. Basil and Don Aidney, who are engaged with Williams and Goelling, Ltd. Another son, William, died in Auckland, NZ, in 1943.

There was a large attendance at the funeral, including representatives of the principal Suva firms, the Mayor and president of the Suva Chamber of Commerce (of which Mr. Aidney was formerly secretary), and the presidents of the De-

fence and Bowling Clubs. The service was conducted by the Rector of Holy Trinity Pro-Cathedral (the Rev. H. W. Figgess).

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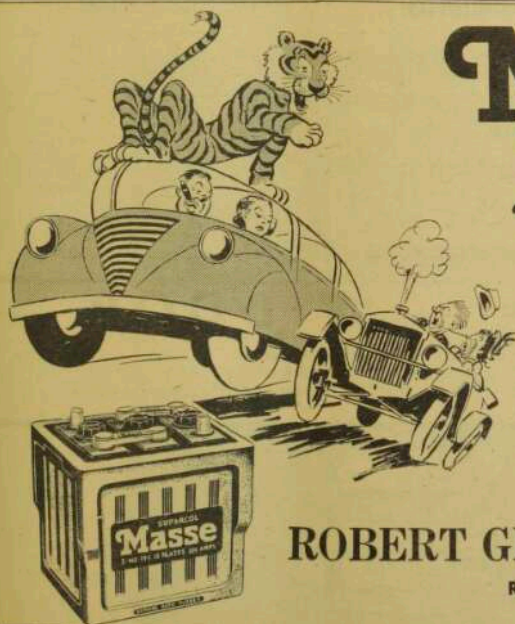
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DEAR BUTTER IN FIJI

THE price of Navua butter has followed that of the Rewa product by going up 2d. to 2/6 a pound. With New Zealand butter (which contains considerably less water than the local product) over 3/6, butter is to-day a scarce luxury for a great many people in Fiji, and frequent, if unspecific, references to the fact that high-quality margarine will probably be made here in a few months are widely welcomed.

The Advisory Committee on Agriculture has recommended that price controls should be removed from local butter. During the committee's discussion it was emphasised that if the industry secured the lifting of controls it would forfeit any claim to tariff protection in future.

Canon W. G. Thomas, Anglican Mission, Dogura, Papua, recently visited Perth, WA on Mission business.

No Illusions Left

By VERNON WHEATLEY

AWAY from the political arena, we Islanders receive all our political material second-hand, either by newspaper or via the radio.

Many think that this is a very good thing. One can always light the fire with the newspaper and we can adjust the radio.

But in spite of all our care, some intelligible sounds came to our ears. We find that several puzzling questions have been answered—and we have no illusions left. Carefully collected data is given below.

QUESTION: What is political propaganda?

ANSWER: Anything favourable to the party it suits.

QUESTION: X, heated by the trials and tribulations of an intensive campaign, called candidate Y a swindler, a

liar, a cad, and an oppressor of the poor. How did Y reply?

ANSWER: By calling X a common swindler, an unmitigated liar, an unprincipled liar, a bare-faced cad and a dog-robber.

QUESTION: Candidate O guaranteed all persons over 60 £12 per month. Candidate P promised £14 to all over fifty. Candidate Q promised £16, plus free burial for all over forty. Candidate R promised precisely nil. How many votes did R receive?

ANSWER: Four. He was married—and two of his electors were hopelessly intoxicated.

QUESTION: Candidate U had a pleasing personality and a cultivated "tooth-paste ad." smile. Candidate V had a soothing and wonderfully persuasive radio voice. Candidate W promised the world and a bit more. Who was elected?

ANSWER: Candidate "Honest John T." who lied and lied with a touch of genius. He also had the swiftest fleet of cars at his disposal and bought the most free beer for the down-trodden worker.

QUESTION: (a) What is a Socialist Candidate? (b) What is a candidate who opposes Socialism.

ANSWER: (a) One who is prepared to stand by the people 100 per cent. (b) One who is prepared to stand by the people 100 per cent.

So now you know why we have no illusions left.

The Rev. Stewart Jurse, of the Presbyterian church, Noumea, New Caledonia arrived in Sydney by plane, seriously ill, on September 25. He was transferred at once to a plane for Melbourne, where he will receive specialist attention.

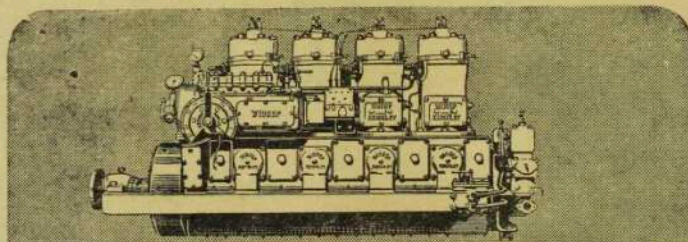
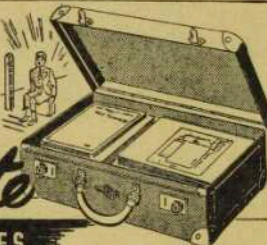
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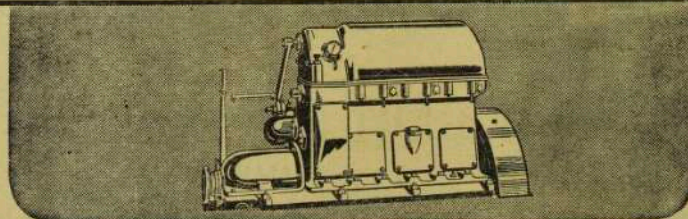
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CIPA Still Has Ambitious Plans

From Our Own Correspondent

MANGAIA, Cook Is.
THE "revised" CI Progressive Association, which has acquired some degree of renewed mana in the outer islands since it began to run an inter-island fairmile launch, would appear to have ambitious developments in view.

Local adherents talk of a chain of Association stores and orange-exporting depots in the non-atoll islands of the group; and a similar line-up of co-operations in the northern portion, which does not produce any fruit. The exact position of the IMD under this new order of CI commerce has not been defined; but it is evidently assumed that the Government of NZ will respectfully step aside and let the CIPA have control of marketing, through channels developed originally by private exporting enterprise and, later, by the Marketing Division then the Socialist politicians of New Zealand commenced their experiments with island oranges.

A point not yet clear is the exact line where the CIPA begins and the Government stops—it is hinted that the Association is so heavily in debt to the NZ Government that it has no real power of independent action since the purchase of the ship.

"Sinn Fein" Mangaia has always been a fertile field for anti-Administration propaganda; and its present faith in trading developments, and a pan-American trading system, is great. There is, however, no apparent sign of panic among the members of the established local chamber of commerce—the leading firms appear to feel reasonably competent to weather the crisis.

Humorists, adapting the pronunciation by adherents of the initials of the ambitious Association, suggest that its ores might take, for their advertising organ, the motto "Cheaper!"

Whether CIPA goods will actually be against powerful competition, remains to be seen.

SUVA TO BE IN BIG YACHT RACE

SUVA yachtsmen are building a special 18 ft. yacht to compete in the Jas.

J. Giltinan world 18 ft. championship trophy contest in Auckland next January. In a letter to Mr. D. H. Selton, secretary of the Auckland Flying Squadron, which is sponsoring the contest, a Suva official says the boat is expected to be completed about mid-November.

It will then compete with Clover, (the yacht mentioned when Fiji Challenged for the trophy) in a series of selection trials. Clover is said to be a modified 18-ft. class 18-footer.

This is an international contest, in which 18 ft., unballasted, single-hulled yachts from any country may compete. Entries are expected from places as far away as Hongkong and Brisbane. Controlling body is the New South Wales 18 ft. Yacht Club, which presented the trophy, and the next contest is scheduled for Auckland.

New Guinea Martyrs' Day was observed at St. Paul's Cathedral, Melbourne on September 2, when Archdeacon A. J. Thompson of Samarai, was the celebrant at a Memorial Communion. This Day commemorates the murder of Anglican mission sisters and priests in New Guinea by the Japs in 1942.



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MUDDLE IN INDONESIA

Americans At Last Awakening To South Pacific's Danger

DURING August and September, conferences between Dutch and Indonesian representatives were proceeding in Europe—mostly at The Hague—concerning the formation of a Netherlands-Indonesian Union, and the implementation of the agreements reached, this year, for the government of the United States of Indonesia.

The history of events in the East Indies since the end of the Pacific War has been published regularly in this journal. Right from early 1946, following the surrender of Japan, we have never altered our view at—

• The Dutch, who were our valiant allies, and who suffered cruelly in World War II, were deserted at the end of the war by Britain and America, and given aid in the herculean task of restoring order in the Netherlands Indies.

• The Japanese in the East Indies, when they knew Japan would be defeated, set up a puppet government of intensely anti-Dutch Indonesians, called the Republican Government. With the assistance of the Japs—who were left undisturbed in the East Indies for a long time after the surrender—this Government strongly insisted the return of the Dutch to Indonesia.

• Slowly and painfully, the Dutch reassembled their forces, and proceeded to restore their rule (which represented law and order) in Indonesia. There were wars of fighting between Dutch and Indonesians ("Republicans")—in which the Indonesians showed no military prowess whatever.

• Step by step, the Dutch restored order

over all the archipelagoes, except a section of Java based on Jokiakarta. Their troops gradually drove the Indonesians into the central and western parts of Java.

• Just when it seemed that the Dutch had the situation in hand (about the end of 1948) the Leftist elements in the United Nations interfered, and forced the Dutch to resume conferences with the "Republicans," with a view to stopping further fighting and recognising the "nationalist aspirations" of the Indonesians.

• Although it was well known that (a) the Indonesians could not be trusted to adhere faithfully to any agreement, (b) the Indonesians were intensely anti-European and strongly influenced by Communism and (c) the "Republicans" had the active support of pro-Communist organisations (e.g. the refusal of the Communist wharf-labourers of Australia to handle any Dutch ships), the Dutch were obliged to dismiss their leading officials in the East Indies, and enter into the discussions which led directly to the recent conferences in The Hague.

THE present situation is that the Dutch now have agreed—with manifest reluctance—to a sort of partnership with the Indonesians in the government of the forthcoming United States of Indonesia. Meanwhile, the Americans are awakening to the fact that they, quite unintentionally (through leaving the whole matter to the United Nations) have betrayed the Dutch.

This matter is of great importance to Australia and New Zealand, and all com-

munities in the South Pacific. If the Dutch are not supported in Indonesia, the Indonesians will get complete control over the archipelagoes of the East Indies, and thus in turn will provide the Asiatics and Communists of Asia with an open road to the desirable, under-populated lands of the South.

AMERICA WAKING UP

SOME five months ago, the United States newspapers, belatedly trying to ascertain the true position in Indo-



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nesia, sent a party of 15 correspondents on a tour of the East Indies. The latter reported generally in favour of the Dutch, and against the plan to give sovereign power to the Indonesians before the Indonesians were competent to exercise it. Nearly all those correspondents were killed in an air crash. One of the survivors, Mr. William R. Matthews, the editor of the Arizona Daily Star, on August 22, delivered a public address in Los Angeles. The following are some interesting extracts.

"In a diplomatic way, we have been highly incompetent. We have pursued and are to-day pursuing a negative policy of abdication and appeasement. . . . We followed it in Indonesia, where, behind the skirts of the United Nations, we tried

to hide our support of the Jap puppet government of Sukarno and its close alliance, until one year ago, with the Communists. The results are now apparent in Indonesia where the Dutch, out of respect for us, have bowed to our demands. In a year or two chaos can easily come out of this situation.

"From what I saw of that great archipelago stretching 3,000 miles along the equator, Indonesia can be restored and become an asset, rather than a liability, if we abandon our past political infantism and slippery diplomatic intrigue. I do not believe that good international relations can be built by betraying friends, or making unnecessary trouble for them.

"The Dutch were our loyal friends during those trying years of 1940 and 1941.

They denied, at our request, oil and other supplies to the Japanese. I met some of the men who, as officials of the Dutch Government in Indonesia, gave us that help. They went to prison camps, while many of their associates died or were killed.

"Imagine their surprise when they came out of those prison camps in August, 1945, and found a Jap puppet, in close association with Communists, claiming to be the government of Indonesia. I talked with that puppet in June. He admitted that he had collaborated with the Japanese, and that he had been closely allied with Communists. His excuse was that he was working for Indonesian independence.

"The Dutch, after playing ball with us as they had, were naturally surprised that they should be treated coldly by our government. They were even more surprised to see our government, at Australian insistence, allow the United Nations to be used as a front to discredit them and increase the prestige of the Jap puppet by recognising him as a belligerent!

ANTI-DUTCH ELEMENTS

"I KNOW why we did it. We thought we were playing smart politics, just as we did in Eastern Europe and China, by assuming the Communists expressed the will of the people and would be democratic. We adopted a cold-blooded policy of assuming that the Dutch were through; that we were going to become the friendly sponsors of a native government, which we imagined would become a stable and friendly one.

"I am not going to recount the detailed events that took place between 1945 and as recently as this year, except to say that our American record is a questionable and costly one. By supporting the Dutch in restoring order, by avoiding interference in internal politics, we could have saved ourselves uncounted millions. We could have allowed a naturally prosperous region to be restored with comparatively little help. But now it could have been a great wealth-producing area, not needing one cent from us.

"We have messed things up, all right, and the prospects are that it is going to cost us much money, if not lives. Our policy has been anti-Dutch. The members of our party saw it and heard it. Our diplomatic officials treated us coldly. They resented the coming of our party.

"What is more, top military observers of the United Nations were openly anti-Dutch. Newton, of Scripps-Howards papers, stayed behind when our party left Jogjakarta to watch developments as the Dutch evacuated. Four lower-rank Aussies and three American military observers for the United Nations sought him out to plead with him that their reports were being diluted and slanted into anti-Dutch reports to the United Nations by the top military observers. Newton quoted line and verse.

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"The top American and Australian military observers were openly anti-Dutch and pro-Republican. When they tried to say about the Dutch evacuation and a Republican entry, he called them liars and their faces. He had seen the very thing they were trying to lie about.

"All of our group were shocked by the use of the power of the United Nations to the World to be unfair in the destinies of the people. For our government to be party to such abuse made most of us named and angry.

"The Dutch were frank in confessing their mistakes. They admitted that they had moved too slowly in satisfying native aspirations. Quite correctly and honestly, they saw the danger and possible futility of granting immediate independence. But they had formulated a wise plan of gradual independence, which we discredited by our direct support of the silence of Sukarno and his Communist lies.

WHAT OF THE FUTURE

NOW all parties have agreed (and the meetings are in progress in the Hague to-day) that the Dutch will transfer sovereignty around January 1, 1950, to a new government being formed, to be known as the United States of Indonesia. It will represent a coalition of Democrats and Republicans.

"A part of the consideration for this grant of independence is a Netherlands-Indonesian Union of equal sovereignties. This means the Dutch hope to work out a programme of Dutch tutelage, assistance in government and economic development. I hope the Indonesians share this ambition. . . .

"The Indonesians have had little parliamentary experience. They have a fully small service group. A very large percentage of the people are illiterate. As they develop and train an Indonesian army, the native military will occupy a

more and more dominating role. Along with this, we saw a bit of the jealousy that is already developing among the various 'liberating' groups. The prospects for a struggle for dominance among the present individual liberators appears almost certain, unless someone like the Dutch has the authority to exercise restraint.

"Unless we support the Dutch in exercising this restraint and tempering the enthusiastic hopes of the Indonesians,

chaos will develop. The stage is set by the widely separated islands for a disintegration which no native army for many years to come can control alone. With Dutch guidance, it can be done.

"At this point, the Communist menace will become serious. The probable chaos and anarchy that are in prospect unless the Dutch have some power of restraint, will create a revolutionary situation which the Communists always count on developing.

(Continued on Page 71)

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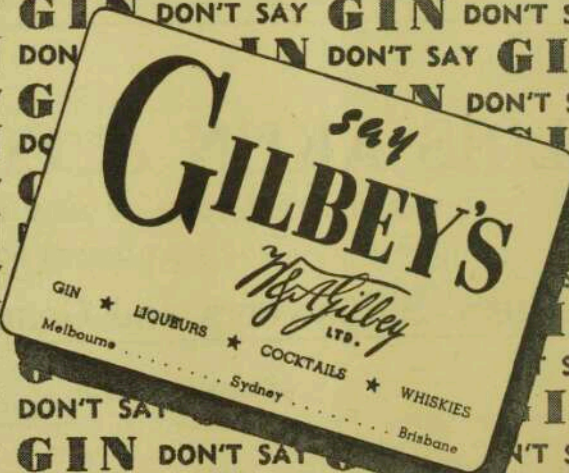
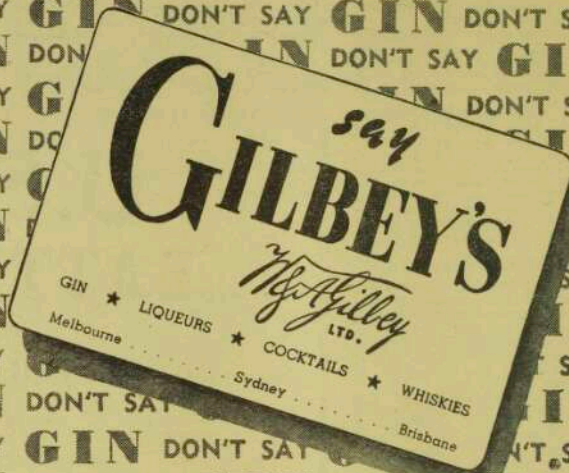
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"These islands, under law and order and safety for investments, can bloom in prosperity. But, if we continue to sink on native competency, as we have been doing, we shall make a costly mistake."

ANGAIA MAY LOSE ITS FAMOUS CORAL STAIRWAY

From Our Own Correspondent

MANGAIA, Cook Is.
THE great stone escalade leading from the beach to the village of Makatea upon the clifftop at Mangaia Island (it is one of the "sights" of the island) may soon become a graded highway for motor traffic, if plans for a new road, to begin at the top of the steps and emerge behind the LMS mission, come to fruition.

The working plan apparently contemplates the filling-up of the stairway which is of great blocks of coral limestone, a foot high with rocks, to ease its gradient; this filling will be covered with finer material, and lastly with earth, to secure an outlet for the road thus made, it will be necessary to breach the wall of the mission-compound, and run the road through by the side of the church—a matter on which the London Missionary Society (in England) must first be consulted, and permission obtained.

As things stand, the only traffic road and runs from Tia-ati, at the extremity of Kaumata Village, up into the cliffage by a very long detour. This road did not exist until it was made by the NZ Public Works Department in 1930 as a laborious task, involving the expenditure of much dynamite and arduous human effort.

The Morikau road, if it does emerge on the blueprint stage, will not present much formidable problems; the destruction, however, of the ancient escalade, stated in heathen days by incalculable effort, without the aid of any labour-saving devices whatever, is deplorable from an archaeological point of view. These are days, though, when such matters are not so important as the necessity for a quick way to get orange-cargoes down to the beach. The Morikau would certainly bear any tonnage carted over it; a cement wall at its outer edge, however, is not strong, for it actually stands, owing to the subsidence of supporting earth and stones, on nothing, and has been in that state for many years.

The new 5,600 ton motor ship, Branside, built for Burns, Philp and Co., Ltd., for the Australia-Singapore service, is due in Sydney on her maiden voyage early in November.

FIJI'S ARMY IS AN ALL-FIJIAN SHOW

From Our Own Correspondent

SUVA, Oct. 3.
WITH the exception of New Zealand officers and instructors and a solitary part-European, every member of Fiji's new Army units, now undergoing a three months' training course at Nasese Barracks, Suva, is a Fijian.

All the troops are drawn from the two Territorial companies which, with the Band, kept the Fiji Military Forces a going concern between early 1945 and the establishment of the regular Army in August, 1949.

Without thought of pay or any other return, these Fijians have voluntarily attended weekly parades, and the Fijian NCO's and prospective NCO's have attended additional week-end courses.

The Army is still virtually an all-

Fijian concern, consisting of men who are prepared to give loyal service regardless of whether it is rewarded or not.

The Rev. Father Boileau, one of the leading priests in New Caledonia, was received by the Pope during his recent European visit.

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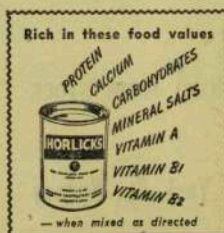
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Mysterious Ruins of the Trobriands

(Continued from page 55)

THIS is not to infer that the local inhabitants are bone-lazy. Left to their own devices, the men will fish, dive for beche-de-mer or pearls in the three-fathoms lagoon from a canoe of their own construction. From the region of Boitola comes the most intricate wood carving, and, in general, the form and finish of common articles such as lime spatulas, shows an artistic sense that is very rare indeed.

Their gardens are justly famous for yams, grown in sufficient quantities to give the group an exportable surplus. Add to all this, the time the ordinary man spends playing with his children, and it will be seen that little remains for the indecorous string games of the cat's cradle order, with which my so-called assistants were now amusing themselves in the shade.

They had long since exhausted the antics of measurement, and it remained for me to try photography. This is still a tender memory, for a colony of ferocious ants drove me yelping from the only tree high enough to make a bird's eye picture possible. There was a moral here, if only I could have spoken the Trobriand tongue!

Yet even those who could meet the people on the common ground of language, were never told about the standing stones of Kiriwina. Bronislav Malinowski, whose fascinating books have given the people of the group a place in literature, never learned about them, though he spoke the language well. Neither did Charley Lumley, the late Rafael Brudo, or any other of the old hands receive a hint of their existence, and nowhere in song or story do these relics find a place in Trobriand folklore.

These are the facts as my note books record them. But for the tragic fate of F. E. Williams in a wartime air-crash in New Guinea, there might have been something more to add. As it is, the standing stones of Kiriwina are "done finish" until research takes up the challenge.

—"Argonauts of the Western Pacific," etc.

WHO IS MISS BAKSH FROM FIJI?

UNDER a three-column headline (Colour Bar Exiles Fijian Nurse) in the Sydney Daily Telegraph, of October 19, 24-year-old Miss Melba Baksh, who is described as a Fijian nurse, complains that colour discrimination has driven her out of Fiji.

She has just returned to an Adelaide hospital after a visit to Fiji. She is reported as saying that she applied recently at the Suva hospital for a responsible position "but the Europeans who control the hospital administration refused because of my colour." She says she will go to London next year and probably settle, later, in Canada or New Zealand.

Baksh does not sound like a Fijian name; and the outburst about racial discrimination sounds more likely to belong to another section of the Fiji community. However, Miss Baksh, whoever she is, evidently feels that she has a grudge against the Fiji medical department.

The Rev. Norman Cocks, secretary in Australia for the London Missionary Society, was visiting LMS stations in Papua in September.

PHOSPHATE WORKERS RETURN TO MANGAIA

From Our Own Correspondent

MANGAIA, CI, Sept. 2. THE contingent of Mangalan labourers who departed in January for work at the Makatea phosphate fields, returned a few weeks ago to their home land, and are now awaiting re-employment.

There was great excitement when the Roybank arrived off the reef, and the men were ferried ashore, with all the miscellaneous items of "trade," from suitcases to bicycles, that had been purchased at the French island, where goods, hitherto unobtainable here, are on sale in every store.

As usual, each returnee had a Chinese cedarwood chest to contain the less-bulky articles of his period abroad; and these chests, shining new as they are, aroused much envy in those who have to keep precious Sunday clothes in a mere suitcase, for CI stores are quite unable to supply the chests, even in the smallest sizes.

This Makatea term has been less fortunate, for separated families and lovers, as in previous ones. One youth arrived with bare time to attend his mother's funeral—she had died while the Roybank was halfway between Rarotonga and Mangaia.

Others, expecting to be met by their sweethearts, found the girls gone where each scent and dress-lengths have no hue. These tragic occurrences cast nothing of a gloom upon the usually gay scene; those who found all well at home were correspondingly relieved. It was not a mere coincidence that the sons of Central Polynesia lay stress upon part-

ing and farewells; he who leaves his island has no certainty that those who were on the beach to see him off will be there to welcome him back again. In spite of that possibility, however, locals are not discouraged, and the phosphate diggings remain an El Dorado for the youth of Mangaia Island.

Noumea, New Caledonia, welcomes the offer, made recently, to provide a free course of study at an Australian Uni-

versity or Technical College for a New Caledonian student, and the General Council has asked the Governor to thank the Commonwealth Government. The New Caledonian representative in Paris, Monsieur Henri Lafleur, at present in Noumea, believes Caledonian students who would benefit most are those specialising in agriculture and cattle raising, and he considers that Australian facilities in this direction are outstanding.

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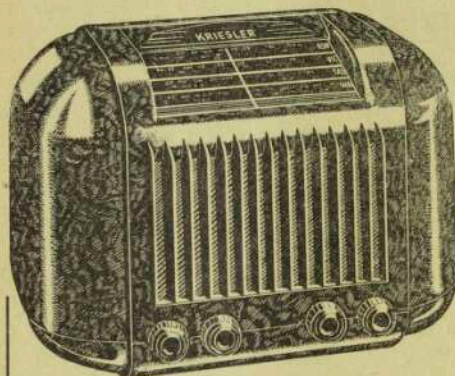
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THE NG 'PERMITS' SYSTEM

Letter to the Editor

READ with interest, in your September issue, your article—"Do You Wish to Enter Papua-N. Guinea." As I have returned from a visit to Papua—a country in which I spent 30 years of my childhood prior to being evacuated in February, 1942—it is possible your readers would like to know what I had to do to obtain the necessary permit.

On April 20, 1949, I wrote to the Secretary, Department of External Territories, Canberra, asking for the necessary permit. The Department replied on April 23, saying that the matter had been taken up with the Administrator at Port Moresby and that I would be advised as soon as a reply was received; and at the same time they enclosed a form for me to fill in.

The questions I had to answer were somewhat like those asked in applying for a Passport. The only difference I could see was that I did not have to supply a photograph.

I had to state why I wished to visit the country, the period I proposed staying, the colour of my eyes and hair—and answer other questions.

A little later, I was advised from Canberra that my visit had been approved, and the Permit would be issued in Brisbane, after I had obtained the necessary clearance from the Income Tax Office.

Soon after receiving this letter I went to the Income Tax Office to see about my clearance. I was informed that as a little early, as the custom was not to grant the clearance until about three weeks before the boat sailed. I had to wait a week, and was then supplied with a form in which I had to set out full details of all my assets.

When I brought this form back, the Income Tax official remarked: "I note that you have a credit in the Bank, so it is necessary to obtain a statement from the Bank to verify this."

I obtained this statement, and took it along and the Income Tax official checked the balance, and returned it to me. He then said: "I note that you have an Agent looking after your property. So we will get this firm to guarantee your Income Tax." And he gave me a form for the firm to fill in. This was the final form to be completed to get my clearance from the Income Tax office.

I left for Papua on July 12, 1949.

I am, etc.,

PERCY J. WOOD.

Brisbane.

Editorial Note.—This absurd and cumbersome system has been in operation since the end of the war. It is unlikely to be removed while the Australian Socialist Government remains in office, because the Socialist idea of government is expressed in "Controls and More Controls," and the constant whittling away of all forms of individual freedom.

RADIO LICENCES IN FIJI

OF the 1,874 radio licences in force in Fiji in 1948, 972 were in the Suva area and 902 in the country, states the annual report of the Public Relations Office. Europeans held 1,143 licences, Indians 539, Fijians 69, and others 68. Hotels and clubs accounted for 57.

The appointment of Mr. Pat Costello, of Suva, as a member of the Executive Council, of Fiji, has been extended by H.M. Government for another year.

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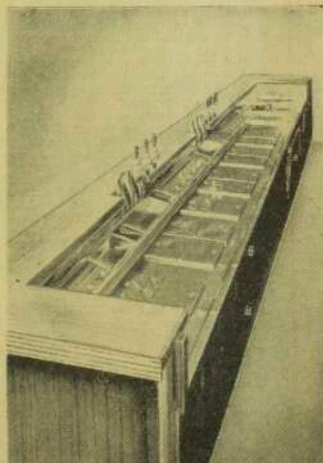
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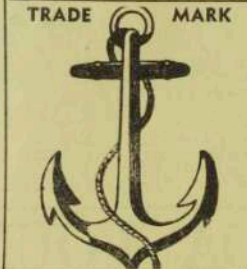
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PANIC IN ROYAL NAVY

A "Smell" of 43 Year Ago

BY NEVILLE CHATFIELD

WHEN I read the article "The Navy Shows the Flag," in your August issue, I wondered whether that war ship had gone into Nukufetau (in the Ellice Islands, 60 miles north-west of Funafuti). I was reminded of a long ago visit to Nukufetau, and the first time I saw a warship in Funafuti Lagoon—an what a welcome sight it was.

I also was reminded of the only occasion when I ever heard of a panic in the Royal Navy.

One morning in 1906, when I was supercargo in the SS Titus, under Captain Voy, coming up to the island of Nukufetau from Viatupu, we sighted the masts of a much more heavily sparred vessel than an ordinary trading ship, over the tops of the coconut trees.

In those days, at Nukufetau, there was a dear old native who was always known as "Billy the Pilot," because the captain of the BP and Lever Bros. trading vessel always allowed Billy to come aboard an allegedly pilot their vessels into the lagoon.

In answer to our question as to what ship was anchored in the lagoon, Billy told us the vessel was His Majesty's Ship Torch, and he felt very honoured that he had piloted her into the lagoon.

We spent the day trading with the natives—there never was much copra in that island—and picked up some native passengers for Funafuti.

We asked Billy when the Torch was leaving, and he said 7 a.m. We told Billy that the Captain of any of His Majesty's ships was the direct representative of His Majesty the King and, as such, more respect was always paid to him than to the Captain of a trading vessel. As we were sailing at 6 a.m. Captain Voy told Billy to be aboard at 5 a.m. when he and I would teach him how to address the Captain of the Torch and what to say to him.

Punctually at 5 a.m., Billy came aboard and I fitted him out in a white patrol suit, and Captain Voy gave him one of his old Captain's caps, with a McIlwraith McEachern badge in the front. After spending some time teaching him how to salute the quarter deck, and why, we said goodbye to him and told him to see that he did not get wet in his canoe while going to the Torch, and thus spoil his new suit and wet the deck of the man-o'-war because the Captain might be annoyed.

Everybody who had anything to do with natives in those days knows how the loved a strong perfume. Well, as Billy was leaving us, I put iodine in the cuff of his trousers, and in every pocket he had.

ON the way to Funafuti, the Torch kept about six miles behind the Titus until after noon sights were taken and we found that we had a current against us, and we realised that it would take us all our time to get into Funafuti lagoon that evening. One does not usually try to take a ship into a lagoon when the sun is low down on the horizon. Shortly after 2 p.m. the Torch passed us and by 4 p.m. was out of sight. The Torch could do a good nine knots whereas the Titus was flat out to do seven knots.

At 6 p.m. we arrived at the entrance to the Funafuti Lagoon, and we saw the Torch was anchored off the village.

Captain Voy said to me: "As the Torch is in, I am going in."

Off we went, steering a course for the

season which used to be in the middle of the lagoon. One always steered for this, prior to altering course towards the LMS native church.

The Captain of the Torch, with the ever-watchful eye of the Royal Navy, seeing Captain Voy's intention to bring the Titus in, promptly turned on his searchlight, flashing it alternately onto the beacon, then onto the LMS Church on shore; and by these means we came safely up to our anchorage inside the church's anchorage.

As soon as we had safely anchored, I put the two copra-boats in the water and had our evening meal. Captain Voy asked me if I would go on board the Torch and thank the Captain for his thoughtfulness and great help with his searchlight.

Feeling full of importance, as one does at the full age of 21 years, I gladly accepted the opportunity of going aboard a man-o-war. I fitted out a boat's crew with new lava-lavas, (made out of a thorn of Horrocks's 36 in. Al calico) gave them a bit of drill in up-ending and taking them inboard when alongside a vessel, and started off in the Torch, arriving at one bell (7.45 a.m.).

I was met at the top of the gangway by a First Lieutenant and taken to the captain's cabin, where I spent a pleasant half-hour expressing my thanks on behalf of Burns, Philp & Co. and the captain of the Titus. The First Lieutenant then knocked on the door and told the Captain that the officers would like to entertain me in the wardroom.

I thought that this was a most courteous and hospitable gesture, and gladly accepted the invitation. It did not strike me that the jaw of Number 36 was set in a grim and forbidding way.

In the wardroom I encountered all the

traditional hospitality of the British Navy—but there was an edge to it. And, presently, I discovered the reason. They had made inquiries, and they held me personally responsible for having "performed" Billy the Pilot.

They had been amused, and happy, to welcome Billy aboard, in his full regalia. They were delighted with his good manners. But when they smelled him, something like a panic occurred. Whenever he moved, there was a frantic rush

by officers and men to get to windward of him.

"The damned stuff was in his feet" complained one young officer. "Wherever he walked—and he wandered all over the place—he left his stink behind him."

They bore with him heroically until they got outside the lagoon and then they hurriedly shipped him away.

For the rest of that voyage, from Nukufetau to Funafuti, they had men scrubbing and holystoning the decks, try-

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ng to remove the smell of iodoform from HMS Torch.

"But I think it's still around," said Sumner One, sniffing suspiciously. "Can't you smell it?"

They gave me a lively ten minutes; but, as the story proceeded, there were roars of laughter. I did not leave until 4 Bells (10 a.m.), and I have never forgotten that merry meeting and their delightful hospitality.

HUSBANDS AND WIVES IN PRIMITIVE N. GUINEA

From Our Own Correspondent

PT. MORESBY, Oct. 3.

A NEW GUINEA native whose wife wanted to leave him, set fire to his house and burnt her and another native woman to death. The native, Sara, was sentenced to death in the Supreme Court at Kundiawa.

This was one of 12 murder cases dealt with by Mr. Justice Bignold during his recent Supreme Court circuit in New Guinea.

A native woman, Ebaramet, who killed her husband's other wife, was sentenced to three years' gaol, at Garoka, for murder. She killed her fellow wife with an axe because the woman was unfaithful to their husband. The husband himself had forgiven the woman for her crime.

Rev. A. Crookes Hull, organising secretary of the Methodist Overseas Mission, has announced that a leper hospital will be built at Ubula, Normandy Island, Papua. When completed the hospital will be able to treat 80 patients.

No More Village Dogs in Cook Is.

From Our Own Correspondent

MANGAIA, Cook Is.

THERE exists in Cook Island native villages, numbers of ill-kept, verminous dogs, of a breed dubious in all respects. These animals are the descendants of a few mongrels imported long ago, and in spite of periodical reduction of their numbers by distemper, etc., they have gone on breeding over the years.

A new edict, from the Administration, has ordered the immediate destruction of all bitches, on penalty of a heavy fine for neglect of the ordinance.

Village dogs have long been a pest here. They were ferocious at certain times of the year, and liable to attack pedestrians and small children, or even horses; while unguarded piglets and wandering hens were also unsafe. In addition, the dogs' habit of licking the taps of village rain-tanks, to catch the few drops of water remaining after natives had filled their

buckets, was a definite menace to health; and the dogs considered the fragments of scraped coconut adhering to the family coconut-shredder their perquisite by right.

The killing of all bitches will at least prevent the further propagation of these unpleasant animals. What is to happen when the male dogs at length die off is not indicated; one presumes that after that, the island will be dogless, unless a new and better strain be then imported and bred.

SMALL PLANE WRECKED IN N. GUINEA

From Our Own Correspondent

PT. MORESBY, Oct. 6.

A QANTAS Fox Moth crash-landed a few hundred yards short of Taipini airstrip, in Papua, on October 3. Pilot Len McNeil and one native passenger received cuts and other minor injuries. Two other native passengers were unhurt. The plane was wrecked.

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OVERLOADED CANOE DISAPPEARS AT SEA

From Our Own Correspondent

PT. MORESBY, Oct. 6.

SIX New Guinea natives who have been missing since they started out on a 2-miles canoe-trip on August 20 have now been officially presumed dead. The natives—three men and three

women—left Penikundu village, on the east coast of New Ireland, to sail to Tabar Island, 20 miles away. During the night a squall separated their canoe from accompanying canoes and, when dawn came, they were nowhere in sight.

Natives of Penikundu village say they pleaded with the missing natives not to make the trip, as they felt that their small canoe would be overloaded.

SCHOONER VAIETE'S UNTIMELY END

PAPEETE, Sept. 1.

AT 3 o'clock in the morning of August 24, the schooner, Vaiete, returning from the island of Malao and approaching the island of Moorea, in complete darkness, and a torrential down-pour, struck the reef, lost her rudder, and was thrown onto the jagged coral.



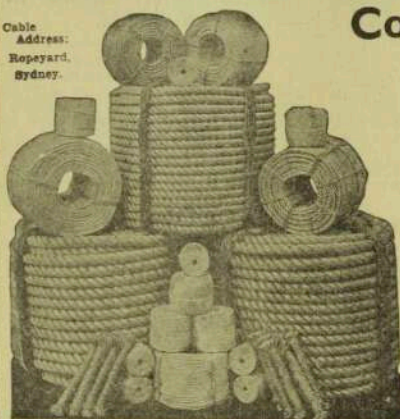
The Vaiete, high and dry on the Reef.

Water poured into the hold, damaging the cargo, but, of the nine adults and five children aboard, only one woman was slightly injured. The passengers and crew managed to reach the village of Haapiti on Moorea, where the Chief of the district gave them food and shelter. The schooner (107 tons) is owned by the Mervin Brothers, of Papeete.

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AN OPTIMIST ON NORFOLK IS.

By Vernon Wheatley

BECAUSE nearly everything that can be produced on fertile Norfolk Island can be grown also in Australia, and because NI has no votes and Australia is ruled by politicians, NI has become the Cinderella of the Pacific territories. A lonely place—noted mainly for economic stagnation.

To give some credit where credit is due, however, one may comment on the Australian Government's plans to erect a modern tourist hotel for NI. This hotel may alter the Island's whole economy.

I use the word "may" deliberately. A tourist hotel is not sufficient. No tourist, living in the proposed modern hotel, could put up with the lack of amenities which now distinguish NI.

The roads are deplorable—simply because the Administration has only limited funds and lacks suitable road-forming machinery. There also is a lack of labour, caused by the Administration's failure to pay wages comparable, shall we say, with those of the Department of Works and Housing now in operation here.

Vehicle owners, particularly the taxi-drivers, comment with intense feeling on the state of the roads. Their main worries consist of broken springs, bent axles and general steering troubles. Their repairs are costly, as most of the eighty replacements have to be air-weighed in.

It is no use having a modern hotel if we lack the services to go with it. Emily Bay is a lovely little spot. The Bay is the only all-weather bathing beach, but sadly lacks shelter trees, and one misses the kiosk, found on mainland beaches, where one can have a cup of tea or a cold drink.

The tourist may enjoy excellent fishing in many spots around the coast, but there is no organised service whereby one can go to be taken on a launch for a day's sport on the deep-sea fishing grounds.

THE Island's scenery and climate may attract the tourist, but the average tourist wants more than climate and scenery. He wants service—better roads, sign-post or two to show him on his way, and, if he desires liquor, a less sure way of obtaining it. If he wants a bottle of old and bold, to-day, he has to make his way down to the Bond Store (open on Fridays for a few hours only), cure his bottle and retire to his room to drink furtively. (All this, I hear, will be changed when the hotel is erected. It is said that the Bond Store will be transferred to the hotel.)

The easiest way to get brandy here is to have a "chit" from some aged person. One local identity obtained brandy some years on the "strength" of his far old granny—who had been deceased some twenty years!

IN the past, industry in NI has been more or less an initial optimistic hope, rapidly followed by disillusionment and degeneration. The passion-fruit pulp factory faded to a ghostly shadow of its former self because of—

- Lack of support, as time passed.
- Too few cultivated areas of fruit.
- Too much reliance on wild crops, which were the food of the parrots.
- Lack of a suitable scheme to encourage the growers and workers. A bonus scheme would have kept the ball rolling.

The butter factory went to the wall because of crippling mechanical break-

downs, and lack of high-cream-content herds, coupled with deteriorating pasturage and other minor set-backs. The fishing industry folded up when the boats were lost through wreckage.

The lemon juice scheme gave way because of various factors. Some genius discovered that the artificial product was cheaper than the genuine article.

(Continued on Page 83)

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The new whaling company has not had much luck, to date. The "hoodoo" which attended the Company's operations in the 1948 season seems to be with them in 1949. They recently lost their tug boat, which vanished beneath the waves. The whaler chaser fastened onto a whale recently—but this was one which got away.

Prospects in the banana business were not very bright. Then the chicanery of the merchants made itself felt. Then came the embargo. Growers walked off the land simply because they had no alternative.

All is not lost, for someone with vision may regenerate any of these industries.

It is true that the butter factory is being brought into operation once more, and we hope it will relieve NI of its present shortage. That is, if some bright spark with no ethics does not buy the produce at inflated prices and ship it away to Vila or Suva. Export is a good thing—but not when exportation leaves a population desperately short. The problem of attending the projected reopening of the butter factory is: "We'll be able to export." We hope they can—then the public here has been served.

There are opportunities here for a progressive man or firm. The advantages are: No taxes; freedom from crippling licensing rules, regulations, pronouncements, controls and what-have-you. The disadvantages are: Lack of transport—air to NZ once a week, air to Australia once a fortnight. The shipping service is sketchy—a take-it-or-leave-it service. We lack a good anchorage for a ship or reception of goods; and lack electricity. We have been promised an early electricity supply, and the Government proposes to operate a modern ship on this run. Perhaps, when the Government hotel is in operation, the services will be increased.

OF GUIDING AND GUITAR MUSIC

From Our Own Correspondent

MANGAIA, Cook Is.
THE Girl Guide Movement on Mangaia Island was one year old on August 18. On that date they held a birthday party, with appropriate celebrations, which included a giant cake, probably the largest ever baked for an occasion upon this island. It towered above the table on which it was displayed. The eggs for the great cake were provided by Guides. The cake-materials, icing, etc., were the contribution of the local Guide Mistress, Mrs. W. H. Ryan, wife of Major Ryan, OBE, who is Resident Agent of the island.

Even allowing for the inevitable falling-out of girls whose interest declines with the wearing-off of the novelty of being in uniform, or whose behaviour has not been Guide-like, the strength of the Company keeps up, the number of Mangaian damsels in it never going below 100.

School-teachers form the commissioned-officer group, under the authority of the Guide Mistress, who has brought them to a commendable stage of efficiency and smartness.

The Anniversary party was followed by an evening social and dance, the music for which was supplied by the Guides' orchestra of guitars and ukuleles.

Mangaia has not yet acquired a band of instruments capable of leading the accompaniment of bases and ukes, the solo portions of the melody being taken by vocalists in chorus.

Since the showing locally of the talkie, "Waikiki Melody," featuring Hawaiian hula-dancing of genuine artistry and refinement (plus good music), our local

virtuosi have lost face a little—a state of affairs that might be remedied by the training of a few players upon mandolin, banjo, etc.

Mr. Peter Hughes, secretary of the BSI Government, accomplished the first section of his journey to the UK on six months' leave, in HMAS Bataan, which called at Honiara on her way from Japan to Brisbane.

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Mr. Charles Barrett, well-known naturalist, with Mrs. Barrett recently returned to their home in Melbourne after several months in Papua-New Guinea.

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RABAUL ROUNDABOUT

From Our Own Correspondent

RABAUL, Oct. 6.
THE Rabaul Tennis Club held a farewell party in September to speed on their way two Canadian sisters, Misses Dorothy and Louise Bridges. Dorothy has been the Club's secretary since its post-war reorganisation. The Club's president, Mr. E. V. Smythe, in making a presentation to Dorothy stated it was due mostly to her efforts, assisted by sister Louise, that Rabaul residents are enjoying the privilege of playing on the Rabaul Club courts.

Mrs. J. R. Keenan, on behalf of the lady members, said that the highest ideal at which one can aim in the tropics is life that was theirs was to endeavour to leave each place better than they found it. Dorothy and Louise had succeeded in doing this—they had left the Rabaul Tennis Club as their achievement.

Miss Dorothy Bridges was a member of the staff of the Department of Education and was also acting secretary to the New Britain Ladies' Club. Louise was Club Librarian at the Rabaul library and it was due to her experience and good taste that the Rabaul library is the pleasant and comfortable spot that we have today.

LOUD explosions disturbed residents on September 9. Investigation shows that grass fires had caused the explosion of three bombs, at different intervals, half way between Rabaul and Kokopo and close to the main road.

There must be still hundreds of undischarged bombs in this area. It is impossible to locate them as they are overgrown with secondary jungle growth in many parts.

THE REV. W. E. MORAN, Anglican Minister from Lae, visited Rabaul between September 12 and 20. Communion services were held in Rabaul, Kokopo and Kerevat.

He visited his parishioners and investigated the work of the Anglican community, discussing with the Provisional Church Council and the Ladies Guild the problems which arise when, with the guidance of a minister, the people themselves endeavour to re-build a Church which is without a building. He paid tribute to the Masonic folk for their generosity in allowing their hall to be used for Sunday services and stated again that the Quonset huts which have been ordered from Manus will fill the temporary need for a Rabaul church. There is no news yet of their anticipated arrival.

A WELL-KNOWN resident of the Rabaul district, Captain Jimmy Duncan, was given a send-off by his son, Norman, and his daughter-in-law Dorothy, on the eve of his departure for Australia on October 1. He expected to join the SS Admiral Chase in Lae. It will be recalled that, for many years, Captain Duncan was master of the Admiral Chase.

Now that he has retired from the service, maybe Rabaul will see more of him. A plantation, Rapopo, is rumoured to be possible site for the new Administration centre of New Britain District and present surveyors are at work carrying out the preliminaries for the Town Planning people.

ASON, Gerald Alexander, was born to Mr. and Mrs. A. R. Savage of Kural, Rabaul, on October 3, at the Rabaul hospital.

Mr. and Mrs. Savage had the misfortune to lose their home in a fire five weeks before the baby was born. Learning of the news, Rabaul people rallied around the young couple who had suffered a serious loss. They would like now to express their gratitude and that to all those residents who helped the especially Miss Dorothy Stewart, secretary of the Church of England Guild; the secretary and members of the RSL; the

New Britain Ladies' Club and the Vuna-ope Mission.

MAJOR E. B. AYRIS, who arrived at Rabaul in MV Bulolo, in early October, to take over the management of the Kokopo Club, was admitted, immediately on arrival, to the Rabaul hospital and on the first plane available as down to Port Moresby for immediate hospitalisation there.

The Major is a well-known Territorian and has been South for some years. This piece of bad luck was, no doubt, as disappointing to him as it was to Kokopo residents.

MR. J. CROMBIE, solicitor of Port Moresby, was taken seriously ill while visiting Rabaul in early October. He was admitted to the Rabaul hospital until his wife arrived by plane from Port Moresby. Mr. and Mrs. Crombie decided to return to Moresby in the Bulolo.

MATRON HANLON, of Rabaul hospital, returned on the October Bulolo after leave in Australia. Matron Stock, who relieved her, departed shortly afterwards by air for leave in Australia.

Also returning by Bulolo were Sister Henry, after leave in Tasmania, her home; and Mr. and Mrs. Ian Skinner and two young sons. Mr. Skinner will take up duties in the Talasea Sub-District as DO there. Mr. Kerry Lean, former patrol Officer at Talasea, arrived in Rabaul on September 6 to take up duties at the Rabaul Sub-district Office. He was accompanied by his attractive wife and young son.

The Rev. J. Green will shortly take up work with the London Missionary Society, Papua.

Wing Commander J. M. Checketts, DSO, DFC, left Fiji on September 12 for duty with the New Zealand Air Department, after which he will probably go to England for a year's staff course. He will be succeeded as commanding officer of the RNZAF at Laucala Bay by Wing-Commander R. Webb, DSO, DFC, who has been assistant air member for personnel at the Air Department, Wellington, since 1946. Wing Commander

Checketts will long be remembered in Fiji for the quick sympathy he showed in organising many of the RNZAF "mercy missions" during emergencies in the remote islands of the Group. The most famous of these was the air lift to Lau after the hurricane disaster in December, 1948, when RNZAF co-operation with the Government prevented much suffering and probably saved many lives.

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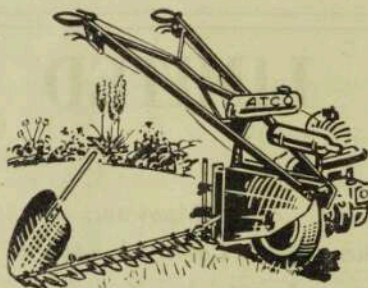
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Sport and Social Life Are Not Missing From Rabaul

IF residents of Rabaul and district, New Guinea, are dull and bored it must be their own fault. We have received many reports of social and sports events held there recently and run them, for convenience, into one section. With the exception of some notes on the opening of the New Guinea Club, the reports come from our Rabaul correspondent.

(See Photographs, Page 11)

AFTER some months of reconstruction the New Guinea Club of Rabaul was re-opened with a social and dance on the evening of September 14. The club was decorated for the occasion in its own colours—gold and green—and by 8 p.m. 80 members, wives and friends had assembled. This number was, of course, small in comparison with those who went along to Club balls in the pre-war days. But, in the reconstructed club accommodation is still limited and members were allowed only one guest.

In declaring the Club open, Mr. A. J. Taskin, president, called for two minutes silence in memory of those former members who would not return. The dance must, indeed, have had many poignant memories for several of the women who were there—Mrs. P. Coote and Mrs. "Tommy" Targett, for example, both widowed since happier pre-war days.

The majority of the guests were pre-war Territorians, now past the upper stage—the youngest men were approaching 40, and only an odd younger-set girl appeared in the crowd. The atmosphere was, however, informal and happy. With an interval for a delicious buffet supper, guests, some of whom had not danced for years, tripped nimbly back and forth on unpractised feet to the tunes provided by a Panatone until 1 a.m., and, at the end, voted it a most enjoyable affair.

Much of the credit for the success of the dance goes to Mr. Ray Galloway, the first post-war member and secretary of the Club.

Although a liquor licence had not been granted the Club on the night of its opening, this has since come through and members are now permitted to use the club for this purpose between 11 a.m. and 1 p.m. and from 4 p.m. to 11 p.m. Mr. Eric Pettison is at present manager of the Club.

New Britain Ladies' Club

THE New Britain Ladies' Club hopes soon to see building work begin on their club premises. The site selected is that of the pre-war Agnes Wisdom Library. After much delay, timber has been delivered to the scene of operations and construction is expected to proceed forthwith.

A carnival for the nights of October 7 and 8 was being organised, proceeds to go towards furnishing the Club when completed.

Various games were to be a feature of the carnival—Hoop-la, Housie, Chocolate Wheel, Horse-racing Wheel, Crown and Anchor, Darts, Under and Over 7, and something somewhat more obscure with the delightful name of Esmeralda. In addition, there were to be hot-dog stands, cake and sweet stalls, soft drinks, raffles, etc.

The Club, by its efforts, hopes to smooth the lot of New Britain women generally—and out-ports visitors to Rabaul in particular.

Rabaul Tennis Association

IN the first of a series of Association competition tennis in Rabaul on

October 2, Burns Philip "A" team defeated the Rabaul Club "A" team, 48 to 33 games, on the Rabaul Club's courts; on the same day Carpenters "B" Team defeated Burns Philip "B" team 47 to 31 games on the Burns Philip courts.

Great interest was shown in these matches and it is felt that the Association competitions will revive tennis in Rabaul. There are six teams in the Competition, the other teams being Colyer, Watson, and Rabaul Club "B" team.

The Committee of the Association is an energetic one and it is hoped that now competitive tennis is under way, even greater interest will be shown.

RSSAILA, Rabaul Branch

AT a General Meeting of the RSSAILA, Rabaul Sub-branch, three trustees were appointed: Mr. C. Normoyle, Mr. G. Renlon, Mr. E. Britten. The committee moved, and the members approved, that Debentures be issued up to £3,000, and a company be floated to handle same for the purpose of providing funds to build the club-house.

A Quonset hut has been acquired from Manus and should arrive in Rabaul within one month; work of erection will commence immediately.

Since the revival of the Rabaul sub-branch a month or so ago, the very active committee has made rapid progress. The club has now approximately 130 members, a dramatic society and a Ladies Auxiliary.

The Ladies Auxiliary held a House-House evening at the Administration Mess on Friday, September 23—a most enjoyable evening was had, and a few pounds were added to the funds.

Rid Kidneys Of Poisons And Acids

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, Stiffness, 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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Cystex is approved by one-time sufferers in 73 countries from the troubles shown above. Mr. Reg Thomas, Townsville, Queensland, recently wrote: "My joints were all stiff, I had leg pains, my back used to ache day and night. My bladder was weak. I had headaches and no appetite. The first dose of Cystex helped me and before I finished three boxes my health and strength came back."

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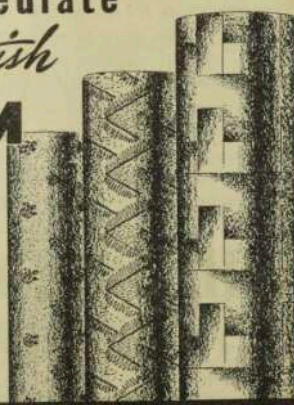
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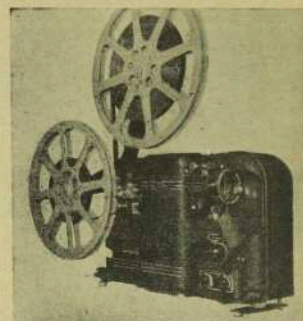
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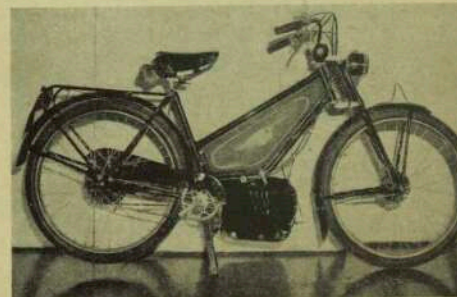
3. RAMBLER AUTO BIKE

This British-made 98 c.c. Rambler Auto Bike is equipped with 26/1½ in. chromium-plated wheels. Tyre size: 26 in. x 2 in. Engine: Villiers De Luxe; bore and stroke, 50 x 50 mm. Automatic lubrication. Petrol consumption up to 150 m.p.g. Special short wheel base design. Chrome-plated handle bars, fitted with rubber grips, complete with controls. Replacement parts, including tyres, readily available.

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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 stored.

Canadian-Pacific liner "Aorangi" (Sydney-Auckland-Suva-Honolulu-Vancouver) resumed sailing in August, 1948. A sister liner is expected soon. See time-table in following column.

Matson liners "Monterey" and "Mariposa" are now expected back in the Pacific service. steamer ship "Marine Phoenix," carrying passengers, ran on a regular schedule—San Francisco-Honolulu-Suva-Auckland-Sydney; but was withdrawn in August, 1948.

Sydney-NZ-Fiji-Hawaii-Nth. America

THE itinerary of the Canadian-Australasian liner "Aorangi" (17,500 tons) 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	Aug. 4	Oct. 27	Dec. 29	Mar. 2	May 4
Suva	Aug. 13	Nov. 5	Jan. 7, 1950	Mar. 11	May 13
Auckland	Aug. 16-18	Nov. 8-10	Jan. 10-12	Mar. 14-16	May 16-18
Sydney, arr.	Aug. 22	Nov. 14	Jan. 16	Mar. 20	May 22
Sydney, dep.	Sept. 22	Nov. 24	Jan. 26	Mar. 30	June 1
Auckland	Sept. 26-27	Nov. 28-29	Jan. 30-31	Apr. 3-4	June 5-6
Suva	Sept. 30	Dec. 2	Feb. 3	Apr. 7	June 9
Honolulu	Oct. 7	Dec. 8	Feb. 10	Apr. 14	June 16
Vancouver	Oct. 14-20	Dec. 16-22	Feb. 17-23	Apr. 21-27	June 23-29

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

Auckland	Sept. 22	Oct. 25	Nov. 24
Suva	Sept. 26-27	Oct. 29-30	Nov. 28-29
Nukualofa	Sept. 29-30	Nov. 1-2	Dec. 1-2
Vavua	Oct. 1	Nov. 3	Dec. 3
Pago Pago	Oct. 1	—	Dec. 3
Apia	Oct. 2-4	Nov. 3-5	Dec. 4-6
Suva	Oct. 7-8	Nov. 8-9	Dec. 9-10
Auckland	Oct. 12	Nov. 13	Dec. 14

* Western Time.

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 16 round trips per annum. The ships call at the following ports:

EAST COAST.—Yate, Ounia, Thio, Nakety, Canala, Kouakoua Kus, Moneo, Ponerhouen, Tibarama, Poindimie, Wagap, Touho, Tipindje, Henghene, Tas, Oubatch, Pouebo, Balade, Pam, Arama, and return.

WEST COAST.—Pouembout, Kone, Temala, Voh, Ouaco Gomen, Koumac, Tonalou, Tiebaghi, Neboua, Poume, Baaba, Belep and return.

LOYALTY ISLANDS.—Mare (Tadine), Lifou (Chepenshe) Ouvra (Pajoua, St. Joseph) and return.

The steamer "Neo Hebrida" runs regularly between Noumea and Sydney, with occasional trips to the New Hebrides (mostly Anityumi). The owners are Societe Maritime et Maniere Hagen, Noumea. Sydney agents: H. C. Eligh, 254 George Street, Sydney.

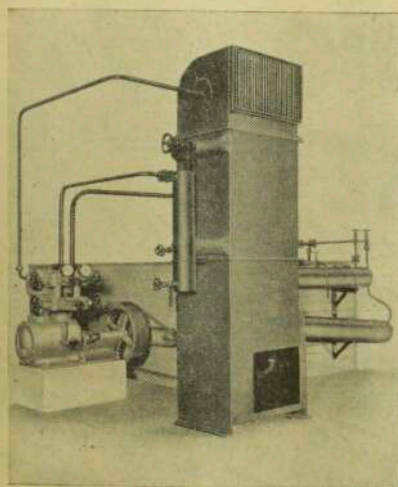
New Zealand—Cook Is.—Niue—Samoa

THE motor vessel "Maul 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).

Sydney—Papua—New Guinea

BURNS, PHILP LINE motor-vessels "Bulolo" and "Malaita" maintain regular services between Sydney and ports in Papua-New Guinea. "Bulolo" leaves Sydney, northbound, approximately every six weeks; "Malaita" every seven weeks.

"Bulolo" calls at Brisbane, Port Moresby, Samarai, Lae, Dregarhafen, Rabaul, Samarai, Port Moresby, Brisbane, thence back to Sydney. The "Malaita" schedule varies considerably.



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Ammonia and Methyl Chloride machines of large or small capacity.

The illustration is of a complete 30 cwt. ice-making Plant, comprising twin, enclosed ammonia compressor, evaporative condenser, insulated ice tank, etc. It may be driven by a 10 h.p. electric motor or diesel engine.

Inquirers should mention dimensions of cold room (or cabinet) and amount of ice (if any) required per day.

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She calls at Port Moresby only occasionally, but usually calls at Samarai, Lae, Madang, Manus, Rabaul, Samarai, thence direct to Sydney—ports of call being in that order. Sometimes the order of calls is Samarai, Rabaul, Manus, Madang, Lae, Samarai. Intending passengers should check with Burns, Philp & Co., Ltd., Sydney, or Island branches.

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.

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. Qantas service also from Lae, NG, to Honiara, BFI.

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; from Fiji by NZ National Airways.

LORD HOWE ISLAND.—Regular weekly service from Sydney by Qantas and Trans Oceanic Airways.

Fiji.—Regular services from Australia by Pan American, BCPA and CPA (to Nadi); Auck-

land 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.

TABITI.—Monthly service from Noumea by TRAPAS plane via Fiji, W. Samoa, Cook Is. DUTCH NEW GUINEA.—Regular weekly service from Batavia by KLM.

AUSTRALIA-NEW ZEALAND.—Regular service by Tasman Empire Airways.

ATLANTIA-NORTH AMERICA.—Regular Trans-Pacific services by Pan American Airways, BCPA and CPA.

EUROPE-INDO-CHINA-N. CALEDONIA.—Fortnightly service by Air France.

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 10.30 p.m. each Thursday for Laucala Bay, Suva (arrives 7.10 a.m. the following day).

The aircraft departs from Laucala Bay, Suva, on the return journey at 11.30 p.m. each Sunday, and arrives at Mechanics Bay, Auckland, at 8.15 a.m. the following day.

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

Saturdays at 9 a.m. (September 17, October 15, etc.), for Norfolk Is. (arr. 12.55 p.m., dep. 2 p.m.), Nadi (arr. 8.40 p.m., dep. 5.40 a.m. Monday), Nausori (arr. 6.25 a.m., dep. 7 a.m.), Tonga (arr. 10.50 a.m., dep. 11.50 a.m. *Faleolo, Western Samoa (arr. 4.5 p.m. Sunday, 8 a.m. Monday), Aitutaki, Cook Islands (a 1.50 p.m. Monday, dep. 2.50 p.m.), Rarotonga Cook Is. (arr. 4.5 p.m., dep. 8 a.m. Wednesday). The aircraft departs from Rarotonga on a return journey at 8 a.m. on alternate Wednesday (September 21, October 5, 17, etc.) at 8 a.m. for Aitutaki (arr. 9.15 a.m., dep. 10 a.m. Faleolo, W. Samoa (arr. 2.35 p.m., dep. 8 a.m. Thursday), *Tonga (arr. 10.55 a.m. Friday, 6 11.50 a.m.), Nausori (arr. 2.40 p.m., dep. 3 p.m.), Nadi (arr. 4.25 p.m., dep. 5 a.m. Saturday), Norfolk Is. (arr. 10.55 a.m., dep. 12 noon Whenuapai, Auckland (arr. 4.50 p.m.).

*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 p.m.), and departs on the return flight at 1 p.m., arriving at Whenuapai at 6 p.m.

FARES, single (in NZ currency): Auckland Norfolk, £12/10/-; to Fiji, £31/-; to Tonga £31/-; to Samoa, £34/-; to Aitutaki, £37/-; to Rarotonga, £39/10/-; Norfolk to Fiji, £18/-; Fiji Tonga, £8/15/-; to Samoa, £13/-; to Aitutaki £29/15/-; to Rarotonga, £31/-; Samoa to Rarotonga, £17/15/-; to Aitutaki, £16/10/-; Suva Labasa, £4/10/-; Return fares, less 10 per cent.

BOOKING OFFICES: Wellington, Govt. I. Bldg., Customhouse Quay; Auckland, Airway House, Customs St.; Dunedin, 8-10 Mac St.; Christchurch, 104 Gloucester St.; C. borne, 74 Peel St.; Palmerston North, 107 Broadway Ave.; Hamilton, 8 Alma St.; Rotorua, Airport Bldg., Penton St.; New Plymouth, Grand Central Building, Egmont St.; Hokitika, Southside Airport; Norfolk Is. Bu Philip, Ltd.; Fiji, NAC at Nadi and Suva Burns Philp, Labasa and Lautoka; Tonga, F. F. Malhe, Fou-amotu, Airfield; W. Sam Burns Philp (SS), Ltd., Apia; Cook Is., Mrs. McVeagh, Aitutaki, and Mr. J. D. Camp Rarotonga.

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CPA Sydney-Vancouver Service

CANADIAN Pacific Airlines, Ltd., run a trans-Pacific service between Sydney and Vancouver. For the present there will be one northbound and one southbound trip per fortnight. Stops are made at Nadi (Fiji), Canton Island, Honolulu and San Francisco. The northbound flight commences from Sydney every alternate Tuesday.

Four-engined, pressurised "Canadair" aircraft are used; 36 passengers can be carried and crew of six. Flying is done in daylight. Overnight accommodation is provided at hotels in Nadi and Honolulu, which is, of course, complimentary.

Fares are (in Australian currency): Sydney-Vancouver, £389/17/- single, £550 return; Fiji-Vancouver, £227/5/- single, £408/16/- return; Sydney-Fiji, £54/18/- single, £88/17/- return. Bookings may be made at the Union Steam Ship Company of New Zealand, Limited, Sydney, or Melbourne; Union Steam Ship Co. of N.Z., Ltd., 31, Canadian Pacific Airlines, Vancouver.

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 daily 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.

BCPA services make regular connections at 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 £328 (Aust.).

Fares are (in Australian currency): Sydney-San Francisco, £389/15/- single and £514/6/- return; Auckland-Vancouver, £283/1/- single; Auckland-Nadi (Fiji), £28/17/-; Sydney-Nadi, £34/19/-; Sydney-Vancouver, £369/17/- single, £550 return.

Douglas DC8 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 Monday and Friday for San Francisco, via Tontouta (New Caledonia), Nadi (Fiji), Canton Island and Honolulu.

The return flights are made from San Francisco every Thursday, via Honolulu, Canton Island, Nadi and Tontouta; and from Seattle every Monday, via Portland, Honolulu, Canton Island, Nadi and Tontouta.

Planes leave Auckland every Wednesday, and fly via Nadi, Canton Island and Honolulu to San Francisco. They leave San Francisco for Auckland every Saturday by the same route. Fares, in Australian currency, are:—

	Single	Return
Sydney-Seattle	£285 15 0	£514 6 0
Sydney-Frisco	285 15 0	514 6 0
Sydney-Fiji	54 19 0	98 17 0
Sydney-Honolulu	238 8 0	429 0 0
Auckland-Seattle	362 19 0	473 14 0
Auckland-Honolulu	215 12 0	387 19 0
Auckland-Fiji	38 17 0	69 18 0
Auckland-San Fran.	297 3 0	372 16 0

(Time-tables and fares subject to alteration without notice.)

To convert to Fiji currency, reduce above each kilogram allowance is 30 kilos per person. Excess baggage at 1 per cent. of single fare for figures by about 10 per cent.

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.

Flying-boats now depart Sydney and Auckland daily.

This service will be supplemented by Charter Services operated by DC4 and DC6 aircraft. Fares: £35(A) (£28 NZ currency) single; £67(A) (£56/8/- NZ currency) return.

Bookings may be made at Tasman Empire Airways in Auckland and at Qantas Empire Airways, Carrington Street, Sydney.

SYDNEY YACHT FOR SALE

OWNER of Auxiliary Yacht "GOORAY" advises that he is offering this fine craft for sale.

Briefly, particulars are as follows: 30 ft. long x 9 ft. beam x 5 ft. 6 in. draught. Bermudan Rigged Sloop. Kauri planking. Teak deck. Lead keel. Doghouse over roomy S.B. cockpit. 16 H.P. "Invincible" Marine. Settee berths. W.C. Galley. 3 Suite Sails (one new). Cover. Awning. Dinghy, etc., and plenty of gear.

This craft has attractive lines, is solidly built, and a fine sea-boat. Performs well under sail or power. Specially rigged for single-handed sailing. Insured Lloyds.

Price, £900. Lying at Sydney.

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For photo and particulars, write to "Yachtsman," c/o Box 3408, G.P.O. Sydney.



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- Corned Beef Hash
- Corned Beef Loaf With Cereal
- Mutton Broth
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- Tomato Soup
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Sydney—Queensland— New Guinea

QANTAS Empire Airways, Ltd., employing DC3 planes, operate a regular service between Sydney, Port Moresby, Lae, Finisshafen, Rabaul, Bulolo and Wau, and return to Brisbane, Rockhampton, Townsville and Cairns.

This service is now known as the "Bird of Paradise" Service. DC3 aircraft, carrying 18 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 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. The plane, which arrives at Lae at 1 p.m. on Wednesdays, flies on to Bulolo and Wau on Wednesday afternoon, and returns to Lae. Planes leave Lae at 4.45 a.m. on Wednesdays, Saturdays, Sundays and Mondays, and arrive in Sydney at 10.15 p.m., accomplishing the Lae-Sydney run in a day. The return plane from Rabaul leaves at 1.30 p.m. on Fridays.

Bookings may be made at Qantas offices at any of the towns named. At present, berths are available only to passengers holding official permits to visit Papua or New Guinea.

QANTAS SUBSIDIARY SERVICES IN PAPUA-NEW GUINEA-SOLOMONS

Qantas Empire Airways run the following subsidiary services in Papua, New Guinea, and the Solomon Islands:

A Douglas DC3 leaves Lae every Wednesday, and flies to Rabaul, and Kavieng, and returns to Lae; but every alternate Wednesday the plane goes on from Kavieng to Manus, and returns to Kavieng to Rabaul (overnight) and returns to Lae on the Thursday morning.

Every alternate Monday, a Qantas Catalina leaves from Port Moresby, westward to Daru, via the island, Kerema, Kikori, Lake Kutubu and the Murray, remaining overnight at Kikori and returning to PM next morning.

Every alternate Wednesday, a Qantas Catalina flies from Port Moresby, eastward to Samarai, via Abau and Milne Bay, and every

second trip (that is, every fourth Wednesday) the plane remains overnight at Samarai, and on the following day (Thursday) flies out over the archipelagoes, calls at Esa'ala, Kiriwina, Woodlark and Deboyne Lagoon, and returns to PM, via Samarai, Milne Bay and Abau.

Every alternate Monday, a Qantas Catalina leaves Port Moresby for Rabaul, via Moewae Harbour, and Talamen (New Britain); next morning (Tuesday) it flies to Buksa, Kieta and Buin (Bougainville) and returns to Rabaul; next morning (Wednesday) it flies to Talamen, Moewae Harbour and Jacquinot Bay, and returns to Rabaul; and next morning (Thursday) it returns from Rabaul direct to Port Moresby.

Every alternate Monday a Qantas Douglas flies from Lae to Rabaul, and continues on to Honiara (British Solomon Islands), via Terekina; remains overnight at Honiara; and returns to Lae the following day (Tuesday), via Terekina and Rabaul.

Sydney—Noumea—Suva

THE following is the time-table of the Qantas flying-boat:

Sydney	dep. 9 p.m. alt. Tues.
Noumea	arr. 7 a.m. alt. Wed.

Noumea	dep. 8 a.m. alt. Wed.
Suva	arr. 3 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. 8 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, £52/15/- 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 DC4 Skymaster 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.)

"IT'S NEW RIGHT THROUGH"
Built by Jowetts, of Bradford, Yorkshire.

The JOWETT "JAVELIN" Car, English Body Work, Flat Four Engine, 75 m.p.h. 30-32 m.p.g.

— ALSO —

The BRADFORD 10 cwt. Lorry, Van, 6-seater Utility and Utility de Luxe. Ample Power and 40 m.p.g.

Pacific Islands Distributors:

G. H. ROBINSON EXPORTS & IMPORTS PTY. LTD
51 Macquarie Street, Sydney

For early deliveries Telegraph: "Sunrise, Sydney."

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- and more coming ...

available now Home Style PEA SOUP with HAM

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Heinz PERFECT Soups

H. J. HEINZ CO. PTY., LTD.,
479 Bourke Street, Sydney, N.S.W.

To-day, your store has 6 Heinz Soups. For the first time in years you can buy a variety of soups. Buy a tin of each and surprise your family with a different delicious Heinz flavour every day of the week.



Sydney-New Hebrides

A QANTAS plane leaves Sydney for New Hebrides on alternate Tuesdays. It flies via Noumea and Port Vila to Santo, and returns.

New Caledonia— New Hebrides

TRAPAS (French Air Line) operates a service between Noumea and the New Hebrides. The plane leaves Noumea every Tuesday, and

flies direct to Vila and Santo, and returns. Return fare for the journey, Noumea-Santo, is approximately £42 Australian.

N. Caledonia—Tahiti

TRAPAS (Societe Francaise de Transports Aeriens du Pacifique Sud-Noumea) runs a monthly service from New Caledonia to Tahiti. Departing at 8 a.m. from Noumea, every third Thursday, the plane flies via Fiji (Nadi), Western Samoa (Papeete), Cook Islands (Aitutaki) to Papeete, where it arrives at about 11.40 a.m. two days later. One evening is spent in

Nadi and one night in Aitutaki. The plane returns by the same route in the following week. Fare from Noumea to Papeete is 16,000 Pacific francs single, and 28,800 return. (100 Pacific francs equal £1 Australian.) While the plane is at Papeete it runs one round trip between Papeete and Bora Bora.

KLM Dutch New Guinea Service

K.L.M. Royal Dutch Airlines run a regular weekly service from Batavia to Dutch New Guinea, via Sourabaya, Makassar and Ambon on the following schedule: Batavia dep. Sunday at 10.30 a.m.; Biak Island arr. Mondays at 4.40 p.m.; dep. Tuesdays at 6 a.m.; Holland arr. Tuesdays at 8.10 a.m. On the return journey the aircraft leaves Hollandia at 9 a.m. on Tuesdays; Biak Island arr. 11.10 a.m.; de 12.15 p.m. on Tuesdays; and Batavia arr. 6 p.m. on Wednesdays.

The aircraft used are C-47s, a type of DC-3, and the single fares are Batavia-Biak Island £480; Batavia-Hollandia £491/15/-; and Biak Island-Hollandia £411/15/-. Return fare double single.

France—Indo-China— N. Caledonia

THE French national airways, Air France, run a fortnightly service between Paris and New Caledonia, and return. Stops are made at Rome (forward journey) or Marseilles (return journey), Cairo, Bagdad, Karachi, Calcutta, Saigon, Batavia, Darwin, Brisbane.

DC4 Skyliners are used in the service. Fare between Brisbane and Noumea (N. Caledonia) has been fixed, for the present, £28/19/- (Australian).

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; £2 return. Free baggage allowance 50 lb. Excess baggage and freight rate 6d. per lb.

Sails, Covers, Awnings

TENTS, TARPAULINS, and all classes
CANVAS GOODS for industrial and
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COVERWELL PAINT CO.

HIGH-GRADE PAINTS, VARNISHES AND ENAMELS.

The above products are available for immediate shipment, are of
Australian manufacture, and of highest quality

If unable to obtain supplies locally, write direct to the SOLE AGENTS FOR THE PACIFIC ISLANDS:

J. C. MERRILLEES PTY. LTD.

Telegrams:
"MERRILLEES," Sydney.

104 Hunter Street, Sydney.

Agents in Fiji . . . **HUNTS AGENCY, SUVA.**

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; Vila-Santo, £50; Noumea-Vila, £12/10/-; Vila-Santo, £18/10/-; 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 Espiritu, in the Russell Islands, and calls are sometimes made at Vanikoro, in the Santa Cruz group. Fare: Sydney-Tulagi, £85. Free baggage allowance, 60 lb.; excess baggage and freight, 3/- per lb.

Papua-NG Local Services

STANDARD Airlines Ltd., of Lee, New Guinea, and other private operators, run air services between Lee and the New Guinea mainland at Wau, Bulolo, Madang, Wewak, Alape, Hagen, Finichafen, Moresby, Kokoda—in and anywhere in Papua or New Guinea where there is an air-strip. These planes carry passengers, mails and cargo on regular schedules and charter flights.

Guinea Air Traders Ltd., of Lee, New Guinea, fly six aircraft on local services, and on inter work.

Under arrangement with the Administration, a mail plane, carrying Administration personnel, cargo, and mails, flies once each week from Lee to Rabaul, Kavieng and Manus, and returns Lee by the same route.

Mr. C. R. Stephan, who has been a resident partner of Sands, Junior & Co., public accountants, in Suva, Fiji, for the last two or three years, passed through Australia in October, with his family, en route to take up a new appointment in Suva, Northern Rhodesia. Mr. Stephan has many friends in Fiji and their good wishes will go with him to his new home.

A NEW SOLDERING IRON

EVERY resident of the Pacific Islands is called upon sooner or later to do a soldering job; and, therefore, every Islands resident will be interested in a new electric soldering iron which is now being manufactured in Melbourne.

The old type of electric soldering iron operates on low voltages, by the usual resistance wire; but the new iron ap-

parently works on a completely different principle. It will operate from either a 4-volt step-down transformer or from a 4-6 volt accumulator. The pressing down of a switch for a few seconds gives the iron sufficient heat to do most kinds of soldering.

The iron will be marketed shortly by Messrs. R. H. Cunningham & Co., of Melbourne. It can be operated from either a car battery or local machines carrying alternating current.

CAPTAIN W. L. KENNEDY

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LISTING FOR SALE:

Among other fine Boats Listed for Sale we have the following:—

CARGO VESSEL.—In full survey, 88 x 20. Carries approx. 100 tons. 160 HP, H.D. Diesel, 350 Revs. Speed approx. 10 knots. Large hatch. 3-ton diesel deck winch, 2 Double-berth Cabins, 2 Single-berth. Crew's quarters, 8. Large galley—fuel stove, refrigerator. Good type, sturdy cargo carrier—£14,700.

33 FT. SEA-GOING WORKBOAT.—80 HP, Diesel. 2 Berths. Toilet. £1,575.

29 x 10 DIESEL WORKBOAT.—22 HP, Diesel. Strongly built, £850.

Also Yachts, Cruisers, Auxiliaries, Tugs, Trawlers, Cargo Boats & Craft All Types & Sizes.

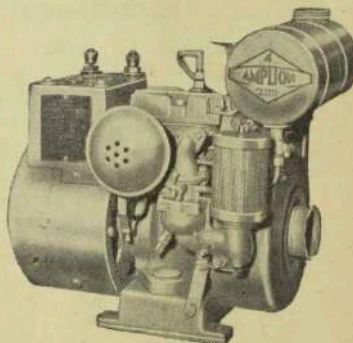
Further particulars on application.

Enquiries Re Sydney Real Estate and Businesses Promptly Attended To.

ELECTRIC LIGHTING PLANTS

Bring you brilliant electric light in your home, week-end or plantation. Low operating and initial costs. Treated for the tropics.

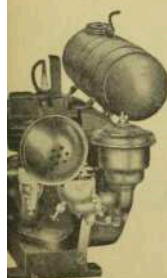
- * Press button starting.
- * 300 watts output.
- * 12 and 32 volt models.
- * Weight 70 lb.



Special Islands
PRICE: £60/11/6
F.O.B.

AMPLION

ONE HORSEPOWER PETROL ENGINES



The Amplion makes the most of your petrol, runs longer on a tankful, 8 to 10 hours to the gallon. It's light in weight too—40 lb. Obviously the best proposition for driving:

Pumps—Compressors—Post hole borers—Lawn mowers—Saws—Shearing Machines—Crutching Machines—Spraying outfits—Concrete Mixers—Concrete Vibrators—Milking Machines.

- ★ 4 CYCLE AIR COOLED DESIGN
- ★ FULL FLOAT CARBURETTOR
- ★ EFFICIENT AIR CLEANER

PRICE: £36/0/6 F.O.B.

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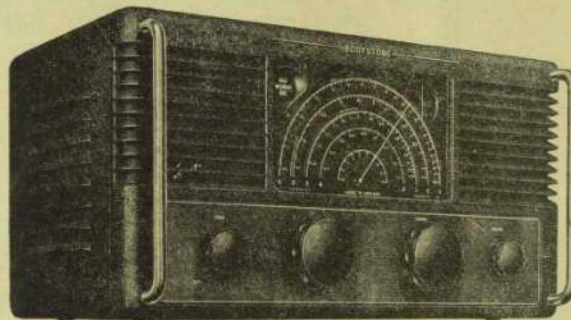
35-40 Parramatta Road, Camperdown.

Telegrams: Amplion, Sydney
Telephone: LA 2828 (6 lines)

BRITISH — **EDDYSTONE** — MADE
"ALL WORLD SIX" RECEIVER

Model 710

OPERATES FROM A 6 VOLT ACCUMULATOR



**COMBINES EXCELLENT PERFORMANCE WITH
ECONOMICAL CURRENT CONSUMPTION**

The Eddystone ALL WORLD SIX Superheterodyne receiver has been developed specially for the Overseas Listener who lacks a mains electricity supply. It will give consistently good reception of short and medium wave broadcasting stations in any part of the World and under widely varying climatic conditions.

SPECIAL FEATURES:

- ★ Consumption only 2.5 amperes.
- ★ Miniature valves.
- ★ Robust construction.
- ★ Finished for tropical service.
- ★ Mechanical bandspread logging.
- ★ Wide frequency coverage (620 to 10 metres).
- ★ Large, accurately calibrated scale.
- ★ Flywheel loaded tuning.
- ★ High quality reproduction (Push-pull output).
- ★ Provision for extension speaker and gramophone pick-up.

ENGLISH LIST PRICE: £37/10/- (Sterling).

Special Tropical-type 6-volt Accumulator. Capacity: 102 A.H.

ENGLISH LIST PRICE: £9/18/6 (Sterling).

AVAILABLE FOR IMMEDIATE DELIVERY

THE AUSTRALIAN FACTORY REPRESENTATIVES:

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62 STANHOPE ST., MALVERN, VICTORIA

Cables: "CUNNIG," Melb.

EASTERN PAPUA

Post-War Events In Milne Bay

SAMARAI, Oct. 8. MILNE BAY, so often in the news in war-time, has almost had its last publicity. Milne Bay merchants have left and Mr. J. Ede, representing a New Zealand firm, has taken over what is left. It has been remarkable how much material has been shipped to other parts of Milne Bay. Even the Government has been surprised, and sent a man to investigate and endeavour to find out where several thousands of pounds worth of material, including some Quonset huts, had disappeared to—the Government having caught them previously. The result of the investigation has been covered by a death-like silence; but local residents are able to prove their claims when asked to.

A "SUPER-DUPER" WHARF SAMARAI wharf now has reached a new stage in its reconstruction. Tenders have been called for a "super-duper" steel structure, which includes in its specifications a septic tank and sewerage system, Diesel engines for auxiliary lighting, fire-fighting and pumping, small ships' wharf (with Kasi Kasi piles) and many a of cement spread over the approaches. One Melbourne firm sent a representative to have a "look-see" and, after seeing a current of over three miles per hour past at the change of tide, he left the Malaita in a thoughtful mood. The steel piles, as a matter of interest, covered by a bituminous mixture, then a reinforced concrete tube slipped over them and the space filled with cement. The present wharf looks more like an accident waiting for a chance to happen. At least once a

month a new pile has to be driven to keep it working.

PROGRESS

BURNS PHILP have had three new "Bulolo type" houses erected for their staff. Steamships' new store is approaching completion; and Works and Housing have almost completed two new houses, with another one on its way. The steel-work for the new Government Store is standing.

Up to date, the new engines for the power-house have not been installed, but the building is ready. It has been hinted

that the old engines are running on reputation alone, now, and that a very fair guess as to the number of lights in use can be made by looking at the density of the smoke screen emitted by them. We are not allowed to install any more electric stoves.

In the District Court, Rabaul, New Guinea, recently, Mr. E. Britten, JP, sentenced three Works and Housing Dept. employees for unlawfully taking a taxi from in front of the Cosmopolitan Hotel, Rabaul. The driver was fined £10; the two passengers £1 each.

YOUR FUTURE CAREER . . .

Merchants, Accountants, Secretaries, Bankers and Business Managers . . . all hold responsible positions with commensurate salaries. You too can enhance your prospects in this ever-expanding commercial field, which yields abundant returns to those with adequate qualifications. H.R.I. prepare ambitious men and women for all business positions from junior to senior executive. Tuition is practical—authoritative—up-to-date—time saving . . . and certain in its successful results. The H.R.I. is available always to advise you—write or wire for information—free and without obligation.

H.R.I. tutorial service is proved by the winning of more honours than all coaches in Australasia combined.

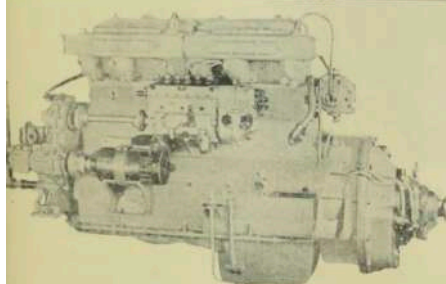


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ve: 90 HP RNR6 type with 2/1 or 3/1 reduction, and
ent single lever control.



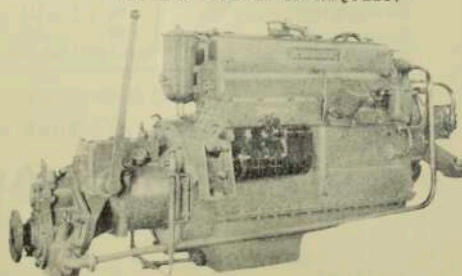
Stern gear made to order

After sales service and spares facilities
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DIRECT BRANCH OF THE MANUFACTURERS.



65 HP RTR6 type, 2/1 reduction.

THORNYCROFT

MARINE ENGINES

PETROL OR DIESEL

9 to 130 HP

Reliable—efficient and economical for all types of
vessels

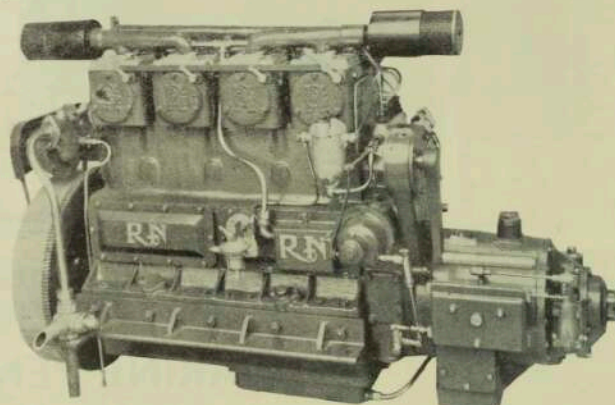
FULL PARTICULARS ON REQUEST.

RUSSELL NEWBERY MARINE DIESEL ENGINES

"RN" British Marine Diesel Engines are unequalled by any other engine on the market for their remarkable economy in operation, yet ability to withstand the hardest duty. "RN" engines have attained world-wide popularity because the complete combustion of the injected oil spray into the charge of highly compressed air has been the subject of the closest scientific study by Russell Newbery research department for many years. The fact that engines totalling many thousands of horse-power incorporating the "RN" patent combustion chamber are in successful operation in all parts of the world should give potential users confidence; in selecting an "RN" engine, they are dealing with acknowledged Diesel engine specialists.

The illustration below shows an "RN" DM4 type fitted with "RN" patented fluid-operated reverse gear-box. Added distinctive features which should be given the most careful consideration are as under:—

- Cylinder heads are specially designed to obtain extremely high turbulence, resulting in perfect combustion at all loads and speeds, combined with quiet running and low operating cost.
- Valves are positioned horizontally and can be easily and quickly removed without removing cylinders.
- Removable wet liners.
- C.A.V. fuel system.
- Cold starting—hand or electric.
- Reverse gear—hand or fluid operated by remote control.



The below schedule shows details of the range of Russell Newbery Marine Diesel Engines.

Model Designation	DM2	DM3	DM4	PDM4	EM3	EM4	EM6
Two-stroke or Four-stroke	4	4	4	4	4	4	4
Number of Cylinders	2	3	4	4	3	4	6
Normal B.H.P.	21	31½	42	48	48	64	96
Maximum B.H.P.	23	34½	46	53	53	71	106
Speed Range, R.P.M.	800-1200	800-1200	800-1200	800-1200	800-1000	800-1000	800-1000

Full details and specifications available from

Mr. C. C. EVANS, c/o Bank of New South Wales, Port Moresby

representing:—**PERKINS (Aust.) PTY. LIMITED**

Bowden Street, Alexandria, N.S.W.

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RABAUL COUPLES MARRY



These four weddings took place in Rabaul in August and September. The photograph (top left) was taken during the marriage of Miss Beatrice Keegan to Mr. William Lloyd, in the Catholic Church, Rabaul. Both were employees of the New Guinea Company, and will make their home on Sepik Plantation, Tabar Island. At top right a group taken after the marriage of Miss Honour Aris to Mr. John Straud, who has been engaged on diving activities in Rabaul. Photograph at lower left shows a group taken after their marriage of Mr. Ambrose Thomas (extreme left) to Miss Elizabeth Wall, formerly of the European Hospital, Rabaul. Mr. Thomas, an old Territorian, is accountant with the firm of Colyer Watson (NG), Ltd. Photograph, lower right, was taken during the marriage of Miss Lilian Schubert to Mr. Reginald Parker, in Rabaul Catholic Church. Both are members of Burns, Philp staff.

—Photos by C. H. Meen.

STRANGE CASE OF THE ANGORAM POLICE-BOY

SOME months ago a member of the native constabulary at Angoram, on the Sepik River, New Guinea, who had just finished his term as a police-boy, wished to do a good turn for one of his comrades. So, with the Kiap's permission, he stood guard one night over the district office and the safe therein.

Next morning, as a passenger on a motor launch, he left for his village somewhere up the Sepik River. On that day also, the Kiap (Mr. R. Ormaby, ADO) had to pay out a substantial sum for timber rafted in by up-river natives. He went to the safe in the District Office, and found that £260 had mysteriously disappeared.

The Kiap used his excellent organising ability and the erstwhile P-B was apprehended before he left the launch at his village. On him was about £130, and in his possession was a sewing-machine, typewriter, etc.

Several months elapsed before the Judge was able to pay a visit to Wewak, where the district court is held. Witnesses and the Kiap of Angoram were flown to the trial, but, the police-boy was acquitted.

In summing up the Judge said that he did not believe a word the accused said—however, there was not sufficient evidence to convict.

The police-boy stated, in evidence, that he had got the large sum of money in his possession by playing Lucky—the native equivalent of poker.

The only consolation is that whoever got that £260 may be caught with something even bigger, someday.—PAT.

FILLETED KEYWAYS

give longer service . . . greater safety

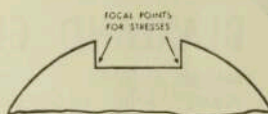
IF your propeller shaft is made of MONEL* . . . the tough, stronger-than-steel, rustless Seagoin' metal . . . you can expect excellent shaft service, probably for the life of your boat.

But here's a way to increase the life and raise the safety factor of any shaft:

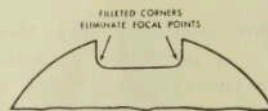
Use fillets (rounded corners) instead of square corners at the root of the keyway.

Exhaustive fatigue tests made on MONEL shafting have shown that this simple expedient actually *doubles* shaft strength at the keyway . . . which is the weakest point in any propeller shaft.

If you want full details about the proper size keyway and fillet, as well as other facts of successful shaft machining and alignment, drop us a line—we shall be glad to advise you.



SECTION OF SHAFT TAPER WITH SQUARE CORNERED KEYWAY.



SECTION OF SHAFT TAPER WITH IMPROVED KEYWAY. NOTE FILLETED CORNERS OF GENEROUS RADIUS.

Suggested Radii for Filleted Keyways

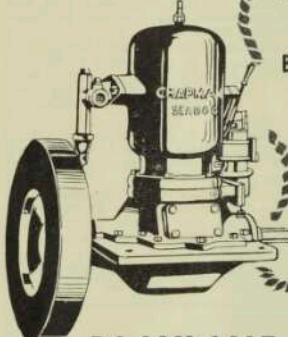
Approx. shaft diameter	Keyway fillet radius
3/4" to 1 1/4" incl	1/32"
1 1/4" to 2" incl	1/16"
2 1/4" to 3" incl	3/32"
3 1/4" to 4" incl	1/8"

WRIGHT AND COMPANY

SOLE AUSTRALIAN DISTRIBUTORS OF MONEL

81 CLARENCE STREET, SYDNEY : : : : 'Phone: BX1211 (Six Lines)

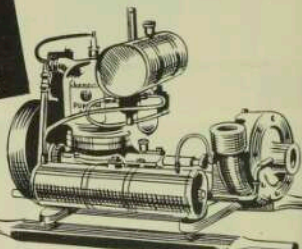
* Monel is a registered trade-mark covering a rich nickel alloy, mined in Canada and rolled in Great Britain.



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PTY. LTD.
SUCCESSORS TO CHAPMAN & SHERACK

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**PACIFIC
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MARINE ENGINES • WONDER LAUNCHES
PUMPS AND ENGINEERING PRODUCTS

NOW IN PRODUCTION

- 3½ H.P. Blaxland Pup Marine Engine.
- 5/7 H.P. Blaxland Twin Marine Engine.
- 2½ H.P. Blaxland-Chapman Standard Pup.
- 3 H.P. Blaxland-Chapman Master Pup.
- 4½ H.P. Blaxland-Chapman Super Pup.
- 6/8 H.P. Blaxland-Chapman Greyhound.
- 10 H.P. Blaxland-Chapman Seadog.
- 20 H.P. Blaxland-Chapman Twin Seadog.

All engines of 4½ H.P. and upwards are reversible by a mere flick of the Blaxland-Chapman patented magneto. Since no reserves of stock are held, orders for forward delivery should be placed now.

CHAPMAN WONDER LAUNCHES

Ideal for Island service and already acclaimed far and wide for style, performance and seaworthiness. Available in 16 ft. x 6 ft. open and half-cabin models and 18 ft. x 7 ft. half-cabin models powered with Blaxland or Blaxland-Chapman Engines.

Enquiries are invited.

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THE recent acquisition by Blaxland Rae Pty., Ltd., of the well-known engineering business of Chapman & Sherack, has already resulted in enhanced organisation and in improvements and additions to a notable range of engineering lines.

With the appointment of Messrs. Kerr Bros. Pty., Ltd., as our Sole Pacific Distributors, therefore, Island Residents may rely on prompt attention to their enquiries and orders for Blaxland-Chapman Marine Engines, Launches, Pumps and other Engineering requirements within our range. Moreover, residents will be kept fully and regularly informed, through this magazine, of all Blaxland-Chapman developments in the coming months.

THE MONTH IN MORESBY

From Our Own Correspondent

THE future never stays bright for Territory public servants for very long. The promise of re-classification increases has now been followed by the reintroduction of electricity rates New Guinea and the doubling of the meter flat rate for Moresby.

Residents of Lae, Rabaul and Madang, who have been getting free power since the war, will also have to make adjustments in their family budgets to cover electricity charges.

Reaction of Moresby residents to the increase in their flat rate was mainly pathetic. In their view, post-war electricity charges here have never been anything but excessive; another increase is not make any difference.

The increase was made to bring the rate up to the level of the meter. It would have been unfair, say the authorities, for people without meters to get cheaper power than those with meters. That problem, of course, could have been solved by cutting the meter rate to the level of the flat rate; but apparently authorities reasoned that people could not stand the shock of an increase much greater than the shock of a decrease.

Moresby residents may get a little ironic amusement out of the fact that one reason why electricity was free on the New Guinea side, was that the supply was at-time and intermittent.

While the Administration continues to make a profit out of the electricity vice, our only hope of cheap power may lie in a hydro-electric scheme at ana Falls. This idea is still being considered.

ADMINISTRATION representatives are at present attending conferences in India and Egypt. Chief of the Division of Animal Industry, Mr. W. Granger, is on September 22 for Cairo where a conference is being held on livestock breeding in tropical and sub-tropical areas. Then, on September 29, Miss Lachlan, of the Education Department, is for India to attend a UNESCO conference on rural adult education. Mr. Granger was one of two Australian delegates to the Cairo meeting and Miss Lachlan was the only Australian delegate to the UNESCO Conference. Mr. Granger will be away two weeks and Miss Lachlan about six weeks.

OR about £110, Moresby people can now fly direct to Hongkong. A Qantas Skymaster calls at Moresby every second Tuesday on its way from Moresby to Labuan and Hongkong. It returns via Darwin. Qantas has increased passenger fares in the Territory by about 10 per cent, which makes the single fare between Moresby and Sydney £55/-.

LOCAL builder, Mr. C. L. Large, has contracted to build 25 houses in Moresby in the next two years—12 for the Administration, eight for Civilian and five for the Meteorological Station of the Department of the Interior. The contract price is £50,000. This indicates the growth that can be expected Moresby in the next few years. With land practically unobtainable in the town itself, people are going further and further out of town in their search for building sites. When the Administration has up five hundred acres of land between the four-mile and Jackson's Strip, new and important residential areas will be obtained. It is now many months since it was bought, but the land is still

not surveyed and the Lands Department can give no indication as to when this work will start. There are not sufficient surveyors for the work.

REALISING that the only way Moresby will get a swimming pool quickly is for residents to pay for it themselves, a group of people, headed by Mr. Jack Lyons, is going into the question of costs, etc., so that these facts can be put before a public meeting.

It is proposed to build concrete seawater baths on Ela Beach. They would fill at high tide and hold the water at low tide; outlets would allow the water to be changed frequently.

THE fire brigade had some excitement early on the morning of September 26, when a car owned by Mr. Tom Grahamslaw caught fire and the flames spread to House Champion, senior administration officers' mess, alongside which the car was parked. The car was burnt out, the walls of Mr. Grahamslaw's room were scorched and some of his belongings were burnt but the brigade kept the fire from spreading further.

A REQUEST by Moresby RSL that the War Service Homes Act be extended to Papua and New Guinea is being considered by the Minister for Works and Housing. If the extension is made, local ex-servicemen who want to build homes will be able to borrow money from the Government at low interest rates. Ex-servicemen interested should contact their branch secretaries so that some idea can be gained as to whether exten-

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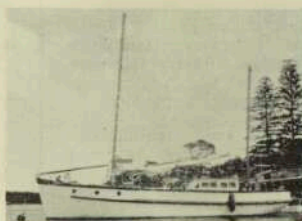
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Here's a compact, neat accessory that ensures COMPLETE visibility for drivers of cars, and ensures a cool breeze within the vehicle.

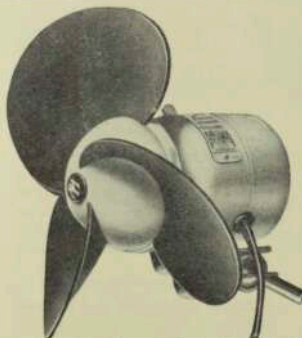
A clouded, smeared, or vapour-dimmed windshield menaces safety. But, for that absolute transparency essential to safe driving, the interior surface . . . not alone the exterior . . . must be kept continuously clear. And that's what the Master Auto-Fan does.

Pacific Island Distributors:

VENTURA TRADING CO. PTY. LTD.

26 BRIDGE STREET, SYDNEY

Cables: "VENTURA"



sion of the Act to the Territory would be justified.

TWO big Christmas tree parties will be held in Moresby this December—one by the Murray Heights Club on the 10th and one by the RSL on the 17th. The RSL is restricting its party to children of members as it considers that there

are now too many children here to entertain them at one party. Even with this limit, the RSL is expecting 200 children at its party.

TWELVE trainee drillers, whom the Australasian Petroleum Company sent to America for a nine months' training course, have returned to Australia and nine are already in Papua. One trainee, Mr. H. F. Eggington, was considered newsworthy in Australia by virtue of the fact that he brought back an American wife whom he married a year ago when she was only 15.

SEX offences by natives against European women are increasing in Moresby. One of the most common offences is "entering a dwelling with intent to indecently insult or annoy," for which the maximum penalty is a year's gaol. Cases of this sort arise every few weeks. It is not generally known that a conviction for this type of offence automatically debars a native from entering any town in Papua—a wise practice which should never be discontinued. Moresby police are usually successful in tracing native sex offenders and normally, they treat these offences with appropriate seriousness; but in one case recently the investigating officer made it clear to the woman concerned that he thought it was all rather funny. Perhaps his attitude would have been different if the woman had been the wife of a high Government official.

THE Movara Variety Company's first presentation, "Blue Horizon of 1949," was well received. More than 500 people attended the performances at the Papuan Theatre on September 27 and October 4 and some people had to be turned away. Half the proceeds will go to the Red Cross. Producer George Redknapp is already planning another show, "Vogues of 1950," which will be staged at the end of January.

THE brief Rugby League season in Moresby has ended impressively with a sports afternoon during which races and other contests were held and two football matches were played. A good crowd attended, indicating that

public interest will be high for the next season, which begins about April. In the main football match, the Maganils, who were beaten only once this season, defeated Paga Hill, 3-nil. An Old Buffer match resulted in a win for Grout Gorillas over Field's Foxes by 5 to 3. Next season it is hoped to have the ground in better condition, to have more teams and to make a trip to New Guinea. Wau invited a Moresby team to visit this year but funds were not available. It might be a good idea in future if the home and the visiting team combine to raise the cost of a visit. Gate taking would reduce the cost to the home team.

MR. GRAHAM SVENSEN and Miss Frances Hibberd were married at the Moresby Registry Office on September 22. Witnesses were Miss Betty Baker and Mr. Hal Herriott. Mr. Svensen, acting curator of parks and gardens, and his wife have made their home at Kila.

MISS IVY GRAHAMSLAW, of Otago, married Mr. Frank Middleton, a Captain in the Royal Air Force, at the Catholic Church in Moresby, on October 3. Miss Dalh Baldwin was bridesmaid and Mr. Middleton, the bridegroom's brother, was best man. The reception was held at the golf club. Mr. and Mrs. Middleton will spend their honeymoon in Australia.

AT St. John's Church of England on October 1, Miss Jean Ross, of Steamships Trading Company, was married to Mr. Ron Auld, of the Civil Aviation Department. Miss Alma Youngblut was bridesmaid and Mr. George Buckley was best man. The couple will make their home in Moresby.

RECENT births in Moresby included a son to Mr. and Mrs. Vince Nellise; a son to Mr. and Mrs. Max Lan; a daughter to Mr. and Mrs. Harold Fole; a daughter to Mr. and Mrs. Larry; a son to Mr. and Mrs. George Gough; a son to Mr. and Mrs. Ian Loudon; and a son to Mr. and Mrs. Warren Steele.

AMONG those who arrived in Moresby on the last Bulolo were the Director of Shipping, Mr. Leighton, who has been on sick leave for many months; Mr. A. W. Anderson; Mrs. I. Grenville; Mr. B. Hawks; Miss J. Niness; Mr. H. Trueman; and Miss V. Roberts.

Mr. and Mrs. Nigel Moon, who were married in Sydney recently, have returned to Moresby. Mrs. Moon was formerly Miss Jane Ferrier.

Mr. and Mrs. H. Briggs and Mr. Dorothy Briggs left on the October Bul to spend their leave in Sydney and Melbourne.

Fiji Postal Union Stamps

STAMPS to mark the 75th anniversary of the foundation of the Universal Postal Union will be on sale in Fiji on October 10.

They will be of the values 2d., 3d., 8d. and 1/6, and will remain on sale for three months, unless supplies are exhausted before then.

An amount of £400 from Stamps for Missions, a major project of the Australian Lutheran League, has been donated for a New Guinea Lutheran Mission Hospital, and another £400 will be made available for equipment if necessary.

G. H. Robinson

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of all kinds—Selected and Shipped to order at lowest possible prices—Piecegoods in Wool, Cotton and Silk, Under and Outerwear, Manchester, Drapery, Grocery, Hardware, Engineers and Leathergoods trade supplies a specialty.

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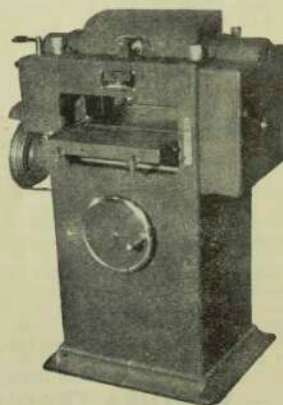
PANEL PLANER & THICKNESSER

This No. 702 "JEFFWOOD" Panel Planer is ideally suited for the island woodworker. Body is solid cast. Will plane timber 12 in. x 4 in. Cutter head and spindle are in one piece mounted on ball bearings. 3 feed speeds combined with spring loaded clutch. Prompt delivery assured. Also 14 in. Saw Benches and Spindle Moulders.

Write direct to manufacturers:

JEFFRESS BROS.

Northgate Rd., Northgate,
BRISBANE, Q.



150 HEAD MEN elect 'Government' In The Solomons

From Our Own Correspondent

HONIARA, Oct. 3. GUEST week for Solomon Islanders in the history of the Protectorate opened to-day when 150 headmen and assistant headmen from all over the group were officially welcomed to Honiara by the Acting Resident Commissioner (Mr. J. A. Germond) in a formal ceremony.

He marked the opening of the Headmen's Conference, the first of its kind in the Protectorate, designed for an exchange of ideas between Government and headmen, and to afford headmen a chance of seeing for themselves the new situation and the work being done there.

The visitors' week includes visits to the Government radio station, hospital, workshops, the experimental farm, Police Station and gaol, Government Trade Centre, and talks by heads of Government departments on relevant subjects. They will inspect new houses under construction here, and see the long-aided Bailey bridge, now being erected over the Matanikau river. A concert and wholesale feast will mark the close of the conference on October 10.

LITTLE DRILLING IN PAPUA IN SEPTEMBER

THE Australasian Petroleum Company Pty., Ltd., has issued the following report upon the progress of oiling operations in Papua in September:

Wewak: The hole has been deepened 3 feet, from 4,043 feet to 5,076 feet. **Behoro:** The depth remains at 2,323 feet. Reaming operations have been in progress to clean out the hole.

Upola: The depth remains at 2,662 feet. The hole is being reamed to bottom in the new pressure drilling equipment allowed to proceed.

Malalana and Wana: Area preparation has been in progress at both these sites; components of the new outfits are being put in Port Moresby in preparation for patch to the field.

INVITATION TO SPONSOR A USEFUL IMMIGRANT

HERE are organisations in Australia carrying on the voluntary work of assisting selected residents of Britain to emigrate to the South Pacific countries. One such organisation is directed by Mr. E. J. Shelton, Secretary of the Committee on Emigration, 37 Florrie Street, Melbourne, N.3, Brisbane, and Mr. Shelton anxious to get into communication with any resident of Australia or the Islands who would like to assist in the good work of nominating a selected emigrant.

Mr. Shelton has available, and will post anyone interested, copies of detailed lists of emigrants who are seeking a place in Australia or the Islands. The lists are full details of such people—their age, family conditions and their technical and other experience. The nomination of one of these families might easily solve a staff or labour problem of some Pacific Islands employer. Anyone assisting such activity is, apart from anything else, doing good service for the Empire.

Classified Advertisements

BIRTH

BURTON.—On October 9, at Cootamundra District Hospital, N.S.W., to Mr. and Mrs. K. W. (Jack) Burton, of Namatanai, New Ireland, formerly of Madang, New Guinea—a son. Both well.

POSITION WANTED

COMPETENT CLERK. 28, experienced in tropical administration, and in dealing with Pacific Islands natives, desires position at Port Moresby, Papua, February, 1956. Married accommodation required. Reply: "Clerk," c/o Box 3408, G.P.O., Sydney

MEDICAL

SLIM-TABS—the new effective treatment. Guaranteed harmless. No tireless exercises, no starvation dieting. Follow simple directions and reduce up to 7 lb. in a week. Send 20/- by air mail to-day to Australian Health Services, 156 Castlereagh Street, Sydney.

SNAIL SHELLS WANTED

WANTED.—Land Snail Shells from New Guinea, Papua, Solomon Islands, and any part of Indonesia.—W. H. Weeks, 508 Willoughby Avenue, Brooklyn, New York, U.S.A.

FOR SALE BY TENDER

FREEHOLD COCONUT PLANTATION.—Known as Guntershöhe Plantation, of 400 hectares (approx. 1,000 acres) and planted with approximately 40,000 fully bearing coconut palms. Situated four miles from Massawa Bay, Baining, along newly reconstructed Government Road.

Massawa Bay, Baining, is 39 miles by sea from Rabaul, or, alternatively, 15 miles by North Coast Road, plus 16 miles across Weber Bay. No buildings are yet erected. Average monthly copra tonnage approximately 16 to 21 tons, or more. Proved excellent cocoa country.

Highest or any tender not necessarily accepted. Tenders should be addressed to Mrs. M. Rooke, C/- Mr. Dudley Jones, Solicitor, RABUL, T.N.G.

TENDERS

TENDERS, endorsed "Tenders for Haka Plantation," are invited by the undersigned and will be received until 3 p.m. on 19th November, 1949, for the purchase of the following:

Haka Plantation.—Situated on the north-east coast of Bougainville, in the Territory of New Guinea. An "all-weather" and "all ship" anchorage at Timp; highest point 300 ft. above sea level, well watered by two good streams, capable of driving Pelton wheel.

Title.—Freehold. Total area: 645 acres. Planted area: 279 acres.

Trees.—Robusta Coffee: 130 acres (60 acres irrigated); 54,559 trees planted 1936-37-38.

Cocoa.—140 acres, planted originally in 1936 to 1941 with 26,880 trees.

The estate is overgrown with secondary growth. A subsidy towards clearing the secondary growth 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.

Terms.—The property will be sold subject to the consent of the Administrator of the Territory of Papua-New Guinea. On acceptance of tender, 25 per cent. of tender price to be deposited and the balance is to be paid upon the execution of a conveyance of the property.

The highest or any tender will not necessarily be accepted.

THE SECRETARY.

HAKAU COFFEE ESTATE LIMITED.

C/- Burns Philp Trust Co., Ltd.

7 Bridge Street, Sydney, N.S.W.

Classified Adverts. (Cont.)

WANTED TO BUY

SEA SHELLS.—First quality sea shells—send for details of requirements to:—

Gibbs, 62 Albert Ave., Springvale, Victoria, Australia.

RETURN THANKS

JOHN McNAMARA and his parents wish to thank the Doctors and Nursing Staff at Wau and Lae Hospitals, New Guinea Goldfields, Ltd., Captain Burt and his Copilot, and Sister Weir (who flew with me to Brisbane) for kindness and attention to me in my accident on the Wau-Lae Road four and a half months ago.—(Signed) John McNamara.

AGENCIES

PART-TIME AGENCY. Good money can be earned by becoming one of our agents for the sale of Made to Measure Suits, Suit Lengths, and Outfitting. Excellent commission, and every support given to genuine applicants. Full particulars sent on hearing from you. Why not write now to: The Mail Order Dept., P.O. Box No. 171, Bradford, England.

Yacht For Sale At Papeete, Tahiti



The "Korrigan"

The "KORRIGAN" is a Double-Ended Cabin, Archer type, Cutter-Rigged, Marconi Yacht. 32 ft., 10 ft. beam, 6 ft. draught. Lead keel, Mahogany planked, copper riveted and copper sheathed. Her auxiliary engine was built in France from the best materials and workmanship.

Recently Refitted for a Cruise to South America.

The Best Combination of Speed, Safety and Comfort.

Now in Papeete Harbour, Tahiti, for sale at a reasonable price.

For particulars, apply to MR. WALKER, Ship Builder, Papeete, Tahiti.

Telegraphic Address: "SHIPWALK," Papeete, Tahiti.

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). Due to the strong demand for the new season's crop (1949-50) and to the devaluation of the £ sterling in relation to the USA dollar, prices rose considerably during the month. It is reported that the Gold Coast Marketing Board, in Accra anticipates large sales to USA throughout this season.

Accra (quotation by Colyer, Watson Pty. Ltd., Sydney): October/December shipment, £147/10/- Sterling (equivalent to approximately £184/7/6 Aust.), c.i.f. Sydney.

Western Pacific cocoa beans were quoted on the Sydney market in mid-October at:—
New Guinea: £145 per ton.
New Hebrides: £150 per ton.

Western Samoa's cocoa production normally goes to USA, where its distribution is controlled by the International Control Board. The price in Apia fell early in 1949 to £109-£120 Stg. per ton, f.o.b., but now is expected to recover under a stimulated American demand.

TROCHUS SHELL

Irregular shipments are handled in Sydney by some Pacific Islands trading firms. Recent quotations were: Thursday Island shell, £65 to £78 per ton, f.o.b.; New Guinea shell, £64 per ton, c.i.f. Sydney; Solomon Islands shell, £65 per ton, c.i.f. Sydney. Difficult to sell.

COFFEE

Overseas rates for coffee produced in British Territories and Colonies increased immediately the announcement was made concerning the devaluation of the £ stig. in relation to the US dollar. Pacific Territories prices for coffee advanced similarly. Nominal quotations are:—
New Caledonia: Production is being taken by France at considerably higher than normal rates, (equivalent to around £250 Aust. per ton for Arabica and £200 Aust. for Robusta).

New Guinea and Papua: Nominally £180 to £240 per ton (c.i.f.), according to quality.
Java: No exports coming to Australia from Indonesia.

Purchasers at Full Market
Prices on Assay Value of

GOLD SILVER PLATINUM

And Platinum Group Metals

SOME OF OUR SERVICES

ASSAYERS & ANALYSTS—

Assays of Bullion, Ores, etc.
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824 George St., Sydney, Works:
Surry Hills and Chippendale, N.S.W.

Official Assayers to the Bank of New South Wales, Ombuds Agents of the Commonwealth Bank of Australia, under the Gold Regulations of the National Security Act.

VANILLA BEANS

Production of the main South Seas vanilla-producer, French Oceania, mostly goes to USA. Price for Tahiti vanilla beans (White Label) quoted on the Sydney market (by J. C. Merrillees Pty., Ltd.) is 8/6 per lb., c.i.f. Australian ports.

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 steady at £72 per ton, c.i.f., for f.a.q. shell.

PEARL SHELL

The contract for the 1949-50 season, made recently between the majority of Torres Strait pearlers and the principal USA Mother of Pearl Shell buyer under which Thursday Island shell was fixed at prices ranging from £A325 to £A135 has been made void by the recent devaluation of the Australian £. T.I. pearlers now are negotiating for a new contract at prices that will return them something like last season's rates—namely, around £A400 for top grade TS shell. The market at present is unsettled, with no firm quotations.

PRICE OF GOLD

From September 26, the Commonwealth Bank of Australia fixed the price of gold bought in Australia at:—

Fine	Standard
£15/9/10	£14/4/-
(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	£16 0 0	£15 0 0
July, 1942	16 12 6	15 12 6
June, 1944	19 10 0	18 0 0
October, 1944	20 0 0	18 10 0
December, 1945	19 7 6	17 17 6
January, 1946	18 5 6	18 0 0
August, 1946	23 10 6	22 5 0
February, 1947	29 15 6	29 10 0
June 9, 1947	36 10 0	36 13 6
December 8, 1947	38 5 6	38 0 0
March 15, 1948	48 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 firmed in mid-1949 to around £58 (Aust.) per ton.

Western Samoa

Canadian buyers in mid-1949 paid £53 (£68 Aust.) per ton in Apia for Samoa 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 or to the Board's warehouse.

	Hot-air	Smoked
Jan. 7, 1947	£28 0 0	£27 0 0
Jan. 17, 1947	£31 2 0	£30 0 0
Nov. 23, 1947	£33 10 0	£32 0 0
April 6, 1948	£40 0 0	£40 0 0
January 1, 1949:		
Port Moresby	£48 0 0	£47 7 6
Samarai	£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

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	£51 0 0	£50 0 0
April, 1949	£56 0 0	£55 7 6
May, 1949	£56 10 0	£55 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

During World War II, Papua's rubber production was controlled by the Australian Government. The fixed prices paid at plantation, in lb. (Australian currency) were:—

	Grade 1	Grade 2	Grade 3
September, 1943	1/6 1/4	1/4	1/2
September, 1944	1/6 1/4	1/5 1/4	1/3 1/4
July, 1944	1/4 1/4	1/3 1/4	1/3 1/4

Since price control on rubber was lifted most Australian trading firms use Singapore day-to-day quotations as a basis for buying Papuan rubber. The Singapore Exchange gives buying prices for four grades and average rates ruling in September were:—
No. 1 RSS, loose, 37 cents lb. (12.64d. Aus)
No. 1 RSS, baled, 37 cents lb. (12.64d. Aus)
No. 2 RSS baled, 35 1/2 cents lb. (12.04d. Aus)
No. 3 RSS, baled 32 1/2 cents lb. (11.63d. Aus)

QUOTATIONS FOR MINING SHARES

	Aug., 1939	Sept. 1	Oct.
Emperor Mines	58/11	b11/-	b12/-
Loloma	525/0	b19/-	b22/-
NEW GUINEA			
Bulolo G.D.	b124/-	b110/-	b136/-
Enterprise of N.G.	b27/6	b12/6	b10/-
Guinea Gold	b12/3	b10/9	b14/-
N.G.G. Ltd.	b1/10	b2/5	b2/7
Placer Development	b68/0	b140/-	b158/-
Sandy Creek	b1/5	b7/4d	b104/-
Sunshine Gold	b4/5	b10/-	b12/-
PAPUA			
Cuthbert's Misima	b16/6	b9/3	b8/-
Mandated Alluvials	b3/8	b8d	b1/6
Oil Search	b3/11	b7/-	b8/2
Orinoco Oil	b5/-	b5/10	b3/1
Papuan Apinaipit	b4/11	b5/-	b5/1

Exchange Rates

The following exchange quotations show rates existing in Sydney on October 13:—

	Buy	Sell
Through Bank of NSW and Bank of N Zealand—Australia on Fiji on basis of £		
Fiji: Buying, £A111/2/8; selling, £A113/6		
London on basis of £100 London:—		
Buying	£ 4	£ 4
Telegraphic transfer	111 2 6	113 0
On demand	111 2 6	113 0

	Buy	Sell
Western Samoa		
Through Bank of New Zealand—Australia		
Western Samoa on basis of £100 Samoa: Bu		
ing, £A123/12/6; selling, £A124/10/9		
Samoa-London on basis of £100 London:—		
Buying	£ 4	£ 4
Telegraphic transfer	100 7 6	101 10
On demand	99 9 3	101 10

Samoa on New Zealand, on basis of £ NZ—Buying, £109; selling, £100/10/-
Samoa on Fiji, on basis of £100 Samoa: Buying, £111; selling, £110.
Samoa on USA on basis of £1 Samoa (to graphic transfer): Buying, 2.9961 dollars; selling, 2.7586 dollars.
The Bank of NZ in Apia pays the following Samoan currency prices for overseas notes:—
NZ notes £1 for £1
Australian notes 15/6 for £A1
USA notes 7/3 (approx.) per dollar
Fijian notes 17/8 per £F1

Rank of New South Wales, which 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 (using Metropolitan francs): France, North Africa, West India, French Guiana. Group 2 (using African franc): All African Colonies, Madagascar, Reunion, St Pierre, Miquelon. Group 3 (using Pacific franc): New Caledonia, New Hebrides, French Oceania. In September, 1949, when Britain and Australia devalued their currencies, in relation to the US dollar, the franc rate was altered as shown below (nominal only):—

	£ Stg.	USA Dol.	£ Aus
Group 1 (Metrop.)	981	349.20	777
Group 2	—	Quotations not yet available	—
Group 3 (Pacific)	180.12	—	142.9

*Rate still to be fixed.

All quotations are subject to daily fluctuation

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