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PACIFIC ISLANDS Monthly

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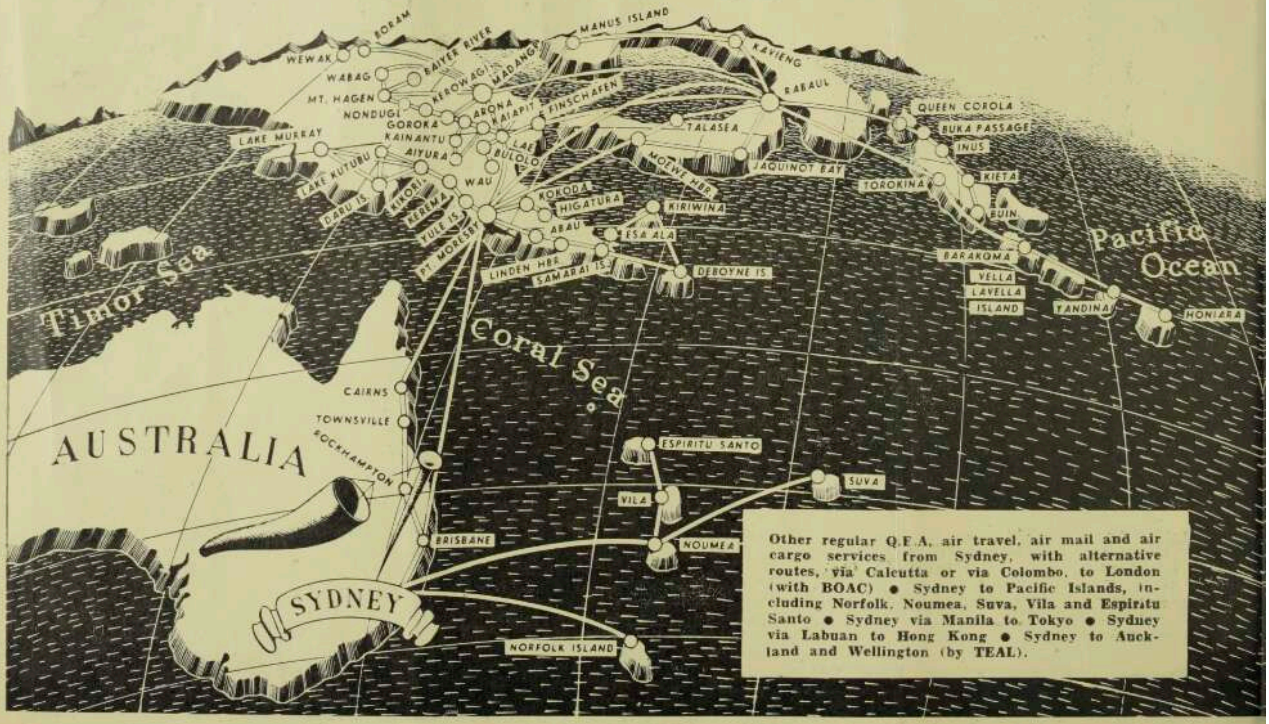

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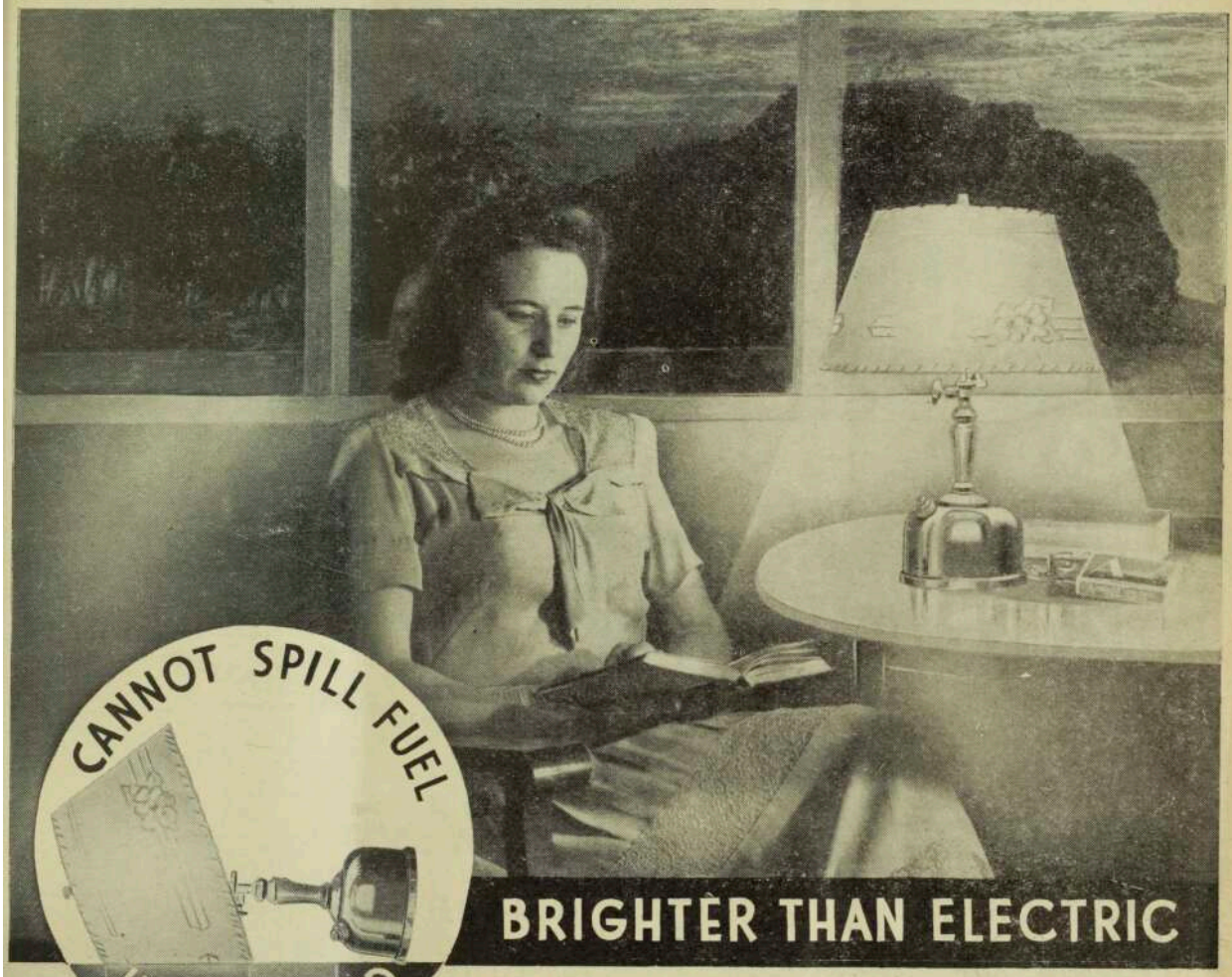

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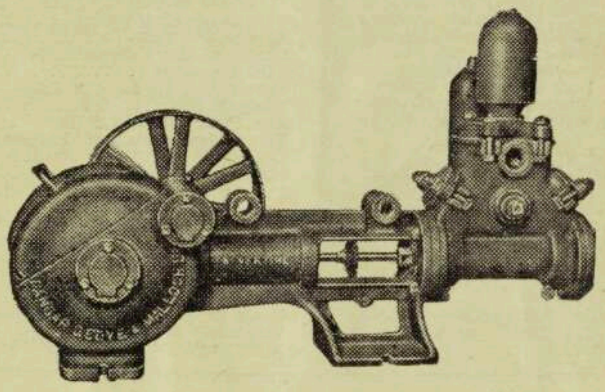

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TOP LEVEL CHANGES IN PACIFIC

THREE developments of major importance seem likely to affect British-Australian interests generally in the South-west Pacific, and especially the machinery by which Australia discharges her administrative responsibilities in that area. Those developments, in order of importance, are:—

- An agreement between the United States, Australia and New Zealand for a Pact, the main purpose of which is to defend Australia and New Zealand, and British Territories generally in the South Pacific, against aggression.
- An agreement between Britain, France and Australia under which Australia is expected to take over Britain's administrative responsibilities in relation to the New Hebrides and, possibly, the Solomons.
- The appointment by the Prime Minister of Australia of a new Minister to hold the portfolio of External Territories, and an announcement by the Prime Minister that in future the portfolio of External Territories will be regarded as a full job for one competent Minister.

THE Pacific Defence Pact between United States and Australasia was forecast here some months ago. USA is anxious to complete a Peace Treaty with Japan, and is determined that Russian obstruction shall no longer hold up the Treaty. To do this, USA needs the co-operation and goodwill of Australia and New Zealand. Australia is agreeable, but greatly fears the danger of a re-armed Japan. To quieten Australia's fears, USA offers a Defence Pact. The Pact means that Australia, New Zealand, and all the Island Territories with which they are officially connected, automatically come under American protection.

Two complications now manifest themselves. Britain, naturally, does not like to see this close tie-up between her most valuable Dominions and America; but, since such a development seems inevitable, Britain seeks to make the best of the proposed Pact by suggesting that it should extend to the important British Territories of Malaya and Hong Kong. At this stage neither USA nor Australia apparently take the British suggestion kindly.

The British Socialist Government has succeeded in cutting Burma, India and Ceylon (which, together with Malaya, formed a pretty important combination against any Asiatic aggression) out of the Empire, and in destroying British prestige in Asia; and we now say, if the Socialists are worried about the security of Malaya, the Socialists can make their own arrangements.

The other matter which is troubling Australia is the growing demand of Japan that she shall be given opportunities of getting rid of her surplus population, through emigration to the huge island of New Guinea. Japan, if she is to avoid a disaster created by her high birth-rate, must find a home somewhere for many millions of Japanese; and she points most insistently to the vast, empty, fertile spaces in both Dutch and Australian New Guinea. How are the Americans going to answer that one? The question cannot be ignored—it is of vital interest, not only to Australia but to all of our communities in the South Seas.

THE proposal to extend Australian administration over Solomons and New Hebrides is reported elsewhere in this issue. Some people anticipate that the change will take place this year. Whether it does or does not, the change is inevitable.

This development has some interesting angles. It will extend the size and importance of Australia's Colonial Service—in other words, the public service now responsible for the administration of Papua, New Guinea, Nauru and Norfolk Island would take in New Hebrides and Solomons. It will correspondingly increase the importance of the Australian Department of External Territories—and this may have been in the mind of Mr. Menzies when he said recently that External Territories would now be the sole charge of one competent Minister.

If Australia in the future is to be responsible for the Government of the six Island Territories named, it is obvious that more attention should be given in Canberra to the character and capabilities of the men selected for the major administrative positions.

So far, these positions have been, to a deplorable degree, the plaything of class-conscious and ignorant politicians. At the present time, the chief position in Papua-New Guinea is held by a University Professor appointed by a notoriously Socialistic Minister; the chief position in Nauru is held by a Labour politician from the South Australian Trades Hall; the chief position in Norfolk Island is held by a former Federal politician who is regarded as having been in this way rewarded by the last Socialist Government for certain political services. No more need be said at this stage about those appointments—but they do not form a pretty picture.

If Australia is to have extended responsibilities in the Pacific, the Australian Government should lay it down as a first principle of its Pacific Administration that the highest posts in that organisation should be held by men who have qualified themselves for such duties by sound experience and proved achieve-

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ment in the Islands administrative services.

In recent years, since the Socialists have been in control at Whitehall, one has noted the appearance of nincompoops and inexperienced nobodies in high posts of the British Empire; but in the old days of British colonial achievement and glory, no man appeared in a high administrative job in the colonies who was not well qualified for that post by scholarship, intensive training and proved ability. The Socialist practice, very noticeable in Australia under the Labour regime, of appointing political rejects to highly-paid administrative and diplomatic posts abroad, can have only bad results. Among other things, it breaks the hearts of the men who have devoted their lives to such services.

IF Australian administration is to be extended over New Hebrides and Solomons, Canberra will announce it with a flourish that will suggest it is a thing of great moment. In a way it is—it marks the growth of Australia as a Pacific Power.

But, if they can get the plan into true focus, the Australian taxpayers will not cheer—especially if they know anything about the finances of Papua-New Guinea. If Solomons and New Hebrides are to be taken over by Australia, they should be "developed." They always have been Cinderella territories, incapable of themselves paying the costs even of the simplest administration. Development is expensive: Papua-New Guinea is costing Australia five or six millions of pounds per annum. That gives a line on what New Hebrides and Solomons may mean to Australia. Only the need for controlling that defensive arc can justify Australia in taking over the archipelagoes.

The present British residents of New Hebrides and Solomons will not like it much. Probably, at present, they think they will be glad to escape from British Colonial Office rule. But, under present conditions, they are left pretty well alone, to order their lives as they please. The tendency in Australian territories is to introduce more and more "controls," until the unfortunate white resident finds life scarcely worth living. If New Hebrides and Solomons could be handed over for development by private enterprise, under official encouragement and assistance, the prospect would be entirely different. Those groups definitely have possibilities.

New Zealand's Ridiculous Law About Polynesians

IN another column, we publish facts to show how the Government of New Zealand is classifying Polynesians and part-Polynesians as "coloured" people, and treating them as if they were Africans or Asiatics. Polynesians are compelled, before they can get a permit to enter NZ, to provide evidence to show that they do not propose to become permanent residents.

The immigration policy of any free country is entirely that country's concern. If the citizens of Australia and New Zealand wish to prevent the settlement of Asiatics and Africans in their lands, their right to frame their laws accordingly may not be challenged.

But New Zealand, in relation to the Polynesians, is in a different category. In many respects, but especially geographically, New Zealand is in a situation where she should—and must—accept the leadership of that small group of South Pacific countries which, because they are inhabited by the Polynesians, are called Polynesia. Samoa, Tonga, Cook Islands, Ellice Islands, French Oceania and, to a lesser degree, Fiji, look to New Zealand—culturally, administratively and commercially—as their South Pacific headquarters.

NZ is directly responsible for the Cook Islands and Samoan governments. In many respects—defence, health organisation, aviation, education—New Zealand is closely linked with Fiji. Within her own borders, in the Maoris, NZ has one of the largest and most virile of the Polynesian races.

How completely ridiculous it is, then, that NZ should treat Polynesians and part-Polynesians as "coloured "foreigners!

There should be no discrimination whatever against part-Polynesians. In the great majority of cases they are accepted as British citizens in all the countries around the Pacific, and they are entitled by their qualities to that status, and they are seldom, if ever, regarded in any other light. Surely, when they travel to NZ, they should expect to retain that status.

Full Polynesians should be encouraged to regard New Zealand as the friend and protector of all Polynesian countries—as, in fact, she is. Polynesians should be welcomed in New Zealand, and encouraged to treat that country as their own. New Zealand never would lose by it, in a material or a spiritual sense. There is not the slightest danger of Polynesians settling in, in tight little fecund communities, as Asiatics have done, in some Pacific countries. In that respect, there is no menace in the Polynesians.

If NZ persists with its present indefensible law against Polynesians, it will build up against itself a body of illwill, even hatred, that may not be ignored. Already there are scores—probably hundreds—of good citizens of many Pacific countries who most bitterly, and properly, resent the stigma that has been placed upon them, or their friends, because some of their blood is Polynesian. No intelligent and well-informed person to-day can see any reproach in the Polynesian relationship; yet this NZ Government apparently cherishes a law that, to say the least, is an insult to the Polynesian race.

New Zealand is not asked to alter its immigration policy or accept new racial principles. It is asked only to accept its natural position as the chief country of Polynesia, and treat its Polynesian subjects and friends accordingly.

A Plea For The Exhausted European Woman In N. Guinea

SEVERAL letters, in recent months, from New Guinea mainland women, ask why "they" have not built rest-houses somewhere in the Highlands for "tired ladies from the Coast." This is not coincidence—the north New Guinea mainland has been having a bout of exceptionally hot, sticky weather—that is, hot and sticky even for those parts.

One woman writes that she is "looking and feeling a frightful wreck," that she has nostalgic hankerings for cold winds and snow and, to prarphrase the poet, would like a beakerful of the cold South. If, she says, there was a direct connection with New Zealand she would pack up her children and go.

But in the same letter she bewails the fact that they have not saved a penny since their last leave, even though her husband is no longer in the junior bracket of Administration salaries, and that the high cost of living in New Guinea makes housekeeping one continuous nightmare.

Well, what have "they" done about the plight of those women who are bringing up young children in the discomfort of the coastal regions, while at the same time they struggle unsuccessfully with the ever-widening gap between salaries and the cost of existence? The answer, of course, is nothing.

All visitors sing the praises of the Highlands: the coolness, the invigorating air, the complete contrast with the steamy coast. All those things the doctor ordered to counteract Mrs. Administration Official's attack of nerves, or fever, or whatever is the polite name for that abysmal depression that sets her yearning for South, and looking wistfully at shipping schedules. Scientists are fond of telling us that the female of the species is made of so much sterner stuff than the male, yet observation shows that the European woman in the tropics does not stand up to conditions as well as the European man. And, in these days, those legions of dusky slaves who were to relieve her of the menial tasks and the nursemaiding of her children, are only a fiction.

The Central Highlands, say the visitors, would provide an ideal Hill Station—one of those legendary places one reads about in novels of Africa and India, where wives and children went to escape the hot season on coast and plains.

A collection of small bungalows, a club house in charge of a European, a tennis court, perhaps a golf course, ponies for the kids to ride, hikes to be made, picnics to selected spots. A garden where mothers could relax. Maybe a log fire at night.

BUT it is unlikely that such a place will ever develop if left to "they." The only way one may enjoy the pleasures of the Highlands, at present, is to inflict oneself upon some long-suffering Administration official or missionary who is stationed there; and this is how it will remain, unless the people of New Guinea themselves desire ardently enough that a holiday resort be made there. If a thing is wanted sufficiently, all material obstacles—which are considerable in this case—can be overcome. 'And perhaps in this instance the Behinds, upon whom has been heaped odium, will accomplish something that the Befores have not. There springs so readily to mind the many enterprises that were started in old Rabaul to provide something different in entertainment—only to be rushed for a week or so, and then to be ignored in favour of the traditional hobby of beer-drinking in the local pubs.

New Guinea has a lot of new blood and new talent now; and that the Territory can rise to great heights in money-raising and organisation is evident from the recent successes of the Mt. Lamington Relief Fund. If the younger generation of men in P-NG want to give their families a handy health-resort not orientated to the Great Australian Hobby, they should go to it. We hand the idea gratis to the vigorous RSL branches, the various sporting clubs, and kindred organisations in the Territory.

The only alternative to doing something themselves seems to be to interest some Sydney philanthropist in doing for the tired ladies of the coast what Mr. Hallstrom has already done by providing sanctuary for the embryo sheep industry of New Guinea.

POST SCRIPT: And, by the same token, a similar plea may be made for European women in Solomons, Fiji and Samoa. Fiji has cool and pleasant uplands. The Fiji Government spends many thousands every year in sending public servants and their families away on long recuperative leave. Yet the Government itself abandoned Nadarivatu, the only worth-while Hill Station in Fiji.

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NEW MINISTER FOR TERRITORIES

Mr. Paul Hasluck, of West Australia

THE Menzies Government, appealing to the Australian electors in a general election on April 28, following a double dissolution, scored an emphatic victory over the Australian Socialists; and the Cabinet was then re-constituted.

It was announced on May 11 that Mr. Paul Hasluck, a West Australian Liberal MP (photo herewith), has been appointed Minister for Territories in the new Australian Cabinet.

Mr. Hasluck

Mr. Hasluck is 46 years old; was an outstanding West Australian journalist before he joined the Department of External Affairs in 1941; he held important diplomatic posts abroad; then he became very critical of Australia's Dr. Evatt and retired, and became a University lecturer in Perth; and in 1949 he won the Curtin seat. He is among the ablest of the younger Ministers.

The name "External" has been dropped, and Mr. Hasluck will be called Minister for Territories; and the Northern Territory (hitherto in the care of the Minister for the Interior) will be added to the portfolio. The Territories Minister will give his whole time to the Department—a change that will please Territorians.

It is not expected that the names of the two new Deputy Administrators will be announced for a few weeks. Selections have been made, but will be re-examined by the new Minister.

The reorganisation is not likely to affect the position of Colonel J. K. Murray, the Administrator. The late Minister, Mr. Spender, apparently desired a change in that direction; but it was found that a much-criticised arrangement made late in 1949 by the retiring Socialist Minister Ward — that Colonel Murray be reappointed for five years—could not be disturbed without a lot of trouble and cost.

The creation of new Department raises the status of the Secretary, Mr. J. R. Halligan, who has been the power behind the throne of a whole series of Territories Ministers, for a quarter-century.

If, as is reported, Australia is to replace Britain as the administrative authority in New Hebrides and Solomons, the importance of the Department will be further enhanced.

Immediately the elections were over, representations were made to the Prime Minister by Papua-New Guinea interests, asking that the Department be placed in the hands of a senior Minister, who should have sufficient time to attend to Territories affairs.

It was urged that the old system of appointing to the portfolio a junior Minister without sufficient strength and experience to deal with high officials had had bad results in the past, and would have worse results in the future.

It was pointed out, also, that if Australian administration were extended to New Hebrides and Solomons, as had been suggested, the need for an experienced Minister, clothed with wider authority, would become greater.

SOUTH-WEST GROUPS MAY GO TO AUSTRALIA

British Interests In New Hebrides and Solomons

THERE are indications that, probably at an early date, the Prime Minister of Australia will announce an important change in the Administration of the New Hebrides and, perhaps, in the British Solomon Islands.

It seems certain that Britain's administrative responsibility in the Condominium (the New Hebrides are governed jointly by Britain and France) will be transferred to Australia, with the consent of France. It is believed in some quarters that at the same time Australia will take over the administration of the British Solomon Islands—but the indications here are not so clear.

When the Australian Minister, Mr. Spender, took over the two portfolios of External Affairs and External Territories, early in 1950, he displayed a keen interest in what is called Australia's arc of defensive Islands.

Asia is regarded as a menace to the future security of Australia. What Asia can do was demonstrated in 1941-45 by Japan, whose forces came within sight of the Australian coast. The Japanese were held by the joint forces of America and Australia in the defensive arc of Islands—Timor, Dutch New Guinea, Australian New Guinea, the Bismarck Archipelago and the Solomon Islands. The incidents of 1941-45 proved the importance of the Solomon Islands in an Australian scheme of defence.

Japan was defeated, but there now is even greater danger in the development of Communism (or Red Russian) power in Asia.

MR. SPENDER, in 1950, made it clear that he was deeply interested in the Islands as a defensive barrier. He spent some time in New Guinea, and then he visited the British Solomon Islands, the New Hebrides and New Caledonia on his way home.

The British Colonial Office is responsible, through the Western Pacific High Commission, for the government of the Solomons. Jointly with France, it is similarly responsible for the New Hebrides. The administration in both the Solomons and the New Hebrides never has been of the vigorous colonial type—in fact, it has been feeble, and more or less of a token character.

While Britain has held these administrative responsibilities in the Solomons and New Hebrides, the economy of the two archipelagos has been dominated by Australian interests—shared, in the case of New Hebrides, with the French. Australian currency is dominant in both Territories.

In the view of the new Australian Government, it was desirable that Australian administration should be extended from New Guinea eastwards into the Solomons and the New Hebrides, if Australia were to create in the defensive arc of Islands the defence organisation which all Australians properly consider necessary. That was why conversations in relation to these matters were initiated in London and in Paris, by Mr. Spender, during his lengthy visit to Europe in 1950.

As is indicated by an article from our Paris correspondent, published elsewhere in this issue, that conversations in Paris have gone quite a long way; and France has stated her readiness to accept the transfer of New Hebrides responsibilities from Britain to Australia.

Furthermore, in recent issues of Australian newspapers there have been several hints of pending changes in both New Hebrides and Solomons.

RECENT TRANSFERS TO HONIARA

IN relation to the Solomons, these signs of a possible change are countered somewhat by recent important moves by the High Commission of the Western Pacific (which for many years has had its headquarters in Suva).

It has just been announced that the new Shipping Department of the Commission, which now is under the direction of Captain Jack Webster, and which services the Territories of the Solomons and the Gilbert and Ellice Islands, is now being transferred from Suva to Honiara (administrative centre of the Solomons). It is also reported—although there does not seem to be any official confirmation—that another important Department of the Commission—namely, the Treasury—is being similarly transferred from Suva to Honiara.

These reports do not suggest that the Western Pacific Commission expects to shed its responsibility for the Solomons.

On the other hand, it is quite probable that conversations at high levels have proceeded between Britain and Australia, and that the High Commissioner for the Western Pacific has not been officially advised of same. Such things have happened.

Obviously, if Australia becomes responsible for the Solomons as well as for the New Hebrides, the reason for the existence of the Western Pacific High Commission will disappear. All that would remain then of the Commission's Territories would be the economically unimportant Gilbert and Ellice Islands, and Pitcairn Island. It would indeed be a Hamlet without the Ghost.

The situation no doubt will be clarified by an official announcement at an early date. Perhaps opportunity will be taken, in connection with the completion of a Pacific Defence Pact between the United States, Australia, New Zealand and Philippines, to alter the administration machinery in a number of these South Pacific Territories. A general tidying-up is long overdue.

(Further comments on this development in an article on page 5)

EXHIBITION OF HILDER WATERCOLOURS

CAPTAIN BRETT HILDER will hold an exhibition of water-colours in George's Art Gallery, Collins Street, Melbourne, between June 6 and 20.

There will be 35 studies of Pacific Island natives—most of them being new work that Captain Hilder has completed since his successful exhibition in Sydney last September.

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FIJI COPRA BEING MILLED IN FIJI

Interesting Angles on an Important Development

A STRIKING development of the Fiji copra industry is the increasing proportion of the output that is being milled within the Colony. Before the war, practically the whole output was sent overseas; now, nearly two-thirds is dealt with locally.

During 1950, the Fiji Copra Board bought 28,197 tons, worth £1,361,476F. Of this, 10,158 tons were shipped by the Board to the Ministry of Food, London, valued at £544,401, Fijian; and 18,848 tons were sold to local millers for £1,012,843F.

The copra handled was 4,526 tons less than in 1949; shipments to the Ministry of Food were lower by 3,774 tons; and there was a decrease in the sales to local millers of 396 tons.

There is strong discontent among all British copra-producers in the South Pacific—including the Fiji planters—with the price being paid to them under the British Ministry of Food contract. The Fijians, for example, now receive between £50 and £60 Fijian per ton, while the world's open market price is well over £100 Sterling per ton.

The planters do not seek to repudiate the contract itself; but they do point out, with growing insistence, that if the British Socialist Government had not tricked them by de-valuing the £ Sterling in 1949, they now would be receiving from £25 to £30 per ton more.

An interesting sidelight on the foregoing concerns the establishment of the crushing mills in Suva by Carpenter interests—an industry which now absorbs a large proportion of the Fiji copra. The Suva mills receive copra at approximately the same price as is paid under the MOF contract—which is at least £50 per ton under world parity. If the products of the Suva mills are being sold on the world markets, the Suva millers obviously are enjoying a big advantage over millers in countries which pay more than £100 per ton for copra.

However, as the establishment of the mills in Suva has been of great economic benefit to the Colony, and as much of the mills' products are concerned in the Colony, the founders of the industry are doubtless entitled to encouragement.

The Sydney crushing mills enjoy a similar concession; and the New Guinea copra producers have been vociferous on the subject, in recent months.

But the circumstances, as between Fiji and New Guinea, are quite different. New Guinea gets no benefit whatever out of the concessions enjoyed by the Australian copra-millers. If the milling were done in NG, it might be a different story.

GOVERNMENT INAUGURATES AIR-MAIL SERVICE FOR TAHITI

PAPEETE, April 30.

THE Government at last has ended our communications problem by purchasing, in Honolulu, a Grumman Mullard plane formerly owned by Henry Ford, Jnr. The plane arrived in Papeete on April 26, and already has commenced a regular mail service between Tahiti and Aitutaki, in the Cook Islands, where it connects with the New Zealand National Airways plane, which is routed via Fiji and Western Samoa.

We have been without a regular airmail for many months.

SYDNEY-MORESBY SERVICE

TOA to Start with Weekly Solent on May 27

HAVING successfully surmounted its various problems (i.e., the refusal of the Civil Aviation Department to permit the use of Townsville as an intermediary stop, and the destruction of a new Solent flying-boat at Malta, when en route to Australia) Trans Oceanic Airways Pty., Ltd., on May 4, announced that it would commence its weekly service, Sydney-Port Moresby, on May 27.

The TOA Solent flying-boat (four engines, all latest amenities for passengers) will depart from Rose Bay, Sydney, every Sunday, at 7.15 p.m.; arrive Brisbane 10 p.m.; depart at 11.30 p.m.; and arrive in Port Moresby at 6.30 a.m. every Monday.

The Solent will commence at Moresby with a Mandated Airlines DC3 Skyliner, which will depart at 8.45 a.m. on Mondays, and arrive at Lae at 10.5 a.m. MAL then provides connections for Bulolo and Wau (due at 12.25 p.m.) and for Madang and Wewak.

The DC3 will leave Lae every Monday at 5.45 a.m., and connect at Moresby with the Solent, which will leave Moresby for Brisbane every Monday at 8.30 a.m., and arrive in Sydney at 7.30 p.m., with a 1¼ hours' stop in Brisbane en route.

The company announces a schedule of fares and baggage rates which are competitive.

NEXT SOUTH PACIFIC CONFERENCE

The South Pacific Commission, at its meeting this month, decided to hold the Second South Pacific Conference in Noumea between January 15 and February 15, 1953.

BIRTHDAY FOR NG WOMEN'S CLUB

(See article Page 40)

The New Guinea Women's Club of Sydney was 10 years old in April. Members and their friends celebrated at a party—some of those who attended can be seen in top photograph. Centre photograph shows Mrs. H. H. Page, patroness of the Club; Mrs. N. Foxcroft, president; and committee members: Mrs. L. Northen, Mrs. P. Forsyth, Mrs. J. Whiteman, Mrs. J. Edwards, Mrs. H. Carr, Mrs. A. Hornby. (Missing, Mrs. E. Harvey.) Bottom: Mrs. Page; Mr. F. Salisbury, a Sydney business man, who has been a very good friend to the Club; Mr. N. H. Foxcroft and Mrs. Foxcroft.

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WESTERN SAMOAN ASSEMBLY ELECTION

THE election for 12 Samoan and 5 European members of the Legislative Assembly of Western Samoa, on April 27, resulted as follows:—

SAMOANS ELECTED

VUI MANU'A (Re-elected).
TUALA TURO (Re-elected).
MASOE TULELE (Re-elected).
TUALAULELEI (Re-elected).
TOFA TOMASI (Re-elected).
TIMU, F.P.
TOOMATA LILOMAIAVA, F.P.
OLAAIGA, F.P.
TAUPA'U SEMU, F.P.
MATAIA EUROPA, F.P.
LEUTELE, S. TE'O, F.P.
ANAPU, F.P.

EUROPEANS ELECTED

PAUL, E. F.*	704
BETHAM, G. F. D.*	640
GURAU, A. M.	628
MOORS, H. W.	509
HELG, Jacob*	476

* Re-elected.

Europeans Not Elected

SMYTH, A. G.	400
BETHAM, W. F.	153
WESTBROOK, E. L.	151
STOWERS, Joseph	125
LATWER, R.	90

NEW POLITICAL PARTY?

The Samoans are reported to be forming a new political party called the Samoan Democratic Party. It seems to be opposed to the NZ Administration, and to the present Samoan leaders (the Fautua, Tamasese and Malietoa). The Europeans are not in any way associated with the movement.

FUTURE OF FRENCH COLONIES

Relations With the Mother Country

AN article in the February issue of the PIM (suggesting that the French colonies of New Caledonia and French Oceania are steadily forming stronger ties with the adjoining English-speaking nations of United States, Australia and New Zealand, at the expense of their connection with France) was vigorously repudiated by M. Henri Bonneaud, President of the General Council, when he formally opened the discussions in that Assembly recently.

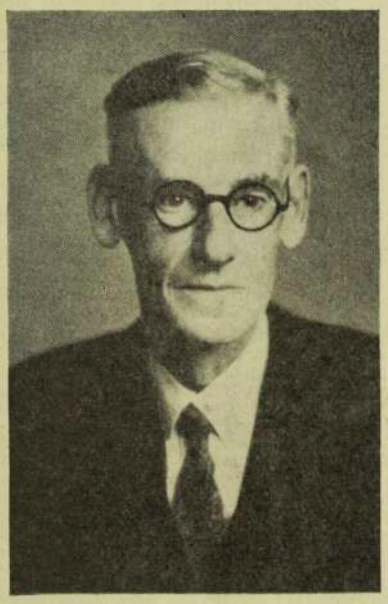
M. Bonneaud declared that the ties between Mother France and her Pacific colonies are to-day stronger and warmer than ever; and that that will be demonstrated in 1953, when New Caledonia will celebrate a century of existence as a colony of France. Whatever differences exist between France and her colonies were merely those found within any happy family the members of which were concerned with each other's welfare.

In the same speech, M. Bonneaud (who is a director of Maison Ballande and chief spokesman for the Ballande-Nickel Company interests in the Colony) discussed the dispute that has developed between the Governor-General and the General Council. The Council is demanding a greater measure of home rule in this "island of French settlement 24,000 kilometres from Paris." M. Bonneaud, supporting that claim, said that the Paris authorities were trying to restrict the liberties of the New Caledonians.

SIR BRIAN FREESTON

Offered SPC Secretary-Generalship

THE South Pacific Commission, sitting in Noumea early in May, decided to offer the post of Secretary-General to Sir Brian Freeston, KCMG, OBE, who is retiring this year from the post of Governor of Fiji and High Commissioner for the Western Pacific.



Sir Brian Freeston.

The present Secretary-General, Mr. W. D. Forsyth, returns to the Australian Public Service in June.

It is expected that Sir Brian will accept the position.

Mr. John Ryan, who has been acting as Deputy Secretary-General for some months, has been confirmed in that position.

(See article on page 10 about rearrangement of establishment of High Commission of Western Pacific.)

PLANES AT MENDI

New Airstrip and Station in NG Highlands

THE new Mendi air-strip in New Guinea Highlands—in the region southwards of Mount Hagen, between Hagen and Lake Kutubu, in Papua—was opened for the use of Dragon and Norseman aircraft early in April; and Qantas Dragon aircraft now are landing fairly frequently—writes the Rev. G. H. Young, of the Methodist Mission (recently established at Mendi).

"We appreciate the pioneering work done by Gibbes Sepik Airways in making possible the opening up of this area by the Administration," he adds. "GSA used their Auster aircraft until the recent unfortunate mishaps."

A new Administration post has been established beside the Mendi airstrip; and the new Methodist station—which will be that Church's principal station in the Highlands—has been sited nearby.

This district—which is one of those first seen and described by the explorers Ivan Champion and the late Jack Hides—is only now being officially brought under control.

FIJIAN DEVELOPMENT

Big Plan Is Initiated

THE Bill to create a Fijian Development Fund (see April PIM) was passed by the Legislative Council on April 20.

A Fijian Development Fund Board will administer the Fund, consisting of the members of the Fijian Affairs Board with four other members appointed by the Governor.

When moving the second reading of the Bill, the Secretary for Fijian Affairs (Ratu Sir Lala Sukuna) said: "The motives behind the Bill are these—to obtain for the Fijian community some lasting benefit out of the high prices being paid for commodities; to bring the marketing of all economically important native produce under one control; to gain for Fijians a better bargaining position in business transactions and; to help the village communities to emerge from the state of sole reliance on subsistence economy.

"The course the Fijian Affairs Board propose to pursue, after this Bill becomes law, is to see to it that the owners of the Fund provide themselves, before everything else, with cleaner and brighter compounds, better and more permanent houses, good and sufficient water supplies.

"Secondly, they must set aside time for the extension and rehabilitation of cash crops, and contribute towards the construction of durable subsidiary village infant welfare wards where babies, after discharge from maternity hospitals, can be looked after."

"A development scheme," said Ratu Sir Lala, "which plans to raise, in the first instance, the standard of living of over 10,000 people—and, in my opinion, it cannot fail—and which in the process will ultimately give the Colony's economy an extra 7 million working hours a year is surely one that this Council can unreservedly support. In the last three years, thanks to the co-operation of the Department of Agriculture, 7,000 acres of native land in the coconut areas were planted in palms: this acreage might well have been doubled had village housing been of lime and cement blocks or of concrete."

The Fund will be created by a levy of £10 per ton on all natives' copra sold.

Commonwealth Bank for Honiara

AN officer of the Commonwealth Bank of Australia, Mr. D. F. Wiley, will shortly proceed from Sydney to Suva and will then go on to Honiara to open a full branch of the Commonwealth Bank there.

This is the first time that a bank has functioned in the British Solomon Islands—before the war Burns Philp were representatives of the Commonwealth Savings Bank.

It is expected that the branch will open in early July. Savings Bank agencies will be opened at Auki on Malaita, and at Gizo in the New Georgia Group.

The establishment of a full trading bank in the Protectorate will be of immense benefit to planters and traders who have, up till now, had to manage without what is regarded as the first adjunct to commerce everywhere. Residents of BSI have hitherto had to do that business normally transacted through their banks by long-distance methods with Suva and Sydney.

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No Copra Tax for Fiji

And No Reduction In Cotton Goods Duties

SUVA, May 2.

THE Copra Tax Bill, proposing an export tax of £2 per ton on copra, has been abandoned. It was carried by the Legislative Council, on April 20 by 18 to 13, after a long debate.

During the debate, the Governor announced that, if the Bill was passed, Government would reduce the import duty on cotton piece goods of all kinds from 25½ per cent. preferential rate and 50 per cent. general rate, to 12½ per cent. preferential and 27½ per cent. general.

He said that, as piece goods were the "raw materials" of nearly all clothing made in Fiji, all sections of the community would benefit. If the full effects of the reduction in the duty were passed on to the buyers of clothes, the cost of living index in the Suva area would be reduced by 3 to 4 points, and in areas outside Suva, by 5 to 6 points. The reduction in the yield from the import duty would be £70,000, which was equal to the revenue expected from copra tax.

(On page 32 of this issue, there is an article in which the injustices of the Fiji Government's heavy import tax on cotton goods is referred to.)

"THE motion is carried by 18 votes to 13," said the Governor, at the end of the debate. "Those 13 were all unofficial Members, who had done their best to interpret the wishes of the people. In view of that consideration, I shall not proceed with this Bill; but I have two things to say:

"If and when the price of copra is substantially increased again, I have little doubt that the Government will once more come forward with proposals for a tax on copra. The fact that it has been dropped now does not mean that the Government view has weakened.

"The second point I wish to make is this: This is Government's effort, such as it is, to combat the cost of living and inflation. Admittedly, it is a very small contribution, but it is a contribution on the right lines, and on the lines which this Colony will sooner or later be obliged to follow. There is going to be a great deal of public discontent as prices rise. All the indications are that prices will continue to go up, and every one will feel it. Government has tried its remedy: it has been rejected. The responsibility lies with the Unofficial Members to meet it."

Arguments for and against the Bill were keen.

Opponents stressed that the copra industry had not yet recovered fully from its pre-war and hurricane troubles; that it was unfair to impose another £2 per ton tax on Fijian producers, who already were to be taxed £10 per ton under the Development Fund Bill (see April PIM); that areas which received no benefit from General Revenue funds would be heavily taxed; that it was unfair to tax one industry, while allowing others to go free; that, in any event, the Government had substantial funds from surplus balances over five years.

Supporting the Bill, the Colonial Secretary said that the gold industry was taxed, the tax on sugar was revivable when conditions permitted—so why should copra escape a tax that, in any event, was very light. If the tax was found to be oppressive it could be varied. He quoted figures to show that copra producers could well afford to pay the tax; and that, in turn, would allow the Government to tackle the problem of reducing the cost of living.

BRITISH WEST PACIFIC COMMISSION

Reported Move to the Solomons

ALTHOUGH no official announcement has been made, it is common knowledge that the Headquarters of the High Commission of the Western Pacific are being transferred from Suva to Honiara (British Solomon Islands); that Mr. C. D. Chamberlain, Secretary of the Commission, is going to Honiara as the new Commissioner; and that, with the retirement shortly of Sir Brian Freeston, the old arrangement, under which the Governor of Fiji has been High Commissioner for Western Pacific, will come to an end.

For at least 50 years, the British Colonial Office, through the Commission, established in Fiji, has been responsible for—

- Administration of Protectorate of British Solomon Islands.
- Administration of British Colony of Gilbert and Ellice Islands.
- British share of the Administration of Condominium of New Hebrides.
- British representation in the Kingdom of Tonga.
- Pitcairn Island (a recent arrangement).

It always has been regarded as an awkward, sprawling administration, its difficulties added to by the facts that all the areas referred to are economically unimportant, and that transport and communication represent a first-class problem.

Since the war, those difficulties have become more acute. Solomons and Gilberts suffered extensive war damage, but got no compensation; the British Socialist Government would not encourage the big trading firms to re-establish their businesses (which partly solved the transport problem); and, finally, the Government itself proceeded to provide trading, transport and communication facilities—at a heavy cost, which the British taxpayer pays.

For the past three or four years, there has been much criticism of the High Commission's activities by the Europeans affected—especially planters and traders.

Finally, it became known that Australia—acting in relation to defence (see article elsewhere)—had discussed with Britain and France the feasibility of taking over British responsibilities in Solomons and New Hebrides.

This so obviously provided a means by which the British Colonial Office could rid itself of one of its worst headaches that it was generally assumed that the change would take place soon. Being rich of Solomons and Hebrides, Britain easily could dispose of the useless Gilbert and Ellice Colony, Pitcairn, and the Tongan Consulate—probably by tacking them on to Fiji. Britain then could save a lot of money by closing up the cumbersome costly and generally inefficient High Commission for the Western Pacific.

Therefore, the report that WPHC is being reorganised and transferred to the little jungle capital of the Solomons was received with surprise in Australia. It seems certain that the British section of New Hebrides is going to Australia, and logically, Solomons should go, too.

DISABILITIES AT HONIARA

The decision to put the WPHC establishment at Honiara is even more surprising. The basis of Solomons and G and E. communications is wholly sea transport—the archipelagoes are far too poor to afford airways. The Commission if it is to do its own trading and shipping chores and defy the big firms, must own and operate a big fleet of little ships. The ships want a sheltered port, and plent of docking and workshop facilities. The will not get any of those facilities a Honiara, except at very heavy cost.

Tulagi, 25 miles away, would have been a different proposition. But officialdom in 1945, insisted on abandoning that excellent port in order that it could develop an agricultural project, and so that it might have a few miles of road on which to run the numerous jeeps it inherited from the war. The jeeps now are mostly worn out, the war-time bridges and wharves are mostly collapsed—and Guadalcanal has as much jungle on it as ever

Australian governmental planners in the Solomons can be just as stupid and visionless as the British variety. But at least Australia definitely would have a reason for taking over the Solomons. One cannot see what purpose the British can serve by hanging on to the "Cinderella Territory."

ANZAC DAY ON NORFOLK ISLAND

The Soldiers' Memorial, at Kingston, Norfolk Island, during the Commemoration Service on Anzac Day. About 50 ex-servicemen marched in Quality Row to the memorial, where they joined residents and visitors in the service conducted by the Rev. J. W. Holmes (C. of E.), the Rev. G. I Adams (Methodist), and Pastor G. Weslake (SDA). A short address was given by Mr. H. J Downing, acting official secretary, who in the absence of the Administrator, Mr. Alex Wilson inspected the troops on parade.

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RABAUL IS NOW TO BE ABANDONED

Government Decision Follows Lamington Disaster

AS the result of quite unexpected and rapid developments in Administration plans in New Guinea it has been decided to remove the New Britain-New Ireland-Bougainville administrative centre from Rabaul to Rapopo (about 20 miles southward, near Kokopo, on the Gazelle Peninsula), at the earliest possible moment.

After the 1937 eruption, and before the war, it was decided to move the Administration from Rabaul (then the capital) to Lae, and the transfer was actually under way when the Japs invaded.

After the war, when the capital of the combined Papua-New Guinea Territory was established at Moresby, officialdom decided to move the administration post from Rabaul to somewhere near Kokopo.

But the plan lagged—largely because of lack of men and materials; the commercial interests re-established themselves in the very good shipping port of Rabaul; more and more buildings were erected there; the volcanoes were very quiet; and by the end of 1950 it appeared that Rabaul would be re-established, while nothing whatever had been done to establish a town near Kokopo—where the great disadvantage is the absence of any kind of port.

Then came the volcanic explosion at Mount Lamington, killing 35 Europeans and over 3,000 natives. This was a great shock and a very heavy cost to the Administration, and the plan to transfer the administration centre from Rabaul, amid the volcanoes, to some safer place, was revived.

The matter apparently came before Mr. Spender, before he left Australia, and one of his last official acts was to order an immediate investigation of the proposed sites near Kokopo, with a view to an early shift from Rabaul.

On April 20, a party of "Top Brass" left Port Moresby by air for Rabaul, and the following joined the local officials there: Mr. J. R. Halligan (Secretary of the Department of External Territories); Colonel J. K. Murray (Administrator); Mr. S. A. Lonergan (Government Secretary); Mr. D. J. Rooney (Director of Works and Housing); Mr. R. G. Redmond (Principal Engineer at Port Moresby); Mr. R. B. Lewis (Director of Engineering); Mr. O'Mara (Wharf Investigating Engineer)—both the latter from Australia.

The party made a personal investigation in and around Rabaul and the Gazelle Peninsula; and it was officially announced a few days later that Rapopo would be the site of the new administrative centre, but that final details would not be arranged until the engineers had agreed upon a site for a wharf which will serve the new town. (There is no sheltered port whatever on this part of the New Britain coast.)

Mr. Halligan announced that two sites were under investigation and that, in any event, it was not intended to put in extensive wharfage. Instead, the present system of concentrating in Rabaul all the shipping which brought in copra and took out supplies to the adjoining districts of New Ireland, Bougainville and Manus would be abandoned. A port for each of those three districts would be developed and used; and the port which would be provided for Rapopo would be asked to service only the eastern section of New Britain.

When Mr. Halligan made his announcement on April 24, the engineers, Messrs. Lewis and O'Mara, assisted by Captain James Duncan (who has an extensive local knowledge) were working out a plan for the construction of a wharf. Both of the two sites being investigated are within 3½ miles of Rapopo. The construction of a wharf and dock at either site will be very expensive.

"All Possible Speed"

From Our Own Correspondent

PORT MORESBY, May 2.

THE highest officials have agreed that somehow a wharf can be built near Rapopo. It will necessarily be an open roadstead and both difficult and costly to construct, but two possible sites have been selected, and the engineers will be making another check of these locations before final recommendations go to the Commonwealth Government.

Quite definitely, the move to Rapopo is to be made, and Rabaul abandoned as an administrative site. It is known that Colonel Murray is urging all possible speed in making the transfer on the grounds that continued retention of Rabaul is inviting disaster.

Apparently Rabaul citizens, wiser now than before the Lamington eruption, are also in favour of the move. Indeed, some Rabaul interests have already built houses at Kokopo, in anticipation of the transfer.

The new wharf for Rapopo will be much smaller than the wharf facilities in prewar Rabaul, but the port will serve a much smaller tonnage of shipping, as overseas copra concentration ports are to be built in Bougainville and New Ireland. This will eliminate the heavy volume of trans-shipment tonnage now passing through Rabaul, and it will also end the long-standing problem of inadequate inter-island shipping services to Bougainville and New Ireland. With direct overseas movement of stores and copra an occasional small ship plying to Rapopo will be all that is needed.

At last there does seem to be definite prospect of the Government getting on with the Rapopo project; and this time they can get under way without passive resistance from the Rabaul population. If there are any residents still unconvinced on this matter they should take a walk through Higaturu and the adjoining villages.

Factors Behind the Pacific (Oceanic) Pact

IN mid-April, it was announced in Sydney by Mr. Spender (surrendering the portfolios of External Affairs and External Territories, and departing, via London, to become Australian Ambassador in Washington) that in Melbourne on April 18 he would make a statement of historic interest to Australia.

But the statement was never made. The news broke first in Washington on April 18—an announcement by the President that it was the intention of the United States to complete, with Australia and New Zealand, a Pact of mutual defence in the Pacific. It was given big space by all newspapers. Mr. Spender, in a few words, merely confirmed it.

Washington columnists said that the Pact, at that stage, had not and could not be given shape. But the Australian Government had wanted an official announcement before Election Day (April 28). President Truman obliged.

United States must have an early Peace Treaty with Japan. Russia opposes it savagely, unless Communist China is admitted to the Treaty discussions. USA will not have Red China at any price.

Therefore, so as to get a Peace Conference and so as to complete a Treaty without the Reds, USA is bringing in the sovereign States of Australia and New Zealand. They will help USA in discussions with Britain and Holland, the only other nations to actually fight with USA against Japan in 1941-45.

The military help which Australia and NZ can give USA under a Pacific Pact is negligible. Then, why did USA bother about a Pact? In the words of a Washington commentator: "This is the price the USA will pay to obtain the Dominions' consent to a Peace Treaty."

Some reports mention Philippines as in the Pact; others omit the Philippines. The explanation is that the British Ambassador argued feverishly in Washington while the Pact was being discussed there with Mr. Spender (Australia) and Mr. Holland (New Zealand. He said: If Philippines are to be in it, so also should Malaya and Hong Kong . . . Finally, they agreed to call it an "Oceanic Pact," thus bringing in Philippines and leaving out Britain's Asiatic mainland colonies.

The British Socialists remain critical of the Pact; and it is still called a Pacific Pact.

Washington was very glad to see the victory of the Menzies Government on April 28. If the Australian Socialists had won, they would have fought tooth and nail against the re-arming of Japan, irrespective of the over-all security picture, as USA sees it. USA insists that Japan must be allowed to re-arm against the Red Asia menace.

The Pact actually was shaped in Canberra by Mr. Dulles (USA), and the External Affairs Ministers of Australia and New Zealand—P.C. Spender and F. W. Doidge.

Strong sections in Japan continue to demand permission for Japanese to emigrate to South Pacific islands, especially New Guinea. This embarrasses USA, because Australia is opposed, at all costs, to Asiatic immigration into New Guinea.

Japan's population increases by 1½ millions each year. Some British commentators say there is room for millions of Japs in British North Borneo.

It was indicated early in May that Indo-China (French) was discussing with British Commissioner-General Malcolm MacDonald the idea of including Indo-China and Malaya in a Pacific Pact; but there was no comment from USA, Australia and NZ.

The Government of Indonesia said on April 27 that it was not in the least interested in the idea of a Pacific Pact. In international affairs, Indonesia is trying to follow India; and Mr. Nehru, of India, is trying to steer a middle course between USA and Russia.

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Return of Frigate Bird II and Wedding For Captain Taylor

(See article on page 108)

SEVERAL thousand people were at Rose Bay, Sydney, on April 22, when Captain P. G. Taylor and his crew of the Catalina, Frigate Bird II, arrived back after a survey flight from Sydney to Valparaiso, Chile.

Captain Taylor had landed at Brisbane the previous day.

The return flight was via Easter Island, French Oceania, Cook Islands, Western Samoa and Suva. Between Mangareva and Tahiti surveys were made of the Tuamotus, many of which would make ideal aircraft bases.

From Aitutaki the flight was made by way of Palmerston to examine lagoon and atoll formations to ascertain their suitability for use by flying boats and planes.

As the flying boat circled the lagoon islanders rushed from palm-roofed huts and endeavoured to wave it down into the lagoon, which is remarkably clear of coral heads.

When the flying boat was in flight the High Commissioner of Western Samoa radioed that "Quarantine business at Apia recently was the result of confusion in Wellington, which has now been cleared up. I can now authorise your flight entry to Western Samoa without quarantine, which I gladly do."

It had been reported that if Frigate Bird II landed in Western Samoa her crew would be put in quarantine as it was supposed that Tahiti was having a polio epidemic.

The survey party arrived on Fiji on April 16, where the Catalina was overhauled.

Captain Taylor now has so many of these long ocean flights to his credit that he makes the whole thing look easy, so no one was particularly surprised when he arrived back in Australia, as scheduled. Many were surprised, however, when he arrived back with a fiancee who had joined the crew in Papeete for the homeward flight. She was Miss Joyce Kennington, who acted as his agent in Tahiti for the organisation of the most important stages of the flight—from Tahiti to Chile via Easter Island. It is necessary to use the past tense when referring to Captain Taylor's fiancee—the couple were married on May 5 at St. Mark's Church, Darling Point, Sydney.

Captain Taylor's first wife died last year.

POLICE RAID ON INDONESIAN GAMBLERS

NOUMEA, April 30.

TONKINESE and Javanese workers in New Caledonia are inveterate gamblers. With their present rates of pay, which some of them by no means justify, their opportunities for gambling are greater than before.

The police occasionally raid their gatherings, and then quite a scramble takes place. Recently, at the Ballande compound at St. Louis, a police swoop caught eight Tonkinese flat-footed while others bolted through every available window, leaving behind them a lot of soiled currency, and many bottles of wine and beer.

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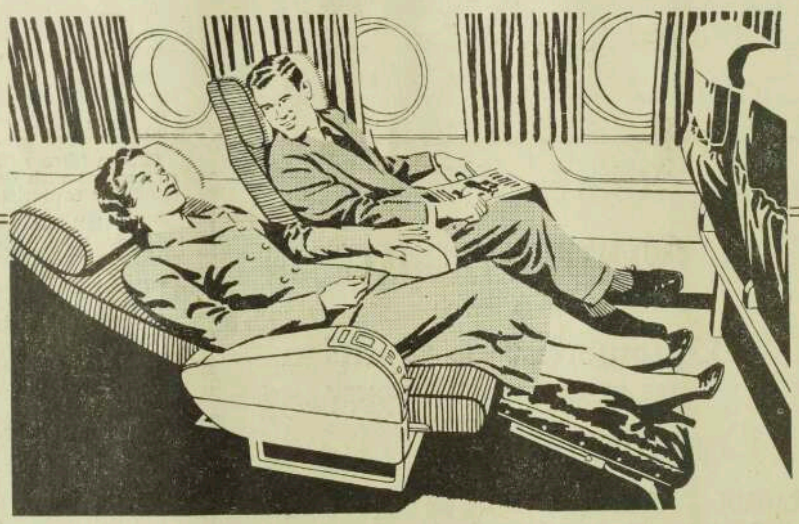

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Getting Back to Work in Lamington Area

IT was reported from Port Moresby, in April, that planters and others with business interests in the Mt. Lamington "closed" area were waiting for the next eruption of the volcano (scheduled for early May according to the vulcanologist) before they moved back.

The biggest commercial undertakings in the 10-mile radius danger area are the Sangara Rubber Company, the Sangara Cocoa Company, the sawmilling and general construction company of the Lamington Development Co., and the Kokoda-Buna Tourist Company, which was just about to commence building a hotel near Lamington to cater for tourists wishing to see the wild country of the Kokoda trail and for American rubber buyers. There is also some coffee growing in the district and rice was a projected industry.

The Mt. Lamington area, due no doubt to past eruptions, is exceptionally fertile, and the products already produced there are today worth real money. Rubber brings something like 7/- per pound and coffee and cocoa between £350 and £400 per ton. The frustration of the Europeans eager to get back to their work can be imagined. There are a lot of mountains in Papua-New Guinea and a great many old volcanic peaks; it is doubtful if the eruption of any of them could have caused as much disruption as the eruption of Mt. Lamington. Missions, natives, and commercial enterprise have all suffered.

The plantations in the area were not damaged by blast and are reported to be recovering from their showers of volcanic ash—agricultural experts seem to think that this, in the long view, will be beneficial. But communication and labour will be a big problem. The eruption has wiped out most of the jeep roads and river crossings formerly a few yards wide are now 200 yards across. The Administration is not preventing the return of Europeans but they will not permit natives to live within 10 miles of the mountain. This means that plantation labour would have to be removed from the danger zone each night—a considerable undertaking in view of the condition of roads.

MR. HARRY L. DOWNING
Filling Double Job in Norfolk Island

FOR the past two months, Mr. Harry L. Downing, one of the best known and highly esteemed of Papua-New Guinea officials, has been filling the dual position of Acting-Government Secretary and Acting-Administrator of Norfolk Island.

Mr. J. McWhinney left Norfolk Island at short notice in February; and Mr. Downing—who, since his retirement from the New Guinea service, had been doing general work in the Department of Territories in Sydney—was asked to go to Norfolk at 24 hours' notice and take over the job. It was then learned that the Administrator, Mr. Alex Wilson, for private reasons, was very anxious to get away to Australia, and he left early in March on two months' leave. Mr. Downing has been carrying on ever since.

Mr. Downing is gratefully remembered by Territorians for the work he did in assisting them during and after the evacuation in 1942. He was ADO in various districts of New Guinea before his retirement.

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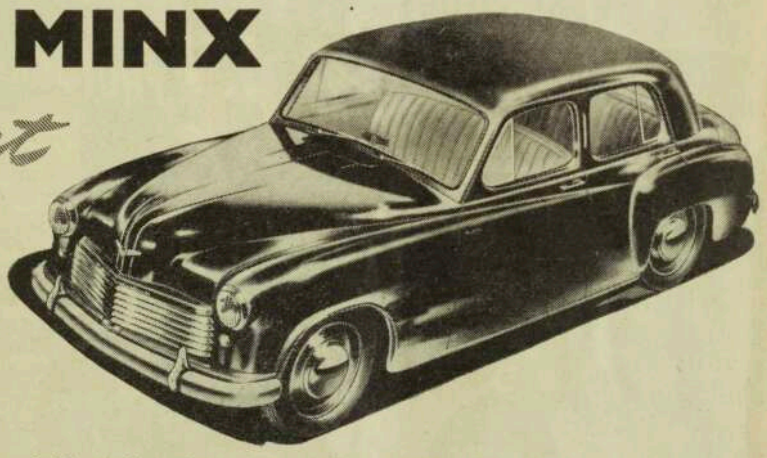

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Mr. John C. Woodmansey, who has been OC of police in Madang, New Guinea, has been appointed officer in charge of the Police Photographic Section of the Royal Papuan Constabulary, and will reside in Port Moresby. Mr. Woodmansey joined the Papua-New Guinea service, from the Queensland police, after the war, and was for some time Policemaster at Samarai.

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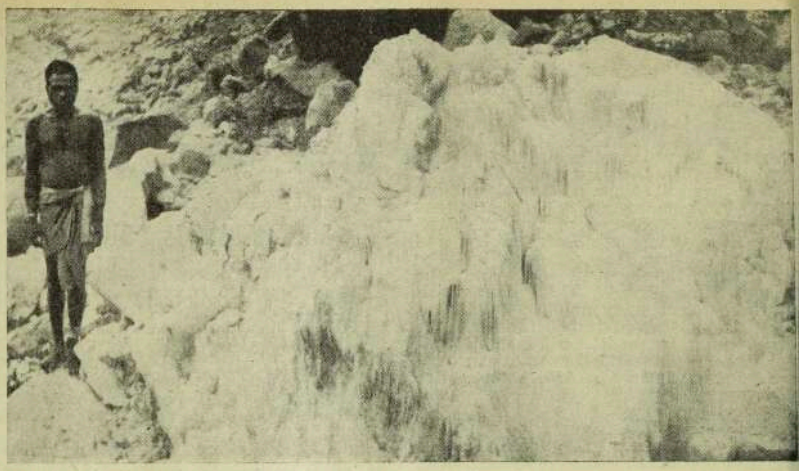
SULPHUR DEPOSITS IN NEW HEBRIDES

(See article Page 34)



Some of the sulphur at the deposits on Mt. Surtamatit, Vanua Lava, in the Banks Group, New Hebrides. These deposits have been known to exist for the last 65 years and two companies—one French and one Australian—have been interested in them. The world is now suffering an acute shortage of sulphur which is used extensively in modern manufacturing, and it has been suggested that deposits in the New Hebrides and in New Britain and New Guinea should again be investigated.

MACARTHUR CONTROVERSY IN USA

FROM an American correspondent of PIM, writing on May 1:

"Our entire population is stirred as it has not been in my lifetime over the summary dismissal of General MacArthur.

"The President's prestige has reached an all-time low. No Chief Executive in the history of our Republic has so forfeited the esteem of the people. Coming at this time it is tragic."

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POLYNESIANS BARRED!

Ridiculous Immigration Law Being Offensively Applied By New Zealand

TRAVELLERS of Polynesian or part-Polynesian race are still being discriminated against by New Zealand, and a protest has been made to the NZ Government against the practice.

We have, for example, the case of a well-known Sydney resident, whom we may call Mrs. A B. Mrs. A B was born in Samoa over 50 years ago, of a German father and a part-Samoan mother: She is one-eighth Samoan. Quite early in life she settled in Australia, and married a European—a Britisher. She is well educated, and a woman of culture, well-known for her acts of charity.

Recently, she decided to visit her home country (Samoa), travelling via New Zealand and Tonga. She planned to stay for some time with her sister in New Zealand. She holds a British passport.

To her astonishment, the New Zealand Government Office in Sydney would not give her a Permit to enter New Zealand, and referred her application to Wellington. When she and her friends demanded an explanation, they were informed that such a permit could not be given to persons of part-European race, unless evidence were given of their intention to leave NZ again within a certain time. In the opinion of the learned clerks of New Zealand, such are "coloured people."

The case of Mrs. A B is still under consideration.

ANOTHER recent case affects the three children of a well-known Samoan resident — Mrs. C D, widow of a former German professional man. The latter settled in Samoa a long time ago, and married a well-educated young woman who was half-Samoan, half-European. Some time between the wars, their three children were sent to Germany for education. They were highly educated —but they were caught up in World War II and, owing to political and economic difficulties, they could not get from Germany to Samoa, until recently.

In April they arrived in Sydney, en route to Samoa, via Auckland. There, they were held up on the Permit matter, in the same way as Mrs. A B, until their application had been specially considered in Wellington. They underwent great anxiety in Sydney, because their resources were getting low; they could not book on from Auckland to Samoa because of the shipping strike; and they wanted to get to New Zealand, where they had relations and friends.

Finally, the bureaucrats of Wellington, having made them intensely conscious of their "colour," allowed them to proceed.

THESE two cases deal only with persons of part-Polynesian blood. But travellers who are full Polynesians also can make a claim for special consideration.

There now are many Polynesians who, in education, deportment and the acceptance of the responsibilities of citizenship, are fully the equals of Europeans; New Zealand is a sort of cultural and commercial centre for the different countries which constitute Polynesia; New Zealand's own Maoris probably are the most notable race in Polynesia; and it is manifestly absurd that the NZ bureaucrats should place Polynesians, for classification at ports of entry, in the same category as Africans and Asiatics.

In fact, it is difficult to find any argument at all to justify the attitude of New Zealand towards the Polynesians.

SOME years ago, when both Australia and New Zealand were under Socialist Governments, the PIM drew attention to the way in which Polynesians are treated by these countries —for the Australian law is similar to that of NZ.

There were discussions in both Wellington and Canberra—which became pointed and piquant when the Australian bureaucrats bluntly applied the no-entry-without-permit law to New Zealand Maoris. Wellington literally howled its indignation against Australia. (The fact that the NZ Socialist Government was then being kept in office by four Maori votes, of course, had nothing to do with the case!) Canberra almost fell over backwards in its haste to remove New Zealand Maoris from the application of the silly law; and the NZ Prime Minister (the late Mr. Peter Fraser), being harried by the PIM for an indication of policy regarding non-Maori Polynesians generally, made a long and involved statement which seemed to promise sympathetic consideration.

Since then, the matter has been more or less forgotten. The PIM assumed that the new non-Socialist Governments in Australia and New Zealand would interpret their immigration laws in a more reasonable way.

But, as shown above, the bureaucrats are applying the laws with the same indiscriminating faithfulness as formerly; and cases of rank injustice are being reported.

The matter now is being brought directly under the notice of both the New Zealand and Australian Governments; and, this time, it will not be shelved.

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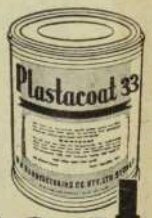

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H. M. The King will declare the Festival of Britain open after a State Service in St. Paul's Cathedral on 3rd May 1951.

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May 3—September 30

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Exhibition of Architecture, Lansbury, Poplar

Exhibition of Books, Victoria and Albert Museum

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Exhibition of Industrial Power, Kelvin Hall

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Bournemouth and Wessex Festival *June 3-17*
Brighton Regency Festival *July 16—August 25*
Cambridge Festival *July 30—August 18*
Canterbury Festival *July 18—August 10*
Cheltenham Festival of British Contemporary Music . . . *July 2-14*
Dumfries Festival of the Arts *June 24-30*
Edinburgh International Festival of Music and Drama . . *Aug. 19—Sept. 8*
Inverness 1951 Highland Festival *June 17-30*
Liverpool Festival *July 22—August 12*
Llangollen (International Musical Eisteddfod) . . . . . *July 3-8*
Llanrwst (Royal National Eisteddfod of Wales) . . . . . *August 6-11*
Norwich Festival . . *June 18-30*
Oxford Festival . . . *July 2-16*
Perth Arts Festival . *May 27—June 16*
St. David's Festival (Music and Worship) *July 10-13*
Stratford-upon-Avon (Shakespeare Festival) . . *March 24—October 27*
Swansea Festival of Music *Sept. 16-29*
Worcester (Three Choirs Festival) *Sept. 2-7*
York Festival . . . *June 3-17*

Included in the programme are special events in:—

SCOTLAND

Edinburgh: Gathering of the Clans *August 16-19*
Exhibition of 18th Century Books *August 3—September 15*
Exhibition of Scottish Architecture and Traditional Crafts . *July—September*
International Documentary Film Festival *August 19—September 8*
Glasgow: Exhibition of Contemporary Books . . . *June 1—July 28*

WALES

Cardiff: Pageant of Wales *July 25—August 6*
Exhibition of Contemporary Painting St. Fagan's Folk Festival *July 16-28*
Dolhendre, Merioneth: Welsh Hillside Farm Scheme . . *May—September*

NORTHERN IRELAND

Belfast: Royal Ulster Agricultural Show *May 23-26*
Combined Services Tattoo *August 29—September 1*

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AIR DROP FOR PURARI PATROL

PORT MORESBY, April 30.

AWAY up in the grim forebidding limestone ranges above Hathor Gorge in the Purari River country of Papua, two District Services Officers, A.D.O. Hicks and Patrol Officer Chester, are slogging along to contact bow-and-arrow gentry who harmlessly (fortunately) nicked a bit of scalp from another patrol officer, H. E. Clarke, a few weeks back.

The idea of the present patrol is to initiate the long, slow business of getting this thankless area under Government control. The two men with native police and carriers left the coast on April 5 by launch up the Purari, then paddled along in canoes for a spell and finally finished the trip to Lake Tebera, 70 miles north-east of Kikori, on foot.

It had been hoped that a Catalina could land on the lake to unload patrol supplies, but the water level proved so low that the "lake" was a patchwork mass of swamp and mud-channels. So, instead, an air-drop was made from a Catalina on April 27, and this fine piece of flying was accomplished by Captain C. G. Fox of Qantas who just had space enough and no more to swing his craft on the narrow circuit over the lake.

The lake is cupped in a hollow between thousand-foot ridges enclosing an area about five miles long and 1½ miles wide. The only possible dropping site was a tiny ridge of land in the middle of the lake about 200 yards long and 60 yards wide, and to make this drop the plane did 16 runs on a flight a mile and a half long and three-quarters of a mile wide. Not a bag or bale missed the narrow target.

The Administrator, Colonel Murray, who went along to see the drop, watched a fine demonstration of skilful low-flying, quick mavouevring and sure-fire target aiming. Another Government man aboard, District Services Director Ivan Champion, got in some fine physical exercise heaving boxes and sacks out of the blister.

Working non-stop with the Qantas crew and three police sergeants, everything was safely overboard in three-quarters of an hour.

The most interested spectators were Messrs. Hicks and Chester, who watched from another patch of island near the dropping site where they had rigged up an improvised radio station to maintain contact with the plane. Crowded around them were the native police and carriers, plus, no doubt, a few local inhabitants.

Now the patrol will move up into even rougher country on the other side of the Purari, and will be in that general area for about three months.

TRANS TASMAN AIRFARES INCREASED

FARES on TEAL Trans-Tasman services, Auckland-Sydney and Wellington-Sydney, have been increased.

New fares are £A39/8/-, £NZ31/10/- single; £A70/19/-, £NZ56/14/- return. Old fares were £A35, £NZ28, single, and £A63, and £NZ50/8/- return.

The Rev. Father H. Geurkjine, who is 76, has been a missionary in Dutch New Guinea for 30 years. But at present he has changed jobs and is official chaplain on board the Dutch ship, Johan van Oldenbarnvelt, which arrived in Melbourne in early May. He has written several books on Dutch New Guinea and mission work there.

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JAP CRIMINALS, MANUS, AND DR. EVATT

THE trial, at Manus Island, New Guinea, of 90 Japanese accused of war crimes, which commenced in June, 1950, ended in April. Of the 90, 32 were acquitted, 13 were sentenced to death, and the remainder to imprisonment.

Of the 13 condemned, the sentence of one was commuted. The other 12 were to be hung, in April, in a secluded place in Manus. The other convicted men are being used as labourers on the naval base in Manus.

The old Army camp, which was used for so long by the War Crimes Trial Unit (which has now returned to Australia) has already been taken over by the Works and Housing Department, which plans to accommodate there no less that 200 Europeans and 400 native labourers. This very large staff is being employed on the maintenance or rebuilding of the naval base.

It will be remembered that the United States (which built here the largest naval and air base in the South Pacific) offered to occupy and maintain the base, at its own expense, if Australia were agreeable. The offer was haughtily rejected by Australia's "Foreign Affairs Minister," Dr. Evatt, on the ground that Australia would not surrender an inch of her territory. The Americans, without another word, withdrew; and now Australia is struggling with the colossal task of trying to maintain the base.

Meanwhile, Dr. Evatt has been clawed very serevely in the Australian general elections of April 28. At the moment of this writing, he is only 200 ahead of his opponent (a woman) in the Barton seat, where he used to have a 14,000 majority. That is what Australia thinks of him.

Miss Maureen Costello, of Suva, Fiji, daughter of Mr. and Mrs. Dan Costello, was in Sydney in May en route to the United Kingdom where she will stay with her cousin **Mrs. J. Bray**, who before her marriage was Peg Costello, daughter of Mr. and Mrs. Pat Costello, of Suva. The trip to Britain is a 21st birthday present to Miss Maureen from her parents.

Mr. A. Cowley, of Nukualofa, Tonga, was 92 years old on May 5. In an early issue of the PIM we shall publish something about the life, and the remarkable literary ability, of this very old and highly esteemed resident of the Tongan Islands.

BOOKS WE RECOMMEND

BEHIND THE FLYING SAUCERS.—By Frank Scully. Is the flying saucers mystery **really** solved? Read the amazing disclosures and descriptions of the saucers and their occupants in this controversial book. **13/6 (post 9d.)**

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BEHIND THE STUMPS.—By Godfrey Evans. A cricket book which is also a travel book. In it Evans tells of his cricketing life, times and travels to the eve of the 1950-51 Australian tour. 44 illustrations. **16/- (post 10d.)**

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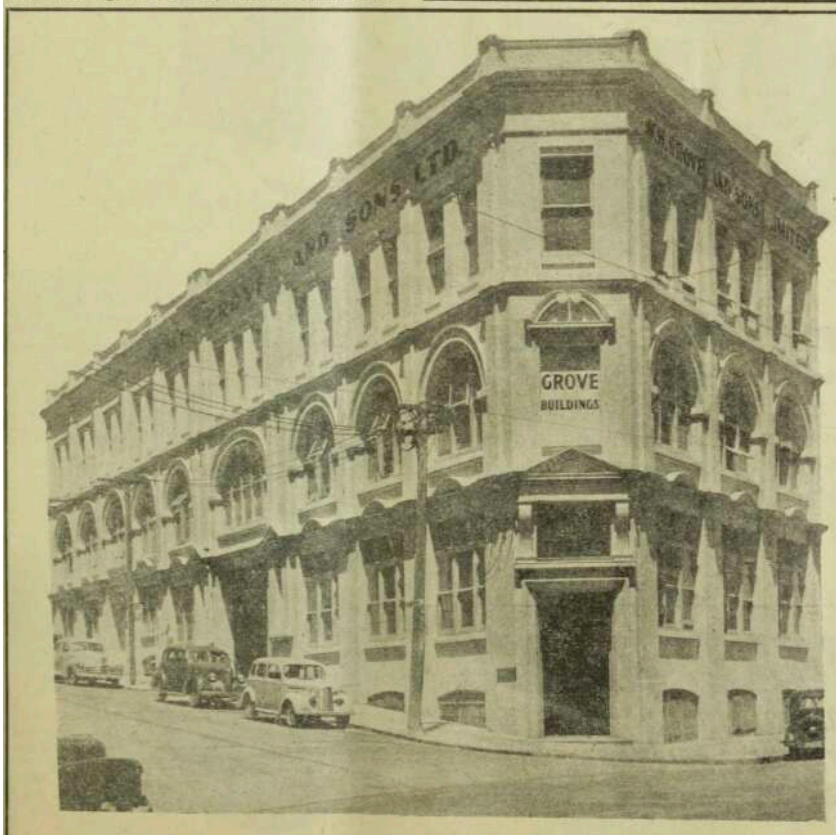

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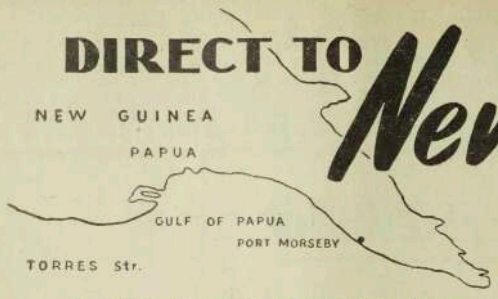

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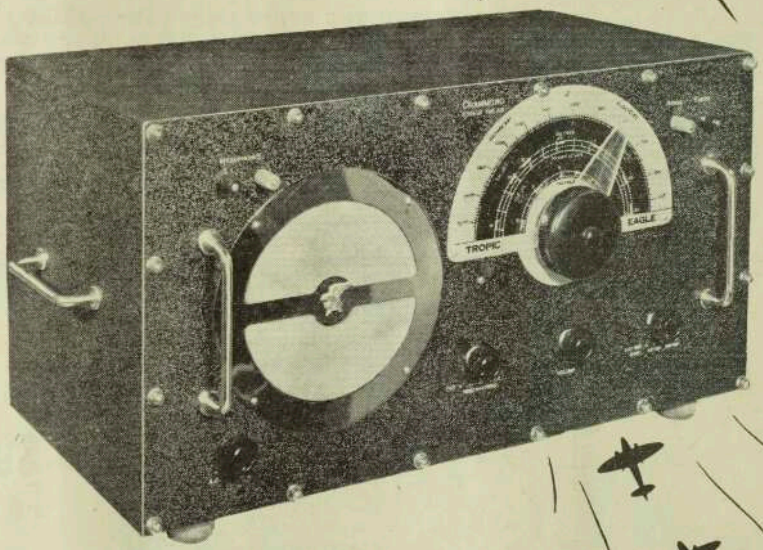

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CANADA WILL BUY CUBA SUGAR

"The UK Encouraged It" Say Australian Producers

IT was announced on May 5 that Canada had agreed to allow approximately 75,000 tons of Cuban sugar to enter the Dominion at a reduced tariff rate. All Canada's requirements have been supplied previously by Empire countries, including Fiji and Australia.

This announcement follows the negotiations that have been going on for some time between the United Kingdom Government and Cuba, as reported in April.

Some months ago Cuba, which is, of course, in the dollar area, placed an embargo on the import of Canadian salmon. They promised to lift this if Canada took Cuba sugar.

In March and April Cuba was negotiating with the UK for a market for 500,000 tons of sugar annually for the next three years. The bait offered was lowered duty on British cars imported into Cuba. Nothing further has been heard about this, but Australian sugar interests appear to believe now that the Cuba-Canada agreement is the thin end of the wedge, and they are correspondingly sore. They say that Canada would not have made the agreement if it had not been encouraged by the UK.

The new agreement will probably affect Fiji's exports to Canada. In 1948 about 2/5ths of Fiji's sugar exports—that is, 65,476 tons—went to Canada although all Fiji's export sugar was purchased by the UK Ministry of Food and allocated by the MOF. Presumably, for the term of the Empire Sugar Agreement, which was signed in London about 18 months ago, the MOF will continue to take the full amount of Fiji's export quota and, if not required by Canada, will allocate it to some other country. If, however, Fiji and Australia are to be cut out of the Canadian market this will affect dollar earnings, the balance of trade in the area, and probably make even more uneconomic the running of ships in the trans-Pacific trade.

BUT there is always the other side of the picture and Australian sugar producers who say that Britain's action in abetting the Cuba-Canada agreement is "most damaging and indefensible," may be crying before they are hurt. Neither Australia nor Fiji have as yet filled their annual quota nor, if Canada's sugar requirements are growing at the same rate as other countries, is it likely that they would in the next few years be able to take up the slack. Canada may be able to take Fiji and Australian sugar and still find room for 75,000 tons from Cuba. It is a fact that, for the past five months, domestic consumers in Australia have been unable to get the sugar they require—housewives are "rationed" by their grocers to purchases of one or two pounds at a time. This may be due to some complication of local distribution—nonetheless Australian housewives would be pleased to relieve Fiji of any surplus she may find herself with as a result of the new agreement.

Such coals-to-Newcastle trade arrangements are not beyond possibility in these days of Socialist-organised scarcity. Another point it that Canada has been denied markets in Australia—she can find a market for her cars and canned fish in Cuba.

ANTARCTIC SHIP IN TROPICS

This unusual looking ship visited Noumea and Papeete recently. She is the French Navy ship Commandant Charcot which earlier visited Adelie Land, the French Antarctic possession. She returned to France by Tahiti and the Panama Canal, but her commander, Captain M. H. Bouguet flew to France from Australia to report the findings of the expedition to the Far South. —Photo by F. E. Dunn.

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Rev. ————, "Republic," near Japan: The young lady—daughter of **two doctors** at the General Hospital, whom you helped two years ago with Aspaxadrene, is still doing very well, and, indeed, has never once had an injection or any other medium since using Aspaxadrene.

Rev. ————, Utau, Aitape, New Guinea: Wonderful, stupendous, pyramidal, colossal—and should be in every home.

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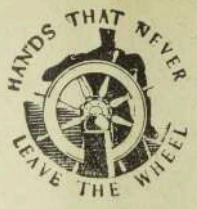

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Make NG Australia's Seventh State

Demand By Territory's RSL President

From a Special Correspondent

MADANG, April 30.

A DEMAND that New Guinea shall be removed from United Nations Control and given completely into the care of Australia, whose soldiers fought and died for the freedom of the great island, was made in Madang, NG, in a public address, on Anzac Day, by Mr. George Whittaker, president of the P-NG Branch of the RSSAILA. (A similar demand was made in Australia by the Federal President of the RSSAILA after he returned from a tour of P-NG.)

Mr. Whittaker unveiled and dedicated a war memorial to the men and women who served the Empire in World Wars I and II.

Mr. Whittaker said they remembered in reverence the Australian soldiers who died in New Guinea—"some on this very spot on which we stand today to commemorate this 36th Anzac Day—for this is also the 7th anniversary of the recapture of Madang by the Australians.

"I visualise the ceremonies that at this moment are taking place beside the graves of the fallen, at Bomana, Lae and Bitapaka, and I wonder what the dead in those cemeteries would say to us if they could but speak. I think they would say:—

"'We thought we died fighting a war to end all wars so that you who remain would be spared the horrors of war; but we now find that this is not so. Therefore be well prepared to repel the enemy who now looms on our horizon once again.

"'We fought for this country on two occasions in your own generation; our blood flowed here, on this very soil. This country is yours—take it and hold it.'

"Let us remember that, on two occasions, our soldiers and some of the natives for whom we are responsible, fought and died in repelling the enemy on this very soil—even where we now stand. We were then led to believe that the Mandate over this Territory would cease, and that the country would be annexed to our home-land, Australia, and would become part of our country and play its part in the development of the British Commonwealth of Nations.

"We find today that this is not so. We should be letting our fallen comrades die for nothing if we did not take some action to have the Territory for which they died annexed to Australia.

"It is the intention of the members of the RSL in New Guinea and in Australia to press for annexation so that we may be joined with Papua to become a new State of Australia, to be governed by us in the same manner as any other State.

"Without this, this country cannot prosper—not while our Government is at the beck and call of other nations, some of which took no part in conquering the common enemy."

RSL TO BRING P-NG NEEDS BEFORE GOVERNMENT

From Our Brisbane Correspondent

RETURNING to Brisbane recently after a 10-day tour of New Guinea and Papua, the Returned Servicemen's League Federal President (Mr. G. W. Holland) said that New Guinea and Papua residents felt that they were "crying in the wilderness" in their efforts to

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have their country developed and defended.

A new State Branch of the League has been set up in the Territory, with headquarters at Lae, and nine sub-branches had been formed throughout New Guinea, Papua and Bougainville.

Mr. Holland said that the 2,000 members of those branches had been asked to draw up a blue print of what they thought was required to meet development and defence needs so that it could be put before the right authorities.

Other points worrying Europeans in the Territory, said the President, were complications when trying to buy land; the number of Asiatics, especially Chinese, in the islands; and the possible infiltration of Indonesians into New Guinea.

Aerial Survey of Fiji to Begin Soon

MR. DUNCAN FERGUSSON, of Edinburgh, arrived in Fiji at the end of April to undertake an aerial survey of the Colony.

An Oxford aircraft, from which he will work, is being flown direct to Fiji. Mr. Fergusson expects that the work will take about nine months.

After completing the survey he will return to England where the aerial photographs will be processed by the Colonial Office's Survey Department.

DEATH OF J. R. CLARKE

THE death occurred, suddenly in early April, on his estate on the north coast of New Guinea, of Robert Clarke, an old Territorian.

Mr. Clarke who was a distinguished soldier from two world wars, collapsed and died as a result of a stroke.

He is survived by a widow who lives in the district.

Mr. and Mrs. Baldwin Bambridge, of Papeete, Tahiti, arrived in Sydney early in May. They plan a combined pleasure and business visit to Australia, of two or three months.

Mr. and Mrs. A. G. Smyth, of Apia, Western Samoa, left Apia for New Zealand early in May, and expect to be in Sydney in June. Their daughter, Mrs. Chisholm, and her daughter, are proceeding from Samoa direct to Sydney; and the whole family will attend the wedding of young Mr. Chisholm in Sydney on August 4. Mr. and Mrs. Smyth will stay at the Hotel Metropole, Sydney.

Major E. G. L. Holland, GM, OBE, formerly of the Gilbert and Ellice Administration, underwent a severe operation in the Mater Hospital, North Sydney, early in May, and is still gravely ill. Major Holland was awarded the very high distinction of the George Medal for outstanding courage shown when the Japanese invaded the Gilberts in 1941-2.

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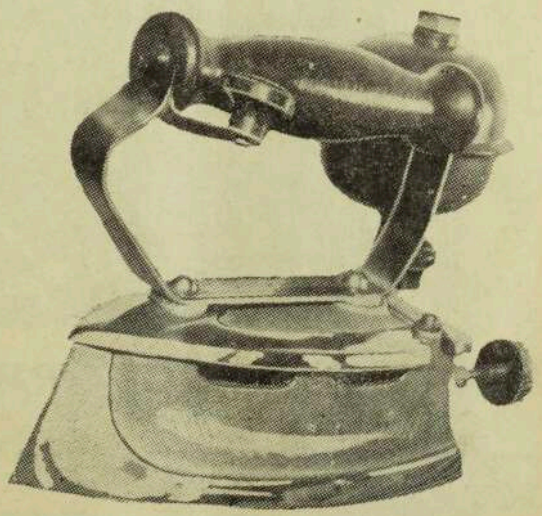

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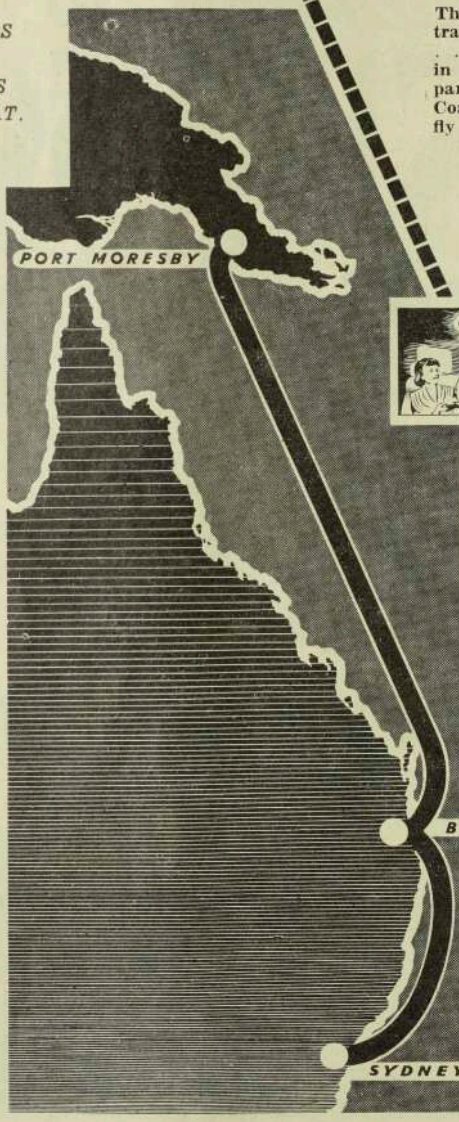

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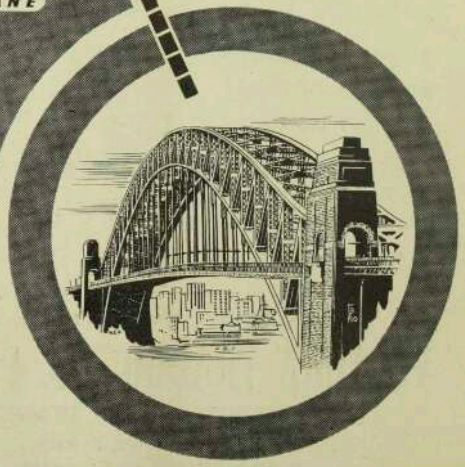

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RABAUL ROUNDABOUT

From Our Own Correspondent

RABAUL, April 3.

AFTER initial difficulties with regard to the allocation of funds, Rabaul residents have made great response to he appeal from the Lamington Fund 'ommittee.

Miniature golf nights, card drives, box- ng tournaments, swimming carnivals, nd the mock police day, sports day and arnival which is to conclude the drive, ave all been well patronised.

Individual donations from citizens have lso been most satisfactory.

:: :: ::

In a lecture delivered in March at the abaul Women's Club, Dr. Jamieson, who in charge of the tuberculosis immuni- ation programme, said that he had been isappointed in the poor attendance at he Rabaul clinic for tests.

He said that the incidence of the isease amongst local natives is particu- rly high.

:: :: ::

Monday, April 2, was a great day in he lives of Rabaul's youngest citizens.

A kindergarten which had been com- enced in Rabaul for three to five year ds, was discontinued after functioning r one month.

Parents and Citizens' Association took o the cause, after being pestered by the ttle ones to return to school.

Public support was very ready and enerous, both from business firms and ivate individuals, and thus the kiddies ere enabled to carry on their necessary e-school training.

:: :: ::

An interesting visitor to Rabaul on the ulolo was Mr. Robert Robertson, of The ing's School, Parramatta, NSW, Austra- a's oldest school.

Having retired from the teaching staff of King's, after 25 years on the job, Mr. Robertson has been commissioned to write a history of every Old Boy of the School.

While at Port Moresby he visited the war cemetery to inspect the graves of Old Boys killed on active service in the Islands.

His stay in Rabaul was too short for him to meet old boys resident in the New Britain district and New Ireland, of whom there are several.

:: :: ::

Kevin Walker, of the Department of Works and Housing was the surprised victim of a rodent's whim.

Mr. Walker went to bed on the night of February 20, depositing his wrist watch on the bedroom table.

Next morning the watch had disappeared, and the most vigilant investigations on the part of local police failed to discover the thief.

Recently, when Mr. Walker was repairing a chair in the bedroom, he discovered a ratnest studded with the jewel movement timepiece.

:: :: ::

RABAUL is to have a new air service. On April 9, Amphibious Airways Co. landed its first land and sea craft at Rabaul, after making a survey flight from Lae.

The company already operates from Lae, and will work on a similar basis in Rabaul, making flights to outlying stations ferrying natives for labour and urgent cargoes.

One feels that, with so many perfect landing spots in these waters, this is the answer to inter-island transport.

:: :: ::

IN the soccer world of Rabaul, games for natives have already been commenced. The opening game was attended by District Commissioner Macarthy and his wife.

This game went off smoothly, but during the second game between local natives and a police-boys' team, the affair rapidly developed into a pitched battle.

Officials hastily intervened and explained the rules, particularly those of

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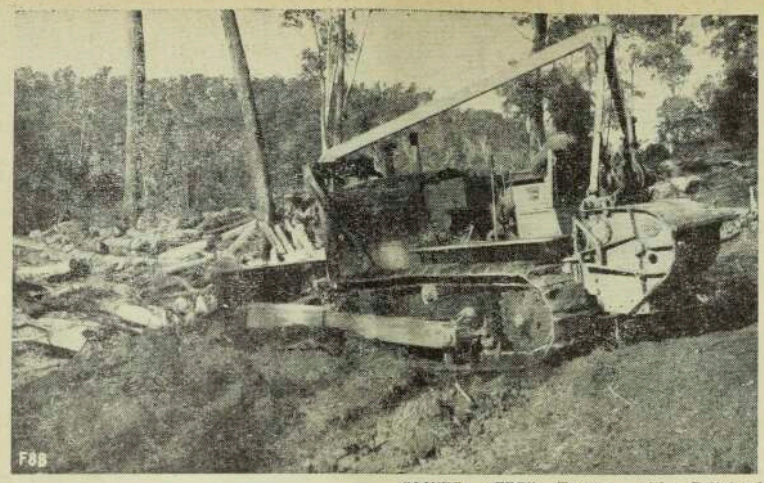

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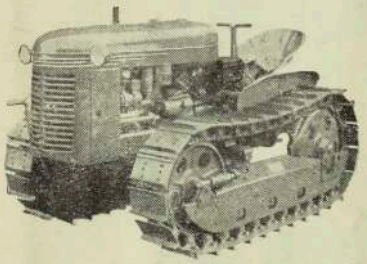
Hardwood and softwood forests in the Australian Capital Territory are not extensive but are well controlled by the Commonwealth Forestry and Timber Bureau. For fire break and road building work the Department is using an Oliver "FDE" (with Air Steering) fitted with Britstand Timber Winch and Cable Trail-builder Assembly. This Oliver-Britstand unit (shown above) is ideally suited to the job of handling both standing and felled trees, dozing and winching logs, cutting drains, making fills. On road work the unit has averaged a mile of roadway cleared and constructed per week. The Department operates an Oliver "HG" Crawler (see below) for log recovery from the pine forests of the A.C.T.



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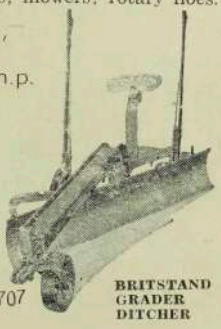

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sportsmanship, to the irate black gentlemen.

No doubt they considered these very effete ideas, but having grasped the rudiments of the game, carried on in the best traditions of Eton and Harrow.

Cups have been ordered for them from South for presentation at the end of the season.

:: :: ::

AT Malapou, Kokopo, on April 7, Miss June Dobell was married to Mr Stanley Smith, also of Kokopo.

The Reverend Mr. Lutton officiated; a reception was held at the bride's home after the wedding, at which more than 50 guests were present.

Mr. John McCoy, of New Guinea, was best-man, and the bride was attended by Mrs. Pamela Boyne.

The bride's mother flew from South to be present at the wedding.

At a quiet ceremony at Raluana Mission on April 7, Miss Eileen Weston was married to Mr. Gregory Kent.

Mr. Y. B. Donald, of Pondo, the brother-in-law of the bride, gave her away. The only attendant was Miss Margot Edge.

Mrs. Kent, the bridegroom's mother was also present, having flown to Rabaul previously.

DEATH OF TONGAN NOBLE

From Our Own Correspondent

VAVAU, April 3.

THE death occurred in Vava'u, Tonga on March 17, of Veikune, one of the chief nobles of Tonga. Impressive funeral services, held the following day were attended by members of the European colony and by representative Tongans.

Active in early life in various positions in the service of his country, Veikune, who was 83 at the time of his death, has lived quietly for the past few years.

Related to the royal family by double ties of marriage, Veikune was the grandfather of the Princess Mata'aho, wife of the Crown Prince, Tungi. He was also the uncle of Princess Malenaite who is married to Prince Tu'ipelehake, the governor of Vava'u. Veikune leaves three surviving children.

His daughters are Heu, wife of Aho'me'e the governor of Ha'apai, and Tu'ifua, who is Mrs. Ralph Carrick of New Zealand. His son, Lala, inherits his title and will hence forth be known as Veikune.

Mourning parties and funeral feasts were held in Tongatapu and in Ha'apai as well as in Vava'u for ten days following the funeral service.

NG EX-SERVICEMEN'S CLUB OF SYDNEY

THE New Guinea Ex-Servicemen's Club of Sydney will in future hold their monthly meetings (May meeting on 14th) at the Gallipoli Legion Club, 1 Loftus Stret, Sydney.

There was a good roll-up of members for the Anzac March in Sydney on April 25. Seventy-four marched—and partook of refreshments later.

Arrangements have been made to hold an informal dance at Legion House Sydney, on May 30. Members are asked to bring their friends and support this function.

New members who have recently joined the Club are: Messrs. K. O'Mara, L. Dexter, D. R. Blyton, H. S. Hindwood, C. Meares, W. Saville, J. G. Graham, R. J. F. Smith, G. F. Keenan, R. Hanson, J. Kreutzman, S. C. Ellerington, D. Piper, N. J. Harrison, D. Brown, W. A. Coleman, W. Ranes, D. Rabey, F. Bodwen, B. Smart.

All inquiries should be made of the secretary, Mr. Alan Pagett, whose private address is 8 Slade Rd., Bardwell Park.

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GOOD COPRA YEAR IN THE COOKS

From Our Own Correspondent

MANGAIA, COOK IS.

THE remarkable recovery of King Copra from his deposed position between the wars has shown no signs of being treated to a further period of exile, though whaling, presumably, is going on as strongly as pre-war. Whale oil caused the dethroning, but we do not hear of it now as a rival of the pure glycerine produced from coconuts.

Once more in the Cook Islands the strings of nuts dangle from handy trees, each neatly split for drying (there is no smoke-drying process in use in the Cooks). Upon unpainted iron roofs, fragments of once-dried copra receive their second dehydrating. Copra here must be re-dried repeatedly, before it is ready to ship. The trader who purchased too soon would be faced with much loss of weight in storing, hence, purchase is subject to rigid scrutiny of the product offered.

The price for 1950 was fivepence a pound. This is good money, a farthing being once the utmost limit of buyers' generosity. Copra purchases nowadays, of course, go to the British Ministry of Food.

One may not vaunt local copra as Grade A. It is somewhat dirty-looking; never very firm in texture; and hence does not carry over-well to "Peritane." But it is oily enough to provide one of Europe's requirements, and for machinery use the oil should be excellent—islanders lubricate clocks, etc., with it at all times.

It is a long way from the days of "a farthing a lb" to fivepence, and local driers are praying, with crossed fingers, that the market may not collapse again.

BSI SOCCER TEAM FOR NZ?

A TEAM of Solomon Island native Soccer players may visit New Zealand for a two-months tour next year.

It is proposed that the team—they will have a European manager—will travel in the Melanesian Mission ship Southern Cross and members of the team will pay their own fares. The skill of the native footballers has not as yet been put to any real test, but judging by their skill against visiting warships, it is believed that they will hold their own. They will play in bare feet.

The proposed visit is welcomed in NZ soccer football circles.

The Very Rev. Monsignor A. R. E. Thomas, Australian director of Catholic Missions, reports that there has been a big drop in contributions to mission funds in the past year. They were the lowest since 1939. This probably reflects the rising cost of living in Australia.

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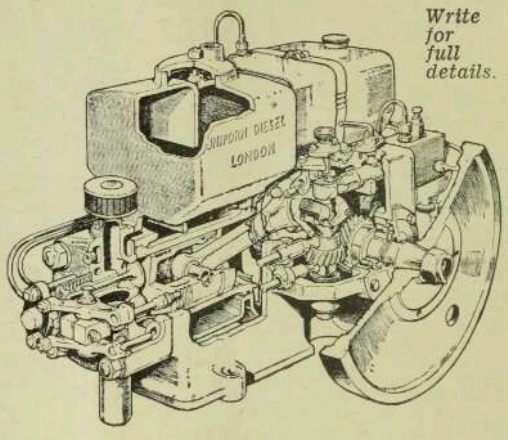

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SOUTH PACIFIC COMMISSION

Headquarters: Anse Vata, Noumea, New Caledonia

Seventh Session : Chairman Emphasises Work at Critical Point

THE Seventh Session of the South Pacific Commission was formally opened on April 28 at a public meeting at Commission headquarters at Noumea. Twenty-two delegates, representing the six member Governments, were present.

In the absence of Mr. J. R. Halligan, Senior Commissioner for Australia, (whose arrival in Noumea had been delayed until May 1) the Commissioner for Australia, Professor K. O. Shatwell, took the Chair. Following a brief address on the Commission and its future, he formally declared the Session open.

"It is platitudinous to say of any institution that it is at a critical point in its history," Professor Shatwell said in his opening address. "But we who meet here to-day know that this is particularly true of the South Pacific Commission. With modern advances in communications the world has shrunk. Everyone knows that peace, economic prosperity and social welfare are indivisible, and that the shock of happenings in Asia is felt immediately in every capital city in the world.

"The foundation of the South Pacific Commission is a proof that at the end of World War II there were to be found, among the leaders of six nations, men of vision and of historic sense—men not forced to make a hurried accommodation by the necessity of events, but who rather sought by wisdom and foresight to accord their actions with the emerging pattern of history, and by common action to achieve the common good. But, as with every other ideal, the only test is the extent to which it becomes realised in the lives of ordinary men.

"Whether the verdict of history will acclaim the founders of the Commission as statesmen," remarked the Chairman, "or dismiss them as the victims of yet another of the numberless idle dreams which have deluded man, will depend upon the extent to which the Commission contributes to the welfare of the Pacific peoples.

"I say that we are at a critical period in the history of the Commission, because our machinery has been set up, and it is beginning to work. But whether its work will achieve what its founders hoped depends upon the continued labours of all who are now associated with it. There are most encouraging signs—some of them are to be discerned in the matters which will be discussed at this Session—but beyond this we cannot go.

"At this juncture," Professor Shatwell continued, "it is fitting that I should refer to the great loss the Commission has sustained by the resignation of its first Secretary-General, Mr. W. D. Forsyth, by whose devotion and industry the machinery has been so largely created. It is not my intention to attempt to appreciate his work here, but he at least is assured that he has done his part in writing an important opening chapter in the history of the Commission.

"I am sure also that I express a sentiment shared by all of you in regretting that we shall no longer profit by the advice and experience of Colonel F. W. Voelcker, until recently the Commissioner for New Zealand, who knew so well both the area and the work of the Commission."

A report on the work programme of the Commission in the fields of health, economic development and social development is before this Session. In the field of health, arrangements will be further considered for a conference on filariasis, to be held in Tahiti next August.

High Officials

Among important tasks before the Commission is the appointment of a Secretary-General, to take the place of Mr. W. D. Forsyth (returning to Australian Public Service); a Deputy Secretary-General; and a Deputy-Chairman of the Research Council (position vacant since Dr. Baas Becking retired, last year).

New appointments to the staff include that of Miss Helen Shiels as Assistant to

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the Executive Officer for Social Development, and of Mr. A. E. Read, BSc., as Editorial and Publications Officer to the Commission. Mr. Read last year completed nine years in the information services of the British Government in the Far East, the United Kingdom and Australia. His last post was as United Kingdom Information Officer in Sydney.

Next SP Conference

Another important item on the agenda is the selection of a date and place for the second South Pacific Conference, in 1953. The first Conference was held in Suva in May, 1950.

It was strongly urged in 1950 that the Second Conference should be held in the Highlands of Central New Guinea.

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Quarterly Review of Activities

THE activities of the South Pacific Commission during the first quarter of 1951 are reviewed in the quarterly Bulletin for April, issued by the Commission.

Meetings included a Conference of all principal officers of the Commission, held at headquarters in January for the purpose of co-ordination of activities, and a special social development meeting in Suva in the same month. This latter was to consider the Derrick Report on vocational training of island peoples, and the Keesing and Elkin Reports on social anthropology.

The Quarterly Bulletin also reports on progress made in the fields of health, economic development and social development during the quarter.

NUTRITION

The 1951 programme for the Alimentation and Nutrition Project (H.2 and H.5) has been finalised. Miss Shiela Malcolm, the Commission's nutritionist, left Noumea in March for the New Hebrides, where she will spend 12 months investigating infant and adult diets and local foods. She was accompanied by the Research Assistant, Dr. J. Kerrest, who spent a few days in the New Hebrides with Miss Malcolm finalising arrangements for her year's work.

TB RESEARCH

New members have been appointed to the tuberculosis research team (Project H.3). The leader is Dr. George Clerc, Lt.-Colonel of the French Colonial Medical Service, who arrived from Paris in March to take up this post. Two other new appointees are an Australian, Miss Shirley Fenton, B.Sc., and an English-

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man, Mr. Francis Parker, who are the bacteriologist and X-ray technician, respectively. This year the team will work in Eastern Polynesia.

FILARIASIS

Arrangements are proceeding for the Filariasis Conference (Project H.4) to be held in Tahiti in August. Invitations have been issued to member Governments, territorial administrations and to various medical and scientific organisations throughout the world.

On March 25 Dr. H. Beye, of the University of California, arrived in Noumea from Tahiti, where for several years he has been working on filariasis at the Medical Research Institute there. While in Noumea, Dr. Beye held consultations at Commission headquarters with Dr. E. Massal, Executive Officer for Health, concerning arrangements for the forthcoming conference.

Dr. Beye also discussed problems of filariasis research with the Research Assistant, Dr. J. Kerrest, who is working in this field in New Caledonia.

ECONOMIC DEVELOPMENT OF ATOLLS

Dr. L. R. Catala, with Madame Catala and Mr. R. R. Mason, of the Fiji Department of Agriculture, who will carry out Commission Project E.6 on the economic development of coral atolls in the Gilbert and Ellice Islands, sailed from Fiji on March 3 for Tarawa, after some delay in Suva due to shipping difficulties. Dr. Catala's task will be to investigate ways of increasing the quantity and variety of subsistence and commercial crops and of improving domestic animals and fisheries.

Plant and Animal Quarantine Conference at Suva

(*See also Page 74 this Issue*)

AN international conference of experts on plant and animal diseases, held under the auspices of the South Pacific Commission, was opened at Suva, on April 2, by His Excellency the Governor of Fiji, Sir Brian Freeston, who is also Senior Commissioner for the United Kingdom on the South Pacific Commission.

The Conference was attended by 20 delegates from the six member Governments of the Commission—Australia, France, Netherlands, New Zealand, United Kingdom and United States.

Mr. Fracker, United States Delegate, also acted as observer for the Food and Agricultural Organisation of the United Nations.

Dr. H. G. MacMillan, Executive Officer for Economic Development, who represented the Commission on behalf of the Secretary-General at the Conference, was elected Chairman.

The main objectives of the conference were to work out a practical method of assembling up-to-date information on the existence and control of plant and animal diseases in the region, to suggest the best ways of investigating quickly the present gap in preventative measures, including quarantine, for the region as a whole, and to consider the development of a common quarantine policy for all territories of the South Pacific.

COMMERCIAL RELATIONS

An investigation is being conducted throughout the South Pacific of credit facilities available for the development of agricultural, industrial and commercial enterprises, especially by indigenous peoples (Project E.10). Co-operatives throughout the area are also being studied.

POSTS FOR TECHNICAL OFFICERS

Positions were advertised during the quarter for three technical officers needed by the Commission for research in connection with two of its projects (E.2 and E.8) in the field of economic development.

One is required to conduct an investigation of the copra industry, giving special attention to technical information available on varieties, plantation management and mechanical techniques for processing and handling. A survey is also to be made of research work already in hand in various territories.

A second technical expert will conduct a similar investigation of the cocoa, coffee and tea industries in the area.

The third specialist is needed to investigate the subsistence of native peoples throughout the South Pacific with a view to improving diet and increasing food production. Field research will be carried out relating to domestic and wild food materials, food processing and methods of preservation, and to equipment and working tools.

Sir Henry Milne Scott, KC, of Suva, flew to London early in May, and plans to return, via the East and Sydney, late in June. Sir Henry recently added to his innumerable offices and responsibilities by accepting the chairmanship of the Board of Burns Philp (South Sea) Ltd., which has its headquarters in Suva.

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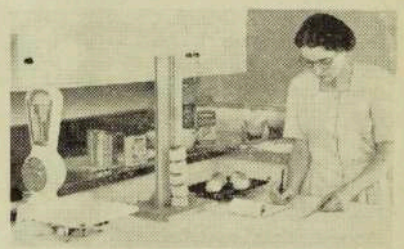

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Method: Wash prunes; cover with warm water; cook 5 minutes. Remove pits; chop prune meat finely. Mix flour, salt and sugar together. Cut in shortening finely; add chopped prunes and orange rind. Mix together beaten eggs and milk; add to flour mixture; stir lightly until blended, but do not beat smooth. Bake in one large loaf pan (9 x 5 x 3 inches) or two small loaf pans which have been lined with greased paper, mod. oven (375 deg. F.) about 45 minutes. Cool on rack and store 24 hours before slicing.

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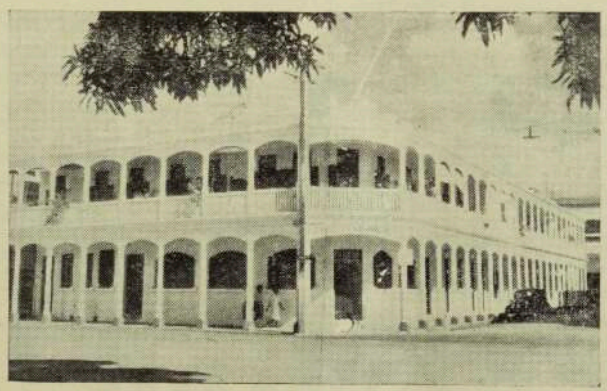

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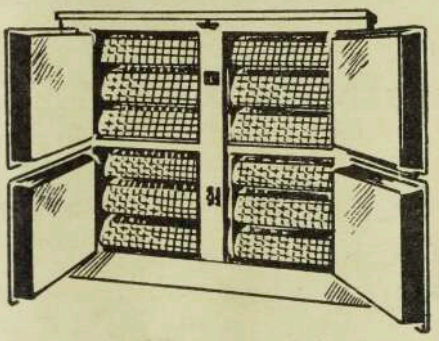

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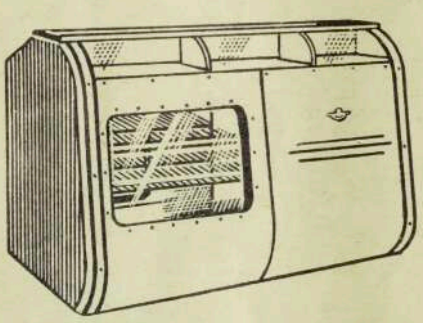

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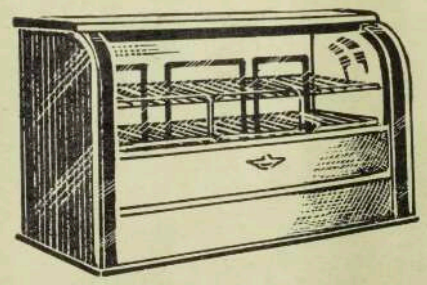

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FIJI PENALISED

Effect of Unjustified and Unjust Customs Duties

THE way in which residents of Fiji are being penalised because Fiji is a British Colony is beginning to cause restlessness and discontent.

Already, we have indicated that Fiji, through her exports, earns substantial quantities of dollars—and could earn more, if her copra were allowed to go to the high-priced American market, instead of being seized by Britain under the MOF contract.

The dollars that Fiji earns now are all grabbed for Britain—Fiji gets no benefit from them.

Until recently, the adjoining French Colony of New Caledonia was in a similar position. France grabbed all the dollars earned by New Caledonia's important metal industries. But New Caledonia's representative in the French Chamber of Deputies, M. Lafleur, for months, fought stubbornly against that system. Finally he succeeded; and New Caledonia may now, if she wishes, use the dollars she earns for purchases in America.

If Fiji had a representative in the British Parliament, she could fight for a similar right.

HERE is another injustice. Fiji uses a great deal of cotton cloth. Britain forces Fiji to buy this from Britain by imposing a Customs tariff of 50 per cent. on cotton goods of foreign manufacture, as against 25 per cent. if British. That might have been justified before the war—after all, Fiji gets many benefits from British rule and protection—but since the war, the thing has become indefensible.

England does a huge business in converting and finishing cotton piece goods for other countries. If that cloth comes out to the South Pacific, it is rated as part foreign, part English manufacture. If the English percentage is not big enough, it goes in as "foreign" and is taxed accordingly.

Recently, some Italian-made shirting came out, after being pre-shrunk and vat-dyed in England. It was rated as predominantly foreign. The duty in Australia was 1½d. instead of ½d. per yard but the Fiji importer had to pay no less than 11d. per yard extra.

When the Fijian duties were arranged there was plenty of cheap, low-grade British-made cotton goods available; so that, if the high tariff turned the Fiji buyer off foreign lines, he could easily get what he wanted from Britain. Further, the foreign goods were low in price, and the 50 per cent. tax was not a heavy impost—perhaps 2d. per yard.

Today, owing to costly labour and shortage of raw materials, the English manufacturer no longer makes those cheap lines. Lacking the British competition, foreign prices are much higher. The Fiji buyer is forced to take either the more expensive British lines, or pay 50 per cent. tax on the foreign stuff. In other words, the Fiji consumer is now compelled to pay a tax on his cotton goods of 9d. to 1/- per yard where, pre-war, he rarely paid more than 2d.

The tariff, which places a cruel burden on the Fiji community, should be revised in view of the changed conditions in England.

NOTE: There is an important reference to these taxes in our report (in this issue) of the Governor's speech in the Fiji Legislative Council last month. If the proposed new copra tax had been adopted, the Cotton taxes would have been reduced. But the Copra tax was not accepted.

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THE NEW ADMINISTRATION IN AMERICAN SAMOA

LONG and picturesque ceremonies, extending from the morning of February 21 to the afternoon of March 2, marked the end of 51 years of administration of Eastern Samoa by the United States Navy, and the introduction of a government controlled by the United States Department of the Interior.

The Samoans love ritual and oratory; and, with feasts, parades, speeches, music and the drinking of kava, they made the most of the ceremonies. The departing Naval Governor, Captain T. F. Darden, was accorded all possible honour; and the newly-arrived Civil Governor, Mr. Phelps Phelps, was given a warm welcome. In one afternoon, Captain and Mrs. Darden went through a Farewell Taalolo, a formal dinner and a Tofa Party. On three previous days, there had been a "farewell feast" each afternoon, given by the Samoans of different districts.

"Turning its head to the past," said the official programme, "Samoa is sorrowful to bid farewell to a good and loyal friend, the Navy. At the same time, turning its head to the future, Samoa bids welcome to the new administration under the Department of the Interior, and offers its loyalty, co-operation and obedience with bright hopes for the future."

DEATH OF BLUE LAGOON AUTHOR

HENRY DE VERE STACPOOLE, who gave glamour and somewhat Victorian sex to the South Seas novel, died on the Isle of Wight on April 12. He was 88.

His novel, The Blue Lagoon, was the best known of his stories and had a vogue among the World War I generation. A film version was made a few years ago. Much of it was shot in the Yasawas, Fiji. Stacpoole lived for a time in Papeete.

Mr. George Hunt, who spent last year in Tahiti, and before that was a resident of Fiji, arrived in Sydney in April. His plans are uncertain; he is intrigued by the big and beckoning opportunities of the metropolis, but more attracted by the happy and peaceful life of the Islands.

Seven colonies of bees and queen-bees have been sent to Lord Howe Island in recent years to help pollinate fruit and vegetable crops and increase production.

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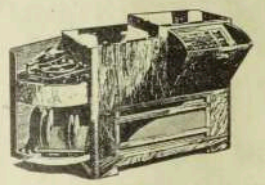
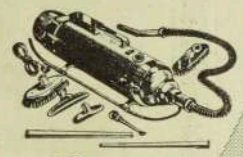
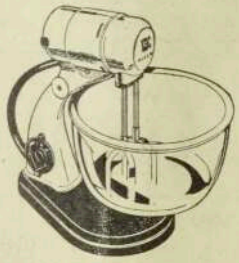
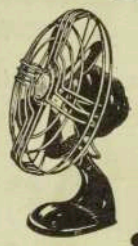
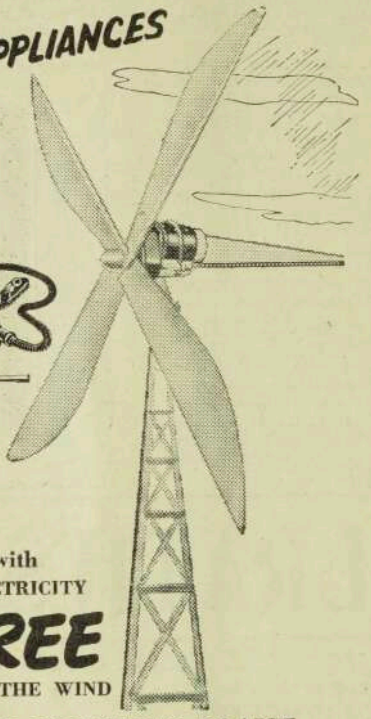

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THE WORLD IS DESPERATELY SHORT OF SULPHUR

Deposits in New Guinea and New Hebrides Should Now Be Reconsidered

THOSE people who were somewhat amazed, a few months ago, to hear that a Sydney industrial chemist, fter an investigation of New Guinea's ulphur deposits, had turned them down s commercially worthless must be even nore amazed now in the light of recent evelations at to the extreme world short- ge of sulphur.

In recent weeks sulphur has suddenly een elected to an honoured place as No. World Shortage. Per medium of the ress, the populace is now being educated realise what it means in modern in- ustry and this has come as a shock to ne layman who formerly had only a ague idea of its place in the scheme of ings. If you were young in grand- ather's day, then you can remember how nother "fumigated" by burning the stuff n the kitchen shovel; or maybe, if of the otty variety, you were dosed with "brim- one and treacle." To others it is an gricultural dust or an ingredient of an gricultural spray. If you live in a vol- anic area you will nave seen simple ulphur yourself and smelled sulphur gas.

Sulphur—that is the yellow powdery ubstance otherwise known as brimstone— not of much interest in itself: but ombined with other elements in the form sulphuric acid, it is vital to the fertiliser, xplosive, enamelling, textile, paper, gal- anising, plastics and other industries.

In Australia about 90 per cent. of the vailable sulphuric acid is used in the anufacture of superphosphate from the aw rock phosphate of Nauru and Ocean land. In its raw state, the phosphoric id is not available as a plant food and becomes so only after it has been treated ith sulphuric acid—the manufacture of ree tons of superphosphate uses a little ore than a ton of sulphuric acid.

At one time the world relied on Sicilian ulphur but in recent years the bulk of ne world supply came from huge deposits Louisiana and Texas in the United tates. No other sulphur has been so ure and so cheap to produce and as a nsequence all other methods of produc- g sulphur have been neglected. Now, owever, the United States has announced at there are no more than 25 years re- rves of sulphur in sight. Already she limiting her exports to about one million ns and stock piling it herself. Her own quirements have doubled since 1938. The nsequence is that no country that has pended upon the United States for sul- ur—and this includes the United King- om—is now getting as much sulphur as e wants. Australia's requirements can gauged by the fact that at present she producing about 1,600,000 tons of super- osphate per annum from Nauru and cean Island and, based on present agri- ltural methods and natural growth of opulation and exports, the requirements 1960 will be 2½ million tons.

Shortage of US sulphur has already riously embarrassed UK industry—both r civilian export requirements and for r re-armament programme.

AS a result of this sudden difficulty in obtaining sulphur from the United States, all countries are now looking r alternative sources of supply and most them are turning to the manufacture sulphuric acid from deposits of pyrites a source that has long been neglected favour of cheap sulphur from Texas. s an added stimulous to this new de- lopment, the price of Texas sulphur has lately risen to such a level that it brings the manufacture of the acid from pyrites into the zone of practical economics.

In Australia, pyrites deposits have been located at Mt. Lyall in Tasmania, at Captain's Flat in NSW, at Mt. Morgan in Queensland, in Western Australia and in South Australia. All are adding their quota to Australia's sulphuric acid requirements. The acid is also produced from zinc concentrates at Broken Hill, at Mt. Isa, at Captain's Flat and at Roseberry, in Tasmania; and from gypsum by a German process—with cement as a by-product—in South Australia.

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periments are being made both in the manufacture of superphosphate and in obtaining other sources of supply of sulphuric acid. In the United Kingdom research workers are experimenting with bacteria brought from the warm lakes of North Africa for the production of sulphur from sulphates and sulphides by a process of oxidization.

They have already produced sulphur by this method in the laboratory and scientists now forecast that it should be possible, using these bacteria, to produce as much as 250 tons of sulphur a week from a tank as large as a swimming pool.

This all leads us back to where we came in: With all this wild scramble after supplies of sulphur and all the orthodox and unorthodox means of obtaining it, at any cost—can the natural deposits in New Britain be simply written off as of "no commercial value?"

As Tolala said in March issue of PIM, the Japanese were interested in deposits at Matupi and Lolabau just before Pearl Harbour and seemed to consider them an economic phoposition—although Japan is further from Rabaul than is Sydney.

New Hebrides Deposits

DEPOSITS of sulphur are known to exist in the Banks Group which lie north-east of Santo and are included in the New Hebrides Condominium administration. They were first discovered on Vanua Lava, in the Group, over 60 years ago and at the end of last century a French company attempted to work them but the project was abandoned.

An Australian company was formed in the 30's and a party was sent to the island to prospect the deposits but nothing came of the plan to export sulphur.

A photograph elsewhere shows a section of the sulphur deposits at the summit of Mt. Surtamtit, Vanua Lava.

Both the Australian and French companies investigated the deposits at a time when sulphur could be more easily obtained elsewhere. But now that it has got to a stage where it has to be manufactured by wogs in a swimming pool, or recovered from Mt. Morgan flue gasses or produced in small quantities by the temperamental miners of Captain's Flat, NSW, one wonders why something could not be done to work the deposits of the south-west Pacific.

A daughter was born on March 29 to **Mr. and Mrs. L. A. R. Collins**, of Aleisa, W. Samoa. She has been named Lila Eileen Henrietta Mary Agnes Ao-lele.

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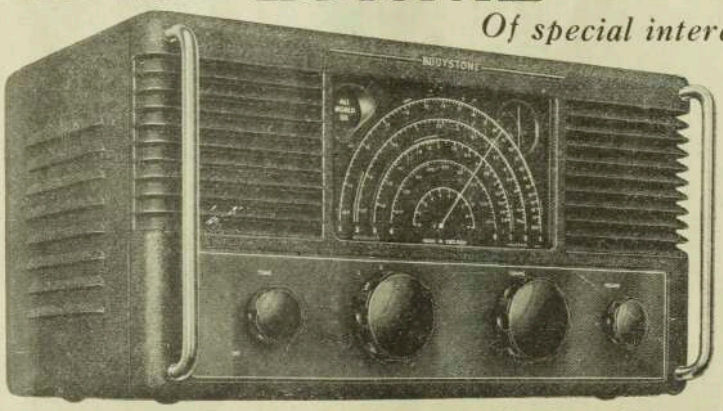

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DAVE PULLEN OF PAPUA

By S. G. Middleton, Commissioner of Native Affairs in Western Australia.

THE untimely death, at Derby, on March 3, of Mr. D. L. Pullen, District Officer of Native Affairs in the Kimberleys District, removed from earthly ken a man who was respected and widely esteemed by all who knew him, white and black alike.

"Dave" was a man of many parts. I first met him in 1927, in Port Moresby, when he was an Assistant Resident Magistrate in the Papuan Administration. He was then only a young man, but had already experienced active service in France as a signaller with the A.I.F. Upon demobilisation he went back to his pre-war job in Sydney. But he was restless, and he gladly accepted an opportunity to go on exchange duty to New Guinea in 1924. He was then in the Commonwealth service, but it was not long before the romantic and adventurous life of the Papuan Patrol Officer appealed so strongly that he resigned and joined the small but resolute band of men who were subsequently to be made famous by Lewis Lett's book "Knights Errant of Papua."

Promotion came rapidly. He had remarkable literary talent and his reports from the field were highly regarded by his chief and mentor, Sir Hubert Murray, K.C.M.G., then Lt.-Governor of Papua. Being a sensitive and imaginative man, and loving the country and its people as he did, Pullen soon established himself as a Field Officer par excellence, an upright, conscientious and reliable officer, and a good friend to all.

This was never more clearly exemplified than on the occasion when, through no fault of his, tragedy overtook one of his patrols in the Owen Stanley Ranges.

The small party—consisting of Pullen, his second in charge (the late Jack Hides, then a Cadet Patrol Officer), half a dozen police and a couple of dozen mountain native porters—left their camp at Mondo on the next stage of the journey to Ononghe. The mountain track over which they had to travel crossed a lofty mountain (Mt. Tafa, 7,500 ft.), necessitating a climb from Mondo of some 4,000 ft. to the summit, then a sharp descent to the Ononghe Mission. Normally, although it is quite cool on the sunniest day at that altitude in the mountains, the trip is one that is lightly regarded by patrolling officers and itinerating mountain missionaries, and as Dave swung along at the head of his patrol he little suspected that tragedy was dogging him.

In accordance with established practice, Hides was bringing up the rear, and it was his duty to take care of the police and carriers and keep them from straggling or "getting into mischief."

Dave, whose physical fitness had caused him to outstrip tht remainder of the party, arrived at the Tafa Rest House, situated near the summit of the mountain, and—also in accordance with established practice—he proceeded to make fires so that a comforting billy of tea could be brewed for the two white officers and a satisfying kerosene tinful of rice cooked for the natives.

Then one of those sudden, monsoonal storms, accompanied by a high, piercingly cold wind, broke over the mountain, darkening the sky until day turned almost to night and transformed a cosy, cheerful camp into a sodden, wind-swept misery.

Pullen commenced to worry and his worry turned to alarm when, just as he was about to return down the track to pick up the patrol, Hides arrived at the

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camp with a couple of police and a mere handful of shivering carriers at his heels. Pullen immediately set off to look for the remainder of the party, after instructing Hides to follow with tea, Bovril and hot rice.

Gradually, a pitiful sight unfolded itself. Carriers, their loads abandoned, came staggering along in small groups, assisted by the manful Royal Papuan Constabulary police boys. Then he found a carrier lying dead on the road. Pullen hurried on and came upon another. Eight had succumbed to cold and exposure.

But the mountain people are accustomed to cold; and, when hunting, are often caught in similar tropic storms. What was wrong? It could be understood that they may, under the circumstances of the day, be temporarily discomfited, but that they should die so suddenly was not, and never since has been, completely understood.

Pere Dubuy, of the Ononghe Mission, told me years later that he was sure the boys were in the early stages of measles at the time—a disease which, though practically harmless to whites, represents sudden death in the vast majority of cases to natives.

A very anti-Murray prospector named Keogh happened to be in the district when the tragedy occurred, and he went out of his way to despatch lengthy radio reports to the Federal Government and a Sydney newspaper. Certain sections of the public, with typical uninformed vehemence, demanded an immediate inquiry and the punishment of those responsible for the "crime."

Dave Pullen "took the rap"; and in the subsequent inquiry held by the Legislative Council, he did not by one word or act make an attempt to implicate Hides—although we, the Patrol Officers of Papua, knew that there was justification for his doing so. No man can lead his troops and bring up the rear at the same time.

Pullen, though not subjected to demotion or other disciplinary action by the Council, told his story and then tendered his resignation. Years later, he again joined the Papuan Administration as a District Labour Officer, which position he held at the time of his WA appointment.

IN the Kimberleys, Dave Pullen found the going tough and rugged, but he stuck manfully to his task and died in harness. A tribute to what he achieved in such a short time—he was appointed in March, 1949—is set out in a letter received by Mrs. Pullen from one of the best-known and most prominent pastoralists in the West Kimberleys who, I feel sure, will not object to extracts being quoted here. He wrote:—

"Though it may never be publicly recognised, you know and I know that the plans for improving the conditions of the natives were Dave's. Against much opposition he put them into effect—some opposition came from me, for I thought many of his ideas were before their time—but in only 12 months he has built a monument to himself in Kimberley—not a monument of brick and mortar—but a monument in the lives and happiness of a people whose lot has been infinitely bettered by his own unaided efforts.

"The natives have never been so happy and their future never so bright as it has been made by him.

"Much remains to be done for them; mistakes may be made by those who follow him; but the foundations for their future well-being were well and truly laid by Dave alone. In his work he lives and he did not live in vain."

Vale, Dave Pullen. Good soldier, good citizen, good mate. I mourn your passing and Western Australia, though she may not realise it yet, is the poorer for your loss.

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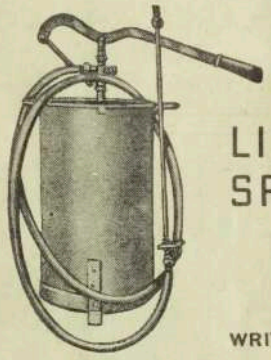

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Appeal by Dr. Mackaness

Letter to the Editor

IN 1814, 1815, and succeeding years, thousands of copies of Tahitian books were printed in Sydney, and distributed by the missionaries amongst the natives of the Tahitian islands.

The chief items were a Catechism—"Te mata no te parau na te Atua"; a Hymn book; a School Primer and Spelling Book, "Te abi no Tahiti"; a Book of Scripture Extracts and Hymns, "Parau no Tahiti"; and a second book of scripture extracts, "Parau no Jesu Christ."

There were also a Catechism, a New Testament History, an Old Testament History, and the History of Joseph. Possibly there were others printed in Sydney, but I do not know their titles except "The New Zealand Spelling Book," entitled "A Karao no New Zealand."

My reason for writing this is to ask whether you would ask any readers who have copies of any of these items to communicate with me, as I am engaged in preparing a "Bibliography" of these early missionary printings. I shall, of course, be happy to pay any cost involved.

I am, etc.,
J. MACKANESS.

39 Collingwood St.,
Drummoyne, Sydney.

Pastor Kata Rangaso, Solomon Islands chief and SDA Pastor, recently addressed 1,000 Seventh Day Adventists in a canvas "big top" conference hall at Zillmere (Brisbane). He is a native of Marovo, in the Florida Group of the Western Solomons. This is his fourth visit to Australia and he has been engaged on revision of his Bible translations into his own language. He expects to finish the task by mid-May.

OCEANIA

THE latest issue of Oceania—which is published by the Australian National Research Council and, incidentally, now costs 7/6 per copy—carries its usual quota of articles of interest to those seeking knowledge of Pacific peoples.

There is a long article on travel and communication on Tanga, a group of five small islands off the coast of New Ireland—including a table of gong signals which are sent out by the slit-gong peculiar to that region; and an even longer one on the junior marriage systems of the Cape York Peninsula. This latter article is highly technical and makes no sense at all to the average layman.

Professor A. P. Elkin reviews Lewis Lett's book on the life of Sir Hubert Murray of Papua.

Mesdames L. Page, B. Frouin and W. Young were joint hostesses to a large gathering at the home of M. and Mme. L. Page in Vila, New Hebrides, during April, in honour of Miss Billie Love of Vila who will marry Mr. R. Kerr, of Tangoa, in June.

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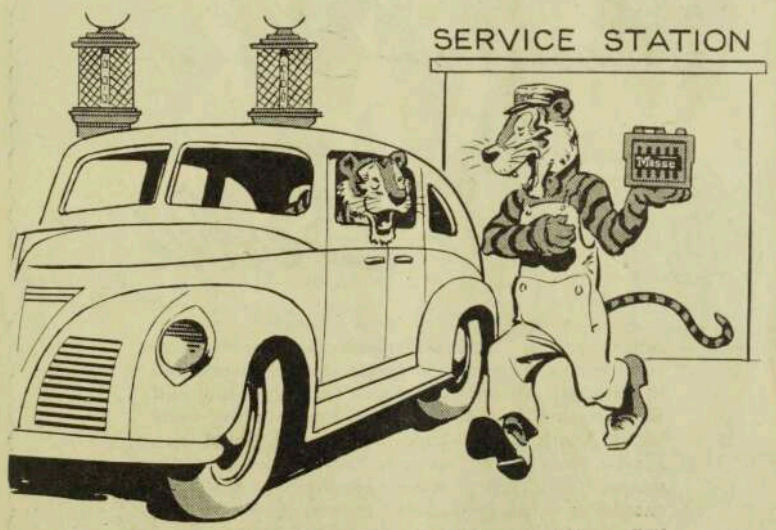

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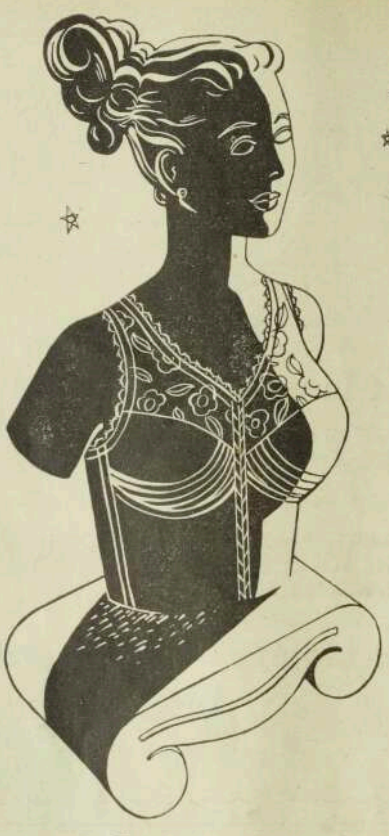

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NEW GUINEA WOMEN'S CLUB IS 10 YEARS OLD

(See photographs elsewhere this issue)

A PARTICULARLY happy gathering of over 80 members and their friends met at the Feminist Club, King Street, Sydney, on April 24, to celebrate the 10th anniversary of the formation of the New Guinea Women's Club of Sydney.

The club was founded by its present patroness, Mrs. H. H. Page, in the dark days of 1941, perhaps with a premonition that even darker days were to come. She says that it was felt that there would sooner or later be a general evacuation of women from New Guinea and that, even in early 1941, it was difficult for a woman to get permission to return to the Territory once she went South. The object of the club, in those early days, was to work to provide comforts for the New Guinea men who had enlisted in the forces, but within eight or nine months it was assisting the bewildered women and children who, in the face of Jap invasion, were evacuated from Papua and New Guinea. In the years that followed, the club, under the guidance of Mrs. Page and her loyal and hard-working committee, was an oasis of friendliness in a desert of bewilderment and uncertainty. It was not until the war was over that many of the members, including Mrs. Page and other members of the executive, learned that their husbands had been lost in mid-1942 on a ship that was carrying them from Rabaul to Japan.

After the war the function of the club changed to a certain extent but under the capable leadership of Mrs. N. Foxcroft, who succeeded Mrs. Page as president, it has retained its warm corner in the hearts of New Guinea folk. Many of the war-time members have now returned to the Territory but the club goes on. At the weekly and monthly gatherings of the club, Territorians down on leave find it the one spot in Sydney where they can be sure of a cheery welcome.

The 10th Birthday Party brought out Sydney Territorians in force. Mr. F. Salisbury, a Sydney business man who has been a good friend to the club since its earlier years, presented an excellent programme of movies, many of them taken by himself on recent trips to Papua-New Guinea and the United States. Later, presentations were made to Mrs. Page and to Mrs. Foxcroft in appreciation of the work they had done in guiding the destinies of the club in its first 10 years of life. Members and their guests afterwards were entertained at supper and each received a piece of a very special birthday cake.

PORT DELAY IN MORESBY

PASSENGERS who arrived in Brisbane in the Eastern at the end of March complained that they had waited in Port Moresby harbour from March 13 to March 21, while the ship was trying to unload cement from Japan.

They said that the delay was due to lack of harbour facilities.

Islanders Join Australian Services

OF the 250 militiamen in camp recently at Cooroy (Q.), Private J. B. Toganibalu, a Tongan, was said to be one of the best built men.

The husky Tongan was one of three islanders in camp. All are students at Gatton Agricultural College.

The other two, Corporals J. Soaki and N. Kulu, are Fijians.

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MONTH IN PAPUA-N. GUINEA

From Our Own Correspondent

PORT MORESBY, April 30.

SAMARAI citizens had a slight shake-up on April 15, when the town experienced a sharp earth tremor. The Mission folk at Kwato had a double dose, one violent tremor and a less noticeable one a quarter of an hour later. All were felt just before midnight. Nobody has reported any damage.

:: :: ::

TERRITORY native co-operatives were represented at the recent Queensland Co-operatives Congress when the Papua and New Guinea Registrar of Co-operatives, Mr. C. J. Millar, and two Papuans put the Island viewpoint to the meeting.

Tore Loko who is a native co-operative inspector in the Gulf Division, and Elliott Elijah, a Trobriand Islander, were the native delegates. After the Congress the Territory party went off to inspect Queensland co-operatives, and were away about two weeks.

:: :: ::

WHILE the Territory is still importing all its requirements of sugar from Australia, Queensland and American sugargrowers are again scouring the New Guinea area for sugarcane breeding stock.

Mr. C. C. Hughes and Mr. J. H. Buzacott are conducting the search for Queensland growers, and tall rangy Dr. John Warner is up here for the Hawaiian Sugar Planters' Association. There is no guesswork about their quests for both Queensland and American sugar industries have been getting basic breeding stock from New Guinea's wild sugarcane for many years. Dr. Warner recalls that Hawaiian planters sent their first expedition in 1928, and others in 1930 and 1937. Queenslanders were first here about 55 years ago.

:: :: ::

PORT MORESBY is slowly emerging from its happy-go-luckless post-war stage. The new building regulations, put into force some months ago, have checked the eruption of sub-standard dwellings, and now the Public Health Department has an inspector checking up on existing residences.

His survey covers sanitation arrangements and the general condition of residential properties. In some sections of the town he is going to be a very busy man for it is no secret that some folk who have made plenty of complaints about the temporary buildings provided by the Administration or Commonwealth Departments, have been the worst offenders in respect to untidy and unsanitary premises.

:: :: ::

IN dealing with the matter of tenders for the new Port Moresby and Lae Hospitals, the Commonwealth authorities have wisely got out of the straitjacket of routine.

Realising that the best hope of speedy completion of these urgently-needed jobs is by purchase of mass produced prefabricated buildings, firms are being invited to submit suggestions as to building materials and methods of construction, based on the output of their individual factories. Normally, tenders lay down rigid requirements as to materials and construction. This time, however, the only specifications laid down by the Commonwealth cover the general layout of the hospitals, the actual number and size of buildings, and structural standards.

Even so, it will probably take about two years before the hospitals are ready for use.

Both are to be Base Hospitals with Native Medical Training Schools attached, and patient accommodation for all sections of the community.

By the time this report gets into print tenders will probably have been called on both projects. While the conditions at the Port Moresby Hospital are certainly not good, those at Lae are much worse, and for this reason the Administration will urge that priority in construction be given to the Lae Hospital.

:: :: ::

TRYING to break the bottleneck of staff shortages, the External Territories Department has been advertising for Territory staff in metropolitan papers throughout Australia.

The bait for typists is £635 a year, including all allowances, and for surveyors

HAVEN'T YOU . . .

Often wished for the service of some reliable person in Sydney who would carry out tasks you can't do yourself?

Someone who would buy your books, clothes, countless other things? Someone to make bookings, reservations, subscriptions, or seek information?

The ISLANDS SERVICE BUREAU, 33 Beach St., Balgowlah, Sydney, Australia, will take over your problems. Nothing is too big or too small.

Ask anyone who has already dealt with the I.S.B. Send your problem or order now! Cost, plus 10 per cent. and freight for goods; rates by arrangement for tasks.

£1,130 a year plus another £25 for married men.

The advertisements also invited applications from police officers, storemen, medical assistants, clerks, linemen, and accounting machinists. Judging by the avalanche of employee-hungry firms advertising for staff in Australian papers, the Administration is going to be lucky if its fishing in southern waters yields the desired result.

:: :: ::

WHILE the recruiting figures for the Papua and New Guinea Volunteer Rifles are not spectacular, they are much better than many pessimists predicted. By the third week in April there were 77 recruits in Port Moresby and 32 at Lae, with a few others awaiting medical examination.

Neither total is very impressive but the general standard and the low average age of the recruits—somewhere around 24—puts a very encouraging angle on Territory recruiting.

Recruiting starts in Rabaul on May 5, and should open at Wau and Bulolo very shortly.

Another interesting angle is that the girls are anxious to get into military uniform, and it is perhaps even more interesting that Regular Army officer, Colonel N. P. Maddern, CO of the PNGVR is equally keen to see a part-time women's auxiliary unit established. He has asked Northern Command for approval to recruit a Territory section of the AAMAS.

BY the end of June Territory Public Servants should have a bit of a windfall as the Public Service Commissioner, Mr. E. A. F. Head, has set that as his deadline date for the completion of adjustments and payments under the new classifications.

To speed up the detailed work involved in finalising this job he has four staff clerks on loan from the Commonwealth Public Service. They expect to be in the Territory about three months, and that should give the local boys a chance to get down to hard facts on the relative advantages and disadvantages of the two services.

:: :: ::

A VISIT by the French naval sloop Francis Garnier from April 17 to 20 set Port Moresby residents brushing up their knowledge of French. There was the usual exchange of diplomatic courtesies between the naval ship and government house, and for the sloop's rank and file there was a bus trip to Rouna and a dance in the new Red Cross Centre.

Fortunately dance steps are pretty much the same in any language and the naval lads and the local lasses made quite a success of the evening.

The Francis Garnier is on its way back to Toulon for a refit after two years' duty in the Pacific.

:: :: ::

ANOTHER RAAF Dakota has come and gone after dropping around 100,000 pounds of rice for the Ilimo evacuee camp. The air-crew ran into a spell of bad weather when they arrived in the first week in April, and made several trips without being able to even sight the camp due to heavy cloud formations.

Later the weather improved, and the rice drops were resumed with as many as three trips a day.

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Meanwhile private charter services are constantly moving in other big consignments of supplies to Kokoda for transfer by jeep-track to Ilimo. This shuttle-service is running up a stiff bill for the Administration, and, so far, nobody can definitely say when the evacuees will once more be self-supporting. The first food crops are in, and sweet potatoes should mature in three months. Taro takes about nine months, and the area also grows a small quantity of rice.

At the present time the over-all bill for foodstuffs, general supplies and air transport is costing the Administration around £4,000 a week for the Lamington evacuees. No figures have yet been released on the total cost to date for Lamington emergency services but it is known that it will be a staggering total.

:: :: ::

OVER the past few weeks the Works and Housing Department staff problem has received a big lift with the arrival of five more civil engineers, making the total from eight to 13. Nobody needs to feel alarmed on superstitious grounds for three more engineers are due shortly, and several more will be coming along later.

This, of course, does not entirely solve the Department's problems, for if trained men were available there is work enough for 50 more key personnel, including engineers, architects, technicians and supervisors. However, the position has improved recently in regard to supervisors, and present prospects are that the Department's programme in the coming financial year will show a marked increase over the present schedule. The only snag which might snarl up this optimistic programme is the financial angle, or at least, that is the viewpoint of one key official who perhaps is unduly optimistic in the question of both labour and materials.

Up to now the Department has never been able to spend all the funds allocated to various jobs simply because there was nobody to tackle them.

:: :: ::

DURING April the tanker Bishopdale arrived at Port Moresby from the Persian Gulf, and discharged its total cargo of 10,000 tons of fuel oil into bulk installation tanks.

:: :: ::

THE shadow of present world unrest fell across Anzac ceremonies in the Territory this year, for both at Port Moresby and Lae, army uniforms of Volunteer Units were back in evidence.

The Dawn Service against a background of World War II graves at the Bomana War Cemetery was well attended, then at 11 o'clock the Anzac March was held along Ela Beach to the Memorial Gates with veterans of both World Wars leading the parade. Native ex-servicemen all wore their service medals which have just been distributed throughout the islands.

Then came about 75 newly-recruited members of the Papua and New Guinea Volunteer Rifles marching with remarkable precision for men who have had less than 20 hours' training since enlistment. Following them was the first detachment of the Pacific Islands Regiment, just under a score of New Guinea campaign veterans who have re-joined the Army and will become instructors for post-war recruits.

Both the CO of the PNGVR, Colonel J. P. Maddern, and the OC of the PIR, Major W. Shields, turned out very smart units and this despite the fact that both are working non-stop to establish military camps amid the junk and jungle growth which has accumulated in the areas they have been allotted.

At Samarai a group of local RSL members and other citizens made the night-time trip to Milne Bay for the Dawn Service at the Monument on the fringe of Turnbull Airstrip, which marks the first Allied land defeat of Japanese forces and the most southerly point of the Japanese advance.

:: :: ::

THE Oro Bay evacuation camp which originally accommodated up to 1,200 natives from the Mt. Lamington area was closed late in April. Weeks before small groups of evacuees had moved back to Popendetta to build a staging village for the women and children. When these were finished and the family groups all transferred to Oro Bay, the men of the tribal groups moved on again, this time to the Awala-Wasita area to set up more or less permanent villages.

All this movement must necessarily be "temporary" until the volcano sets a fixed pattern of activity.

Most of the Oro Bay natives came from

(Continued on page 77)

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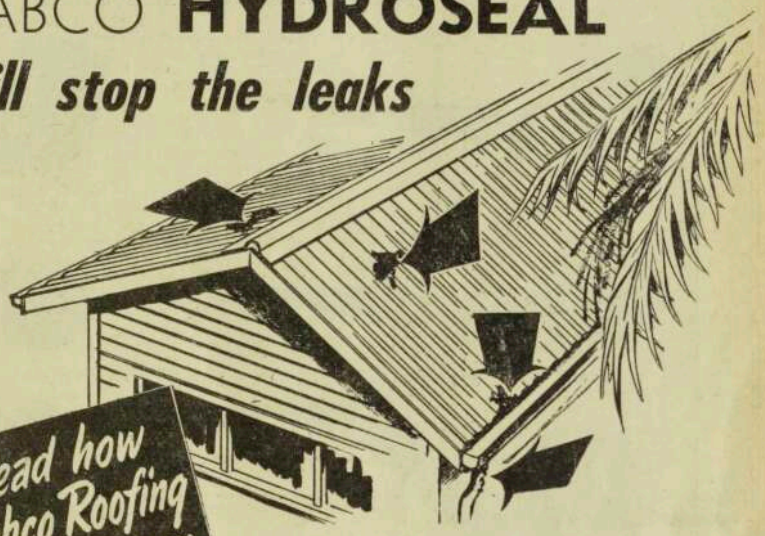

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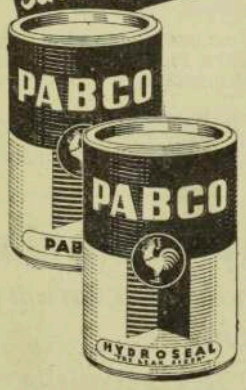

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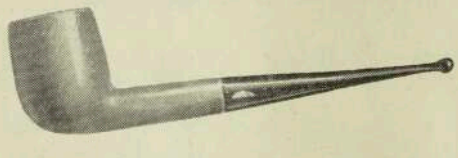

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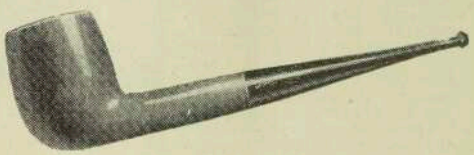

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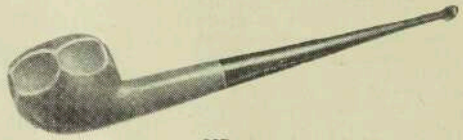

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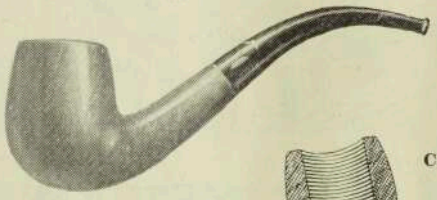

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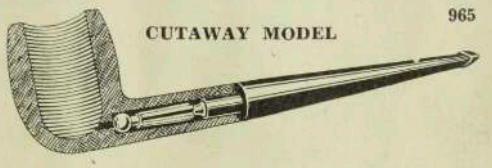

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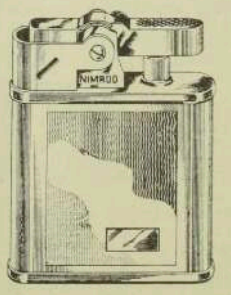

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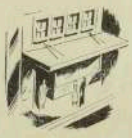

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HYDRO-ELECTRICITY FOR MORESBY

Tenders Called For Installation

From Our Own Correspondent

PORT MORESBY, April 22.

THINGS are beginning to move on the Rouna Hydro-Electric scheme.

Tenders have been called in the Commonwealth Gazette for the supply and installation of the generating plant, and it is understood that the bulk of the bids are likely to come from overseas firms. The tenders close in Melbourne on July 19.

The total estimated cost of the job is somewhere around £200,000, on present equipment and labour costs, but as the job is expected to take about three years to complete, past experience on such projects indicates that there may be some variation on these figures.

The main installations—intake works, flume, etc.—will be constructed for an output of from 4,000 to 5,000 kilowatts, and the first section of this scheme will give the town about 3,000 kilowatts. Present consumption of the Port Moresby area is from 600 to 900 kilowatts, but this is rising steadily as the town develops, particularly with the new residential areas coming into use.

Meanwhile, as an interim stage there are to be three new generating plants at the Konedobu powerhouse, and work is in progress on the erection of two of these units. The two alternators for this equipment were supposed to have been shipped from Britain at the end of March, but when this report was written nobody in the Territory had any idea just where they were.

But, with the optimism which has survived disillusionment repeatedly, the electricity wallahs are convinced that the alternators will be on the Moresby wharf by the time that the bits and pieces of the generators are all in place. There is, however, the third generator complete with alternator already at Port Moresby, but the manufacturer's agent in Australia has so far not sent an assembling engineer to put the plant together. Of course, it may be that short notice was the trouble: it is, after all, only about 2½ to three years since the order was placed for this equipment. Meanwhile, the Navy has remembered that it owns the Polar engine, the mainstay of the present anticipated power supply. The Administration is hoping that the Navy can continue to operate without its Polar plant for a bit longer for its loss right now would put most of Port Moresby on a candle-light basis.

But compared with the black-out schedule in Sydney, little old Port Moresby hasn't done too badly on its junkpile plant, and certainly both the immediate and long-range prospect is much more hopeful than for Sydney citizens.

BLOOD TRANSFUSION SERVICE FOR HEBRIDES

VILA, April 15

A CIRCULAR was recently sent around to all residents of Vila, New Hebrides, stressing the need for hospitals to have on hand, a supply of blood for transfusion purposes in the case of accidents or serious illnesses.

Those willing to donate their blood were requested to present themselves at the French Hospital on given dates in order that their blood Group could be classified.

It is understood that no actual "bank" will be established, but donors will be called upon to go to the hospital when and if required.

The appeal met with ready response, as, of course, it should. Blood transfusions are such a common thing in medicine today and have saved countless lives in war and peace. After all, it has already been reported from the United States that a man's life was saved by his own blood. He had given it at a New York hospital a few days before he met with a serious accident.

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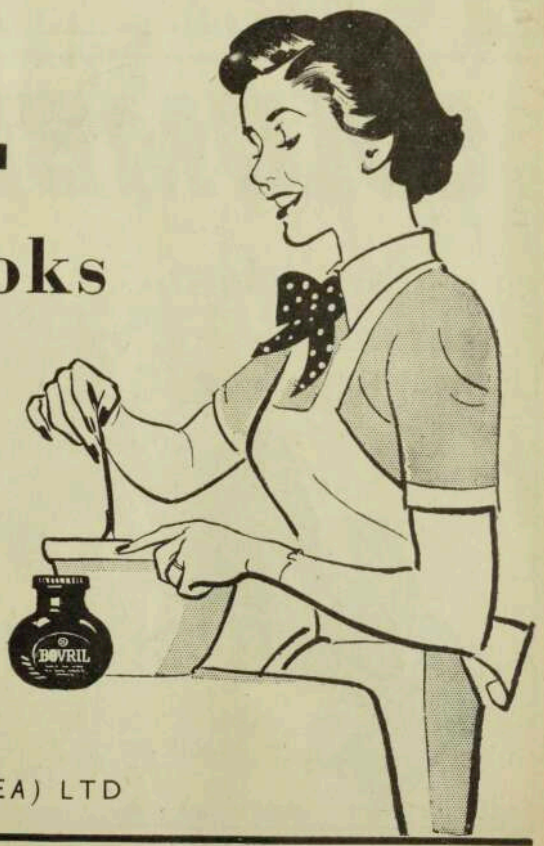

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Professor and Mrs. F. Keesing, who have recently spent several weeks in Papua-New Guinea in the course of a Pacific-wide tour, were guest-speakers on April 18, at a combined meeting of the P-NG Branch of the Arts Council of Australia and the P-NG Scientific Society, in Port Moresby. Professor Keesing is a noted anthropologist and head of that Department at Stanford University, California. Previously he was professor of anthropology at the University of Hawaii. In addition, he is senior Commissioner for USA at the South Pacific Commission.

Five Anglican missionaries left Brisbane for New Guinea by the Malaita on April 14. They were: **Archdeacon Romney Gill,** of Mambra, who has been in New Guinea for 40 years; **Miss Nancy White,** a Victorian in charge of St. James' School Sangara; **Mr. Alfred Aley,** an Englishman; **Miss Eugene Robinson** and **Miss Betty Williams** of Sydney.

Mrs. Bill Cahill of Wagol Plantation, New Guinea, arrived in Brisbane during March for a holiday.

ISLAND PLEA FOR MORE MOVIES

From Our Mangaia Correspondent

THE one surviving local talkie-show upon Mangaia, Lower Cook Group, which began with a whoop and a rattle some two years ago, and was thereafter well patronised, is apparently becoming a victim of the much-discussed dollar gap.

Feature films are not of the quality we once enjoyed; handsome, half-Tahitian Jon Hall no longer does deeds of derring-do in Glorious Technicolour, and "repeats" are dishearteningly frequent—it would appear that the exchanges in NZ have a smaller supply of films, and these of a lower grade, than in 1949. The dubious advantage of getting in to a fourth repeat for sixpence is our local playgoers' one compensation for the existing state of affairs.

What we all want to know is, what are British producers doing about the matter? Have they not, perhaps, realised that at Mangaia Island there is a market for The Red Shoes, Morning Departure, etc., etc? True, they might take but twenty pounds a night; but it would at least be in Empire currency.

In general, the sound-on-film show has put the clock of native progress—mentally, at least—forward half a century, and, should supplies of films be reduced (or even fail entirely) a valuable educational adjunct would be lost to the islands.

Mr. L. G. Usher, Public Relations Officer to the Government of Fiji, accompanied by Mrs. Usher, arrived in Sydney early in May, having travelled via New Zealand. They left Sydney on May 5 by the Orion, to spend several months of long leave in Europe. Next month, Mr. Usher will attend, at the Colonial Office, a conference of Public Relations Officers from all over the Empire.

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TAX FOR NEWCOMERS

Presumably Aimed at Tahiti's Chinese

From Our Own Correspondent

PAPEETE, April 14.

IT was announced here in March that a new tax has been introduced, to be paid by persons who make a long visit o French Oceania, and by immigrants. Tourists, and persons travelling on busi- ess, after they have been six months in he Territory, will be taxed 75 francs about 10/- Australian) per month. mmigrants who propose to settle in the ountry will be taxed 150 francs per nonth.

It looks as if this law and its attendant egulations, are directed against the Chinese. There is now a large Chinese ommunity in French Oceania; the Chinese provide most of the artisans and etail distributors; and there is con- iderable movement between Tahiti and China. However, the yearly tax of 1,800 rancs (less that £12 Australian) will not listress the Chinese, who do very well ere.

MORE WORLD-WANDERING YACHTSMEN

THE French yawl Kurun, after sailing 12,000 miles from France, via the Atlantic coast of Europe, the Antilles, anama, the Galapagos, and the Marquesas, arrived in Papeete at the nd of February.

Jacques le Tourmelin, a 31-year-old reton, built the 9-tons yawl; and in eptember, 1949, accompanied by Paul arge, of Grenoble, aged 25, he set off ross the world.

They will spend a month or two in rench Oceania; and then they will con- nue westwards. They will visit the New ebrides, New Guinea, Torres Straits, and ence on to Reunion, Durban and Cape- wn, and home via the west coast of frica.

So, in a few months' time, look for the urun, and two jolly young French achtsmen, in the Southwest Pacific.

P. G. TAYLOR IN PAPEETE

THE commander and crew of the Aus- tralian seaplane Frigate Bird II were given a cordial welcome in Papeete, on th their outward flight and their return om Valaraiso. The significance of is pioneer flight—the opening up of an ustralian-South American air-route, with peete as an important station thereon— s not lost on our citizens.

The British Consul, Mr. Devenish, did erything possible to make the fliers' ay memorable, and they were warmly ntertained everywhere.

We were intrigued and pleased to know at the charming lady who arrived here fore the flight, to arrange the business tails of the plane's visit, returned with aptain Taylor, on the seaplane, to dney, as his affianced wife. We always ve insisted that this island is the soul d centre of South Seas romance.

DOUBLE WEDDING

WE had a double wedding here on March 31, when the two attractive daughters of Madame Veuve Salem ere married, in the same ceremony, to o French servicemen—Mathild to Mon- eur Maurice Texier, and Helene to onsieur Armand Tuya. A hundred ests, entertained at Rivnac's Resort, ade the occasion one not to be soon rgotten.

Two young boys, **John Ah Kuoi** and **oy Ah Kuoi**, aged 15 and 13, were struck a truck driven by their uncle near Apia March 30 and subsequently died in pia hospital.

P-NG NATIVE LABOUR POOL SMALLER THAN PRE-WAR

From Our Own Correspondent

PORT MORESBY, April 25.

THE latest official figures on native labour covers the month of February, and give a total of 51,351 in employment throughout the Territory. This was nearly 400 above the Januray total. Details of the February returns are:—

In private employment. Papua and New Guinea	35,827
Employed by Administration and Commonwealth, including the Police Force	15,524
For New Guinea: Total employed	35,600
Private employment	25,516
For Papua: Total employed	15,7571
Private employment	10,311

(Before the Pacific war there were about 40,000 indentured native labourers employed in New Guinea and about 20,000 in Papua. These figures did not take non-indentured native labour into account.)

John Finau, a Tongan pupil at Newington College, Sydney, rowed No. 5 in the College eight in the Head-of-the-River race on April 14.

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NOTES FROM NORFOLK IS.

From Our Own Correspondent

April 16.

EASTER time on Norfolk Island was blessed with perfect weather and swimming and picnics were popular. Highlight of the holiday was the race meeting on Easter Monday, run in metropolitan style, with good fields of the Islands best horses handled by quite brilliant jockeys. There were seven races and the tote handled £1,000—rather a good effort for a small island whose population is less than 1,000 men, women and children.

The big race, the Easter Cup, was won by Mr. K. Donkin's Ngaio, ridden by Bill Knapton who also steered home the winners of the 4th, 5th and 6th races.

RECENT visitors to Norfolk Island were well-known skipper of Burns Philp's Morinda, Captain Brett Hilder and Mrs. Hilder. As he was on leave, Captain Hilder travelled by air, for a change.

:: :: ::

MUCH beloved by residents and greatly admired by all visitors to the Island, St. Barnabas' Chapel, formerly the headquarters of the Melanesian Mission, was the scene of a pre-Easter working bee. Following a request by the Vicar, the Rev. Mr. Holmes, a large band of enthusiastic workers arrived complete with scrubbing brushes and buckets and eager to get to work. Everything moveable was taken outside, including carpets, banners, altar cloths, etc.; the many kerosene lamps were dismantled and the beautiful brass fixtures polished until they gleamed. Floors were thoroughly scrubbed and the beautiful old wood-work hungrily soaked up oil until it took on a soft sheen.

Island women folk had contributed a wonderful lunch of cold fowl, fruit salad and their famous scones and cakes, and Mrs. Holmes, the Vicar's energetic little wife, kept the kettle on the boil. At the end of the day, with everything back in its place ready for the Easter services, the working-bee considered their day well spent.

Set among magnificent old trees—English oaks, magnolias, pohutakawas—this beautiful, old, stone church is not the busy meeting house that it was when the little Christian community was the heart of Norfolk Island. Since the stately Pine Avenue was demolished to make way for the aerodrome, access to the church is by a second-class road which in wet weather is almost impassable.

It is hoped that the road improvement schemes now being pushed on will provide an all-weather road.

The church possesses some beautiful Burne Jones stained glass windows; has exquisite marble floors, font and carved altar and pews inlaid with mother-of-pearl. The fine-toned organ is played each Sunday by Mrs. Buffet, with the assistance of the Verger, Mr. Tuintal, who has given 45 years of service to the church. (Continued on next page)

Interior of the church showing the Burne Jones windows.

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THE Island's worst road accident, and the only fatal one for 25 years occurred on the night of April 14. A jeep driven by Mr. Jim Baker, coming down Grassy Road from Mt. Pitt, apparently swerved to avoid a parked vehicle, and capsized. One of the passangers, Mr. J. Dee, of Sydney, was fatally injured, and Mr. L. Fitzpatrick, a local school master who had been on the island for two months, died of his injuries about 12 hours later.

Miss Boggs of New Zealand sustained a broken arm, but was able to return to New Zealand the next day. Two sisters Miss Robin and Miss Winsome Steele (Australia) were also injured, one seriously. They were flown to Australia where one sister had to have her leg amputated.

Fortunately it was possible to augment the Island's small but efficient nursing staff when a visiting matron and two visiting nurses offered their services. In addition, local women with nursing training also helped in the emergency, and other residents helped day and night in the wards and kitchen.

NEW TELEPHONES FOR VILA

From Our Own Correspondent

VILA, April 18

SINCE the arrival back from leave of Postmaster H. Richards, plans for the overall repair, improvement and extension of Vila's telephone service have been put into operation.

The present service is conducted from a central exchange and covers only the immediate area of the township. The majority of phones at the moment are American field service types left behind or given away as gifts when the US forces left the New Hebrides after the war. Much of the wire falls into the same category.

The local landscape is latticed by a bewildering array of telephone wire. Some lines just run to a coconut palm and stop there! Many lines were blown down in the recent hurricane. In fact, since then, few phones in Vila have worked at all. Lines are strung on trees, palms, odd poles and fences. Services disrupted by the hurricane have not been repaired. This is the fault of no one, however. All broken lines will be replaced with new ones.

The new scheme calls for planned routes, concrete poles, and new phones.

So perhaps, gone forever, are the days when, if your line fell down, you just weren't in the phone book anymore.

Dr. and Mrs. A. J. May of Port Moresby, were guests at the official At Home held by the Royal Australian College of Physicians Sydney, on April 11. The reception marked the opening of the annual meeting of the college.

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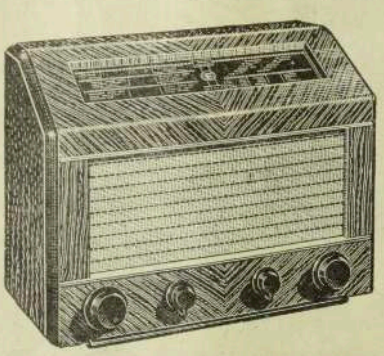

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TAHITI HAS KIND WORDS FOR HAWAII

"Just Let Oscar Know"

Letter to the Editor

THE article in December PIM, "Hawaii Sneers at Tahiti's Fussiness" (American yachtsmen expressed resentment at restrictions imposed upon them by Papeete officials) has disturbed our Tahitians.

I want the people of Hawaii to know that there is one Tahitian who will always have a good word about the Hawaiian Islands in general, and Honolulu especially, and who will always love its people.

In July, 1907, after cruising among the islands of the South Seas as a member of the crew of the American survey vessel Galilee, I signed off this ship to live in Honolulu. By happy chance, I made the acquaintance of a man from Tahiti, Mr. John Hills, of the Police Department.

I was taken into the household of Mr. Hills' family, and I met his mother, known as "Nuu," wife of Colonel Hills, and his two brothers, Willie and Alfred. They owned the Hawaiian Soda Works.

I had a letter of introduction to HRH Queen Liliuokalani. At her residence I met Mr. Paea Salmon, who had come all the way from Tahiti to marry the queen; but owing to his being afflicted with elephantiasis, the Hawaiians refused to let the queen marry him.

Through the kindness of Queen Liliuokalani, I was introduced to Kaqelmeister (band master) Henri Berger, of the Royal Hawaiian Band, and through him I joined the said band, and earned my first good living ashore.

This photograph of the Hawaiian Princess Kawananakoa was taken just after she landed in Papeete, in 1929.

We provided music at all the arrivals and departures of ships; and I will always remember the first time I played at the departure of a vessel. It was the departure of the Oceanic liner Alameda, for San Francisco. Everything went well; but, when the band struck up "Aloha Oe," I couldn't resist any longer—I laid down my cornet and began to cry. Presently, the Bandmaster came to me and asked why I had cried. Who wouldn't cry, when he hears "Aloha Oe," played so well—that immortal song known the world over!

At nearly all departures of ships, one would notice the notables of Honolulu. Thus I met the Shingles, Macfarlanes, Parkers, the beautiful Princess Kawananakoa, Prince Kuhio, and Mr. Wilson (now Mayor of Honolulu).

In 1913, when we left San Francisco, in SS Sonoma, there was my old Bandmaster Henri Berger, as a passenger going back to Honolulu after a visit to his homeland, Germany; and, on his coat, a display of several decorations, pinned there by the Kaiser, for good service rendered the Hawaiians in teaching them music. It is not generally known that the Kaiser sent Henri Berger to Hawaii, for that purpose.

Then, in 1929, Tahiti was honoured by the visit of HRH Princess Kawananakoa, and her three nieces, the Shingles and Macfarlanes, and I was happy to renew our acquaintances. Sometime later, Miss Armine von Tempski also paid Tahiti a visit, and all of them were my guests.

Now, about that little article, I must say to anyone who wistes to come to Tahiti: "Please come, and ignore all this write-up about Tahiti. Our slogan is, Come to Tahiti." If anyone from Hawaii has any difficulty in coming to Tahiti, please let Oscar know.

We must have a closer relationship between Hawaii and Tahiti.

I am, etc.
OCSAR NORDMAN

Tahiti, 1/2/51.

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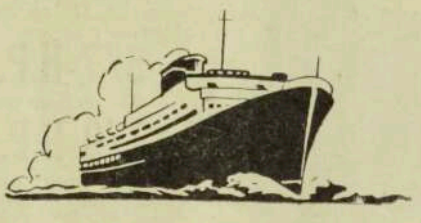

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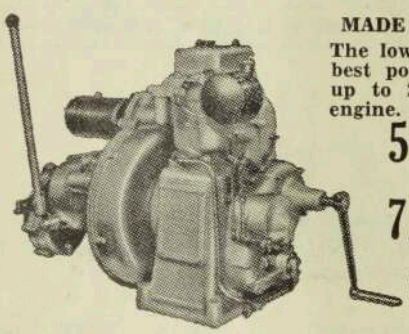

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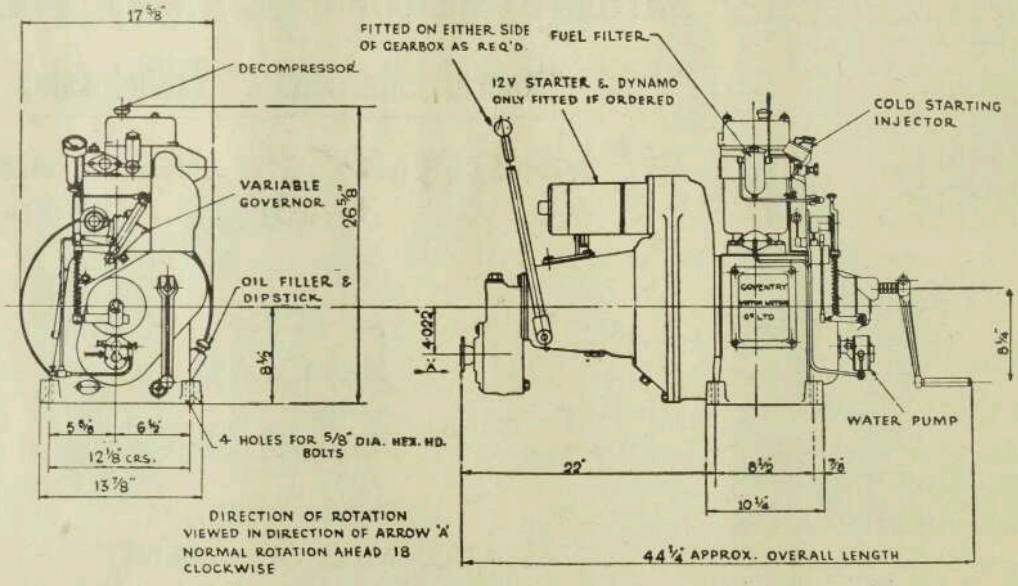

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The Sheldon Spirit Still Is Marching On

BY META MACLEAN

DURING the recent Mt. Lamington eruption in Papua, Mrs. Fred Kleckham played an heroic part both during the eruption and in the subsequent nursing of the injured. Before her marriage she was Marjorie Sheldon, daughter of the late Geoffrey Sheldon, one of New Guinea's first pioneering surveyors, and Mrs. S. Sheldon of North Queensland. (It was Mr. Sheldon who surveyed the first projected road to Wau from the New Guinea coast—the story of which was told some years ago in PIM by Mrs. A. A. Innes.)

The Fred Kleckhams, with their three small children, have been living at Popendetta, Papua, for the last few years where he is Superintendent of the Northern Division Agricultural settlement.

During his war service, Mrs. Kleckham, a trained nurse, assisted the Flying Doctor Services in Western Queensland. The return of her husband, the birth of three children and the busy life in Papua, spent without comforts before their new house was built, did not free this daughter of a pioneering family from her nursing, for she was good neighbour to every isolated woman within call of her professional skill.

This explains why, when she, her husband and the children left on furlough last year to visit Mrs. Sheldon at Seaforth, near Mackay, Queensland, the local women intimated that they would not be on speaking terms with the Stork until Mrs. Kleckham's return.

But shortly after that return to Popendetta came the Mt. Lamington disaster, killing both the doctor and the expectant mother for whom the former had requested Mrs. Kleckham's aid. Her share in the rescue work was told in Australian newspapers.

MRS. SHELDON herself is a gifted songwriter. Two of her songs, written in collaboration with another songwriter, were awarded first prize by the BBC, London, in 1939 and broadcast over the British National and Empire stations. Sarah Louise Sheldon's songwork covers every variety, from anthems and serious ballads to humour.

DEATH OF POTIKI AKATAPURIA OF PENHRYN ISLAND

THE recent death of Potiki Akatapuria, son of the Cook Island's Legislative Council's Penhryn Island representative (a prominent chief of that atoll), has removed from Rarotonga a very remarkable character. Potiki, who was only 21, possessed qualities of intelligence and enterprise that should have been applied in a larger sphere.

Educated only to local standards, he spoke very fluent English, but the limited scope of his northern atoll home offered the lad no outlet, though the US Army forces stationed there during the war found him, like his father, a very useful friend.

The writer met Potiki when both were in hospital at Rarotonga. The Penhryn youth was able to get about and was of great service to this correspondent, then seriously ill and helpless; but his habit of relieving hospital ennui with various pranks did not meet the approval of Dr. Irwin, then CMO, and Potiki was frequently "on the mat" for breaches of Hospital discipline.

But boyish pranks may well be forgiven, for the sake of a personality always kindly and generous, typical of the good qualities of CI Maori-dom.—E.G.

SANTO TAXI CHARGES

From Vernon Wheatley

FOR some time past, the Tonkinese taxi proprietors of Santo, New Hebrides, have made hay whether the sun shone or not. Operating superannuated ex-US Forces jeeps in shocking condition, they make exorbitant charges (up to five or six shillings a mile).

It is understood that officialdom is introducing a fixed charge of ten francs per person a mile. This represents a good return on the capital involved.

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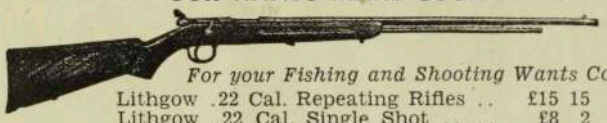

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Suva Has Blackouts, Too!

SUVA, like Sydney, began to have daily electricity blackouts in March (and they continued into April) due to an unusual run of mishaps.

The trouble started when lightning struck the Suva Powerhouse and burned a hole in the armature windings in one of the main generators. Then, when the job was almost completed by Lectric, Ltd., a fire broke out in their workshops and the generator was again badly damaged.

Mrs. Colin Sefton, of Koitaki, Papua was holidaying in Sydney in April.

FRANCE IN THE SOUTH PACIFIC

High French Official Comments on Article in PIM

PARIS, April 9.

IN an interview with this correspondent, M. Nicolai, Chief of the Cabinet of the Ministry of Colonies and Associated States, said Australia was now and especially since the last war, developing a tendency to expansion in the Pacific which led it to criticise its neighbours. He was answering an editorial in Pacific Islands Monthly of February.

M. Nicolai explained that this expansionist movement was quite "normal" in a country which had given to the world all the proofs of statesmanship and courage which Australia had given. But this tendency gave the Australian people the habit of criticising their neighbours, because they believed unconsciously they could do better.

Commenting on the editorial point by point, M. Nicolai said "I can give you an example of what I mean when I say the Australians are taking an increasing interest in their neighbours.

"Unofficial talks have already taken place, with the full acceptance of Great Britain, with a view to having Australia replace Britain in the Franco-English condominium of the New Hebrides.

"Of course," he said, "Britain could not give to Australia more than Britain has herself. She could only ask France if we would agree to administer the New Hebrides with Australia instead of with Britain."

M. Nicolai said that although this showed clearly the general tendency of Australian politics, and explained the criticism in the editorial about the French Territories, he thought there were "no real problems for France there." "If France had no more difficult problems to solve in its foreign territories than those the PIM writer mentions, we should be very happy indeed," he added.

M. Nicolai explained, with a smile, that the so-called French Socialism—"The little sister of Communism"—had had some pretty strong brothers in both Australia and New Zealand, where Labour Governments had gone much farther to the Left than the French Government had ever been. "After all," he said, "England is a full-fledged Socialist country, and I don't suppose anybody will believe England is in favour of Communism."

> The editorial in the February PIM pointed out that New Caledonia and French Oceania were inclined to drift into closer association with the British Dominions of the South Pacific, and with the United States, and correspondingly farther away from France, because of the following influences:
>
> (a) Close personal and commercial ties were formed between the Anglo-American nations and the French Pacific Colonies in 1940-45, while the Colonies were completely isolated from France, and were making common cause with the Anglo-Americans in the war against Japan.
>
> (b) The New Caledonian and French Oceania people are not happy concerning the class of officials whom the Government of France send out to take charge of their administration—too large a proportion of them were Vichy-ites, who more or less collaborated with their enemies after 1940.
>
> (c) The French Pacific Colonies are not happy about the apparent drift of France towards the Left. The French Government seems to be dominated by Socialists, and an alarming number of the French people adhere to the Communist Party.

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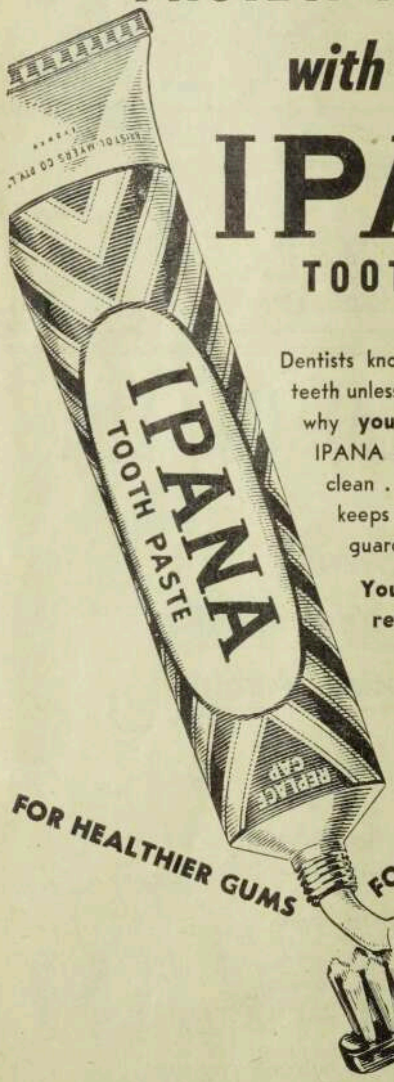

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M. Nicolai admitted that there had been, and still were "local troubles from the difficult years of the last war." But, he said, they were only purely local conditions, which would disappear with time and goodwill.

The French Colonial Service, he explained, uses a rotating system for its Civil Service people, and it might well be true that some men who had served during the war in Dakar, for an example, had been sent later to the Pacific Islands. But, he said, the fact that Civil Service men were, during the war, in a Territory controlled by the Vichy Government, did not mean that these people were in favour of such a Government.

The French Pacific Islands had always been places where a lot of local "politics" had been noted as between different factions there. But these things never went any further than the local level.

Speaking about the so-called "Anglo-American influence" in the French Pacific Islands, M. Nicolai said: "The French Territories have the same nostalgia for the dollar, and of the easy spending American people as any other country in the world which had the American Army and which has had to come back to its own poor currency afterwards."

It is quite normal, he said, that "French Civil Service men should be on a kind of a defensive stand in front of this dollar trend. When France finished the war she was a poor country, and she cannot spend as much money as she would like to in these Territories."

Though, he said, he understood perfectly the Australian trend to replace the British influence in this part of the world, it should not be forgotten that France came out of the last war physically and politically exhausted, and that it takes time to rebuild a new world.

Mr. and Mrs. W. B. Faithorn, of Port Moresby, were visiting Mr. Leo Austin, formerly of the Papuan service now of Casino, NSW, in mid April. Mr. Faithorn who is Chief Magistrate in Moresby says that drunkenness, gambling and attempts to molest European women have greatly increased among Papuans since the war.

The Rev. and Mrs. H. C. Kent, who were missionaries with the Methodist Indian Mission in Fiji before the First World War, celebrated 40 years of marriage in Victoria in April. They were married in Suva by the late **Rev. A. J. Smale.**

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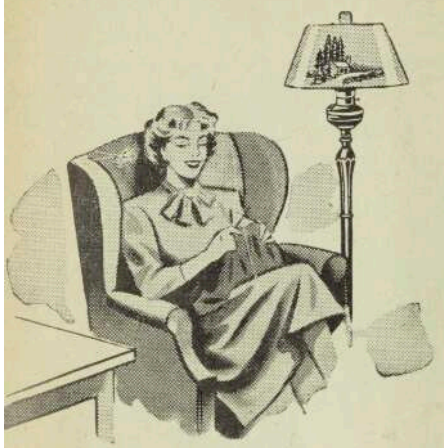

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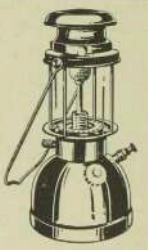

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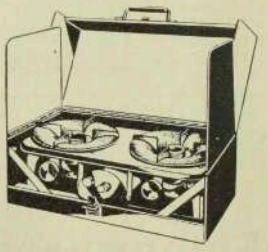

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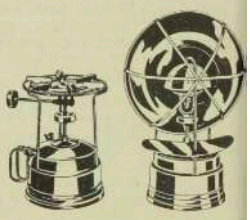

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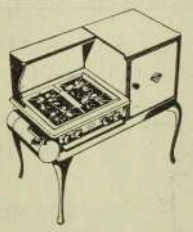

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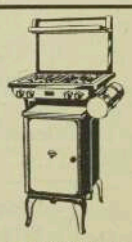

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Compact, modern range has adjustable, self-pricking burners is attractively finished in porcel Heat is adjustable from "simm to "boil" and insulated oven c perfectly. Pressure-kerosene operat is simple and economical.

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MAGAZINE SECTION

Territories Talk-Talk

By "Tolala"

THE shouting and the tumult die and another Federal election is over, and the Menzies government is back in power, faced with the head-aches of attempting to bring order out of to-day's economic and social chaos. I heard many political speeches; but our northern bastions in P-NG were certainly not made a political issue by either party. Not even a mention of Doc. Evatt's handling of the Manus situation.

And we find the Territories, at this particular moment of writing (end of April) in the Parliamentary hands of Richard Casey, C.H., D.S.O., M.C., B.A., than whom no other Australian, of the present time, has held so many responsible positions in the past. But two other portfolios, plus External Affairs and External Territories are a bit of a load even for his shoulders, and he will have to carry them until June at least.

Not so good either for Casey or for the Territories.

Now is the time for that separate portfolio for the Territories.

:: :: ::

SYNCHRONISING, more or less, with the PIM correspondent's item, the "Shell Co. Rebuilds in Rabaul" (PIM April), appeared a news item in a Sydney morning paper to the effect that a "team of senior officials" would leave Moresby for Rabaul "to inspect and survey alternative sites for the township." This report goes on to say that Rabaul residents were "uneasy again" following on the Lamington disaster.

One would think that they would be less uneasy, with another seismic safety valve working, as well as the uncertainty of where the next blow-up may occur. The devil you know is often better than the devil you don't know.

I am still prepared to back the life of Rabaul for a good many years longer.

:: :: ::

FROM two quarters recently came expressions of concern regarding the administration of P-NG. The first emanated from New York, and the view was expressed by a research associate of the International Secretariat of the Institute of Pacific Relations (that should give weight to any opinion!) that a UN trusteeship for the whole of New Guinea should be created. The other suggestion came from Melbourne and was contained in a report submitted by Holland and Neagle, Returned Servicemen's League officials, after their tour of inspection of the Territories. "The creation of a new Australian State is the best solution of the Territories' difficulties" say they, after referring to the necessity of thoroughly shaking up the horse and buggy ideas of colonialisation if Australia is to hold the Territories.

So there you are—you can take your choice. It is a wonder somebody has not suggested Secession and the creation of the neutral Federated States of Melanesia. (The federation of a number of the South Pacific territories was suggestet by numerous writers in PIM, about eight years ago.—Editor)

:: :: ::

IN these days of industrial and commercial topsy-turveydom the first thing that seems to happen, if anyone has something done to him of which he does not approve, is to take out an injunction in the appropriate Court of law, and so stave off the execution of the particular unpleasant act.

Political parties do it, Labour Unions do it and so do individuals. Injunctions fly about everywhere. It is a wonder to me that the P-NG planters have not fallen into line in respect to the much-discussed PCB activities.

:: :: ::

ONE of the most interesting—to Islanders, anyway—of the ABC broadcasts on Anzac Day was a BBC feature programme, heard on 2BL in Sydney, covering the valuable work performed by the Coastwatchers during the last war in New Guinea. Special mention was made of young Con Page, and the great service he rendered on Tabar; Paul Mason and W. J. Read, for their exploits on Bougainville, also received good mention; and what was supposedly Eric Feldt's voice came over the air at intervals, in realistic incidents when Coastwatchers played such an important part in the Pacific War.

Con Page deserves a monument in Rabaul. It was his warnings, during late December, 1941, and early January, 1942, which gave Rabaul folk time to prepare for Jap raids by hitting the slit trenches.

:: :: ::

SPIRALLING costs: In 1939 clerks in the Administration of TNG were receiving £300-£408; medical assistants (grade 2) £408-£480; female typists, £156-£310. A recent advertisement in Sydney papers called for applications as permanent or exempt officers offering clerks £698-£1,082; medical assistants, £710-£734 and female typists, £551-£635. The working week was one of 36¾ hours. And yet, so my Civil Servant friends tell me from up there, they have to practise rigid economy to make ends meet.

:: :: ::

THERE'S one thing, at any rate, which the "cargo cult" is accomplishing: Artist Joliffe, who has been wandering through the P-NG jungle (so I hear) has launched some realistic-looking sketches in a Sydney Sunday paper's coloured comic strip. I often wonder what the reaction of the more primitive native is when these strips come into his hands for cigarette-paper, and the wording is translated by some more sophisticated one-talk.

:: :: ::

SIGHTING the advertisements in last month's PIM, calling for tenders for Berande, Manning Straits and Lofung, well-known BSI properties of the SID and SIP companies, turns back the clock and brings to mind such well-known old-timers as Phil Shelley, Jimmy Gibson and "Hoppy" Dakers. I know that Phil and "Hoppy" have gone to their long rest, and Jimmy has passed from my ken.

Jack London had much to say about Berande in his book, "Adventure," when he was cruising the South Seas in the "Snark." Manning Straits was also noted for its pearls and gold-lip shell. Lofung, lying alongside Faisi Island in the Shortlands was never famous for anything other than copra, unless it be the seednuts it supplied for planting up many of the CPL properties over in Bougainville —Arigua, Teopasino and Baniu—during the First War period. There have been some good yields from those Lofung nuts. . . . Ah, but those were the good old days.

KAVA FOR CRICKETERS

When the MCC cricket team passed through Nadi, Fiji, recently, on their way home from Australia and NZ via the United States by air, a kava ceremony was organised in their honour. Here in this photograph D. C. S. Compton is seen drinking kava. From left to right in the front row are: S. M. Waddingham (president of the Nadi Cricket Association), W. G. A. Parkhouse, K. A. Stuart (president of the Lautoka Cricket Association), L. Hutton, Hon. C. R. H. Nott (District Commissioner, Western, Fiji), D. C. S. Compton, P. A. Snow (president of the Suva Cricket Association), C. Washbrook, Mrs. Nott, A. V. Bedser and A. J. Turner (Nadi Airport Manager). Others seen in the picture are: R. T. Simpson, J. J. Warr, R. Tattersall, A. J. McIntyre, and T. G. Evans.

—Photograph by Caine's Studios.

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and yet,—I remember these old-timers complaining of the conditions prevailing then. The natives wouldn't work—prices were too high—copra was too low—the Government officials too exacting. . . .

:: :: ::

I WAS GLAD to read of the Adams-Page wedding in last month's PIM, and I am sure the spirits of Harold Page and Harry Adams were smiling down on the union. Both fathers were such close friends in Rabaul in the old days, and that dates back to the early twenties.

:: :: ::

ONCE again history repeats itself as concern is expressed at the March meeting of the Moresby Advisory Council regarding the increase of attacks by natives on European women. It was in April, 1937, that the Citizens Association of NG was formed in Rabaul to bring this same menace before the government's attention. Stiff gaol sentences and the **kanda** are no doubt excellent deterrents when the culprit is apprehended. But modesty and decorum are the best preventives.

:: :: ::

IT is good to hear that Capt. Bertie Hall is still on deck. He is a marvel as the Tropicalities par (PIM, April, p. 59) affirms for all his 74 years. There is one item I would like to correct. He fell down the hatchway a few years **before** the Pacific war, and spent months in Namanula hospital, which really makes his later experiences even more grim.

:: :: ::

BITS AND PIECES: Engaged: Christopher Normoyle to Dorothy Williamson, of Northbridge. . . . Married: Geoffrey Robert Melrose to Miss Alice Hannah, of Brighton-le-Sands at Darwin last February. . . . At the sheep-dog trials at Canberra last month I noticed all the prizes were vice-regal or High Commissioner's trophies, save one: the Colyer Watson Cup!

Review:

Cruise of the Yankee

The Johnsons Tell the Story of Their 18 Months Adventure

THE many friends made by Irving and Electa Johnson, of the schooner Yankee, when they cruised into the South-West Pacific with their crew of American youngsters in 1948, will be interested in the long story of that voyage that is published in the March issue of the National Geographic Magazine.

Even the staid sub-editing of the National Geographic, which usually reduces all writers to a common denominator, cannot altogether spoil this account of modern adventuring — although the reader is left with the feeling that there must have been much that the Johnsons could have written about the Pacific end of their wanderings if space had been given to them. The photographs, both colour and black and white, are, as usual, magnificent—probably Melanesia has not before been so well presented photographically as this.

The cruise of the Yankee, originally a North Sea pilot schooner, took 18 months, and Melanesia was only part of the trip. After leaving New Guinea the schooner sailed north around the Vogelkop Peninsula to the Philippines and westward through the Indies, across the Indian Ocean to Zanzibar, around the Cape of Good Hope, across the Atlantic to the top of South America, through the West Indies and home to Gloucester, through New York Harbour and the East River.

Nineteen made the voyage—including four girls and Mrs. Johnson—for when 12-year-old Arthur Johnson was dropped off in the Philippines to return to the US to school, his younger brother Robert took his place. There was only one paid hand—Donald Crawford, the cook.

Yankee visited Malekula, New Hebrides, and the crew saw the Big and Little Nambas on their own stamping ground; others of the Hebrides group; and went on to Tikopia, Polynesian outpost, apparently without the grace of Polynesian manners: The Yankee was besieged by mobs of howling islanders in canoes, all wanting to trade mats and tapa cloth for fish-hooks and knives.

From Tikopia the schooner made for the Solomons and all those places in the Protectorate where, less than 10 years ago American Marines were making history. Here, reported the Johnsons, many of the islanders still engaged in treasure hunts —not for pirate gold but for war's leftovers. In 1948 it was still possible to find hoards of coco-cola and petrol and other remnants of the valuable supplies that were dumped when the Americans moved out.

On Malaita they encountered adherents of Marching Rule; and in Rabaul, New Britain, learnt something of the giant snails that remained a pest long after the Japs, who introduced them, had been rounded up and sent back home. Then down to the Trobriands and back up along the New Guinea coast to Madang and Wewak, to Hollandia and Biak to the Philippines and the Indies.

SAILING south of Sumatra a fair wind took them to the Cocos Islands, domain of the Ross family who have ruled there for five generations, their subjects being five generations of Malays who have increased from the original 12 families to 1,800 persons.

The Johnsons describe their visit: "Landing on Home Island, site of the Ross coconut plantations, we were greeted by all the children of the Malay community. They trooped along with us through their village and led us to the 150 000 dollar Ross mansion, its rooms filled with Chippendale and Sheraton antiques.

"Four bronze busts in the entrance hall introduced the first four builders of the Ross empire. One showed a full-bearded Scotsman, John Clunies-Ross, who imported the 12 Malay families and established his kingdom.

"The second Ross was all Scots, the third half Malay, the fourth three-quarters. We remembered the fourth Ross, a wise administrator, from a visit 14 years earlier. He had died in 1944 following a Japanese raid on the group. A portrait showed the latest lord of the islands, 20-year-old John Clunies-Ross V, son of an English mother and product of an English education. He was away from home.

"We wondered whether the islands or the outside world would claim John's interest. Already the Ross holdings on phosphate-rich Christmas Island, also an early family settlement, had been sold. Now there was talk of settling the 1,800 Malays on Borneo and replacing them with indentured Chinese. If copra prices tumbled, the Malays unkeep would strain the Ross purse . . . The Malays had no money problem; their currency was celluloid coins minted by the Rosses for exchange at the company store."

THIS was all in 1948. It seems that the Ross family decided to keep their Malays in their Kingdom. It will be remembered that last year the family refused Australia the right to build an aerodrome on Cocos, on the grounds that they did not want any part of the outside world to intrude or unsettle their people. Australia, therefore, had to abandon her plan for opening an air-route to Africa.

PIM Crossquiz — No. 17

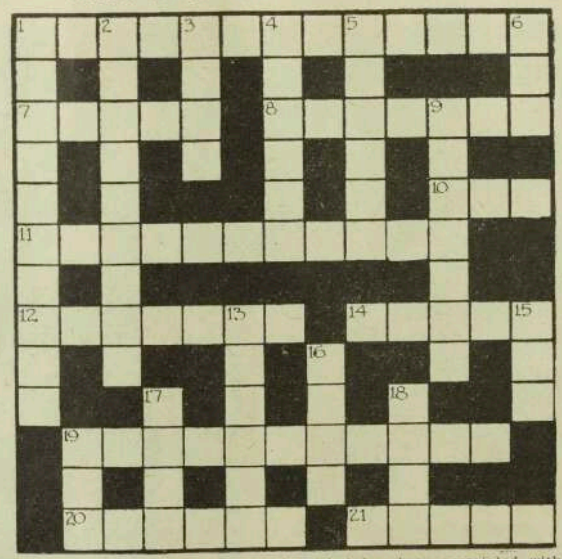
(Solution on Page 60.)

ACROSS

1.—What was the name given to the English two shilling piece, issued in 1849, from which the words "Dei gratia" were omitted?
7.—To what assembly, held by the King, are men only received?
8.—What is an anagram of a car and a boat?
10.—How much is 100,000 rupees in Indian money?
11.—What name was given to the English king who led the Third Crusade?
12.—In which Italian city, situated on the river Po, were made the best violins in the world?
14.—Which bird has a long straight flexible bill?
19.—What did Swift call the land of the giants?
20.—What is the name of the Great and Little Lakes in the Suez Canal?
21.—What could be a person or a vegetable?

DOWN

1.—Who ate three lots of porridge?
2.—What is the sailors' familiar term for the malignant spirit of the sea?
3.—What was the first garden?
4.—Among the Greek city-states where was the best training given in endurance?
5.—What is a rope for picketing horses?
6.—What is a filbert?
9.—What is a warrior's belt or shoulder sash?
13.—In London what has been associated with Cleopatra?
15.—What is the unit of work?
16.—Which is the inner bone of the forearm?
17.—Who invented the revolver?
18.—What is a crystalline form of vapour?
19.—What bell-ringing term could also be a man's name?



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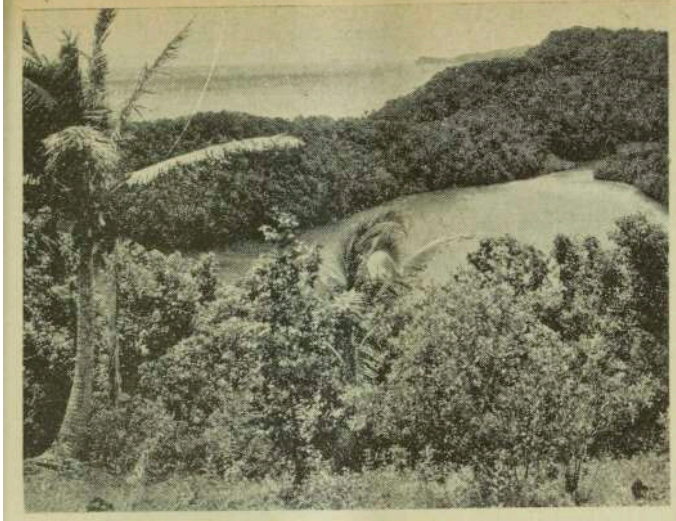

Nabavatu Harbour, Vanuabalavu—almost entirely enclosed and a frequent port of call for inter-island boats.

The small village of Mavana, Vanuabalavu. In the foreground the copra drying racks—copra production is the main village industry; in the background, stores being landed from ship's boats.

Lovely are the Isles of Lau

Photos by Public Relations Office, Fiji.

ALTHOUGH there is an increasing stream of tourists to the Colony of Fiji, few ever get sufficiently off the beaten track around Viti Levu to cross the Koro Sea to the beautiful islands of Lau.

The majority of visitors, having motored around the coastal road of the main island of Fiji, leave feeling that they have seen the Colony, not knowing that there is a totally different Fiji over the sea to the eastward—a string of unspoiled small islands as unlike suburbanised Viti Levu as this century is from last.

That the Lau islands remain largely undiscovered is not altogether the fault of the tourists. There are no hotels, few Europeans and no air company has yet done for Fiji what the air companies have done for Papua-New Guinea—provided quick and frequent air transport to even the remotest places. All transport to Lau is by small inter-island motor vessel, or, even more frequently, by sailing cutters. To make this trip you may not need much money but you do need oceans of time. And time is something which few people have got, these days.

Although today the group is a quiet backwater, it was the Lau Islands that attracted the first Europeans to settle in Fiji. A number of Americans established themselves there about the middle of last century and began to grow Sea Island cotton when the American Civil War had hit the cotton industry in the Southern States. But after the war between North and South ended, the cotton industry in Fiji petered out.

The Lau islands are generally small with the coastal areas immensely fertile; there are numerous quiet bays and sheltered waters and they can provide some of the most idyllic scenery in the South Seas. Here, too, is the traditional meeting and merging place between Tongans and Fijians—Maafa, a Tongan chief of the Lau Confederacy and a contemporary of Cakobau who is generally attributed with ceding the islands to Britain, played an important role in those early years of Fijian history. Lau today has fewer of the results of culture clash between Europeans and Indians and the native Fijians than have the more accessible parts of Fiji.

A coastal vessel heading through the tranquil waters of Nabavatu Harbour.

A beach at Katafaga, beautiful island in Northern Lau. It is one of the many copra-producing islands of the Group.

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Tropicalities

THE phone rang, and the PIM editor wearily said "Hullo?"

A resonant bass voice, with a rich American accent, said: "John R. Crossan, of Cleveland, Ohio, speaking. Thought I'd just like to express my appreciation of this journal of yours. It sure gives me a lot of what I want about the South Pacific."

"Nice of you to say so," said the editor. "Staying long in Australia?"

"Goldarn it, I'm not in Australia," he replied. "I'm speaking from my home in Cleveland. I was reading this Pacific Islands Monthly here tonight, and I thought I'd give you a call on the radiophone."

And so it was. The transmission was so clear and steady that it might have been coming from next door, instead of across 9,000 miles. At four dollars a minute, it was the most expensive bouquet ever handed the PIM editor.

Mr. Crossan, a well-known lawyer in Ohio, commanded a battalion of American troops in the Solomons fighting in 1942-43, and saw many other Pacific islands. He discussed many interesting angles of his experiences, and he especially asked after the Rev. J. F. Goldie, veteran of the Methodist Missionary Society, whom he met at Roviana, BSI.

He warmly advocated American-Australian friendship, and spoke feelingly of his admiration for Douglas MacArthur, whose dismissal had been announced that day.

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THE three-cell electric torch, with its powerful beam, is a must in the Island territories, where, when moon goes on holiday, the tropical nights are dark indeed. As the advertisement says, if you can see, you're safe.

Regrettably, the life of cells in continuous use is not as long as one could wish: the three-cell flashlight at length will produce only a reddish glow, and then the battery (though it will last quite a time after this stage is reached) is "junked" to the loss of three shillings.

This may be averted, by the following method. Although a 3-cell battery, almost exhausted, will give merely a dull glow with its own 3.8 volt bulb, the globe of a two-cell torch (2.5 v.) will give a brilliant light. The trick is to carry in your torch a 2.5 v. globe as a spare, and, when the battery weakens, insert it in place of the higher voltage one. In this way, a life of several months service may be had from the battery, which is only thrown away when completely dead.

The revival of dead batteries by heating them is so ineffective that it is not worth the waste of time involved.—E.G.

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ONCE more the magnificent local Cook Island mixture of nescience and obstinacy has flaunted defiance to convention—this time, in the direction of the NZ Post Office.

Certain young villagers of Mangaia Island, noticing in the NZ "School Journal" a letter from a schoolboy at Blenheim, NZ, decided to write to the young gentleman with a view to penfriend acquaintance (a common pastime of Cook island youth, though some of the screeds are hardly of the Chesterfield order).

There was the address, in print, as plain as any pikestaff. But Blenheim, both the famous battlefield and its NZ namesake, is an unfamiliar name to Mangaians. After due deliberation, the seekers of pen-friendships with white children decided that there was no such place, and they addressed their screeds to Bethlehem!

Needless to say, all the misdirected letters were returned by the NZ "dead letter" office as "insufficiently addressed"—the knowledgeable NZ authorities, perhaps knowing the little ways of CI-ers, didn't even bother to send them on to the Palestine Post Office. Thousands are spent each year by the NZ taxpayer on Cook Is. education—the results of which are as shown above.—ETI.

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PRESS FANTASY DEPT. According to Sydney Truth, a Melbourne artist, Russel Foreman, is shortly off to the Gilbert & Ellice Islands to paint. But, they say, there is no postal communication so ". . . . he's taking two crates of empty Vitamin C bottles.

"There's some sense in it—he's studied the currents, found that if he tosses the bottles in the seas with messages for his friends, they'll finish up somewhere in Australia or New Zealand."

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SOMEBODY in Papua-New Guinea will be the proud possessor of a Dobell painting before the end of May. This has been donated by the well-known artist for the Mt. Lamington Fund and it is being raffled by the RSL.

The six other prizes, too, will be well worth having: two winning entries from the recent photographic print exhibition by members of the Papua Photographic Society, two examples of Native Art, and two drawings by art students at the Sogeri Education Centre.

The raffle is to be drawn on May 19.—PM.

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WELL, with copra worth over £100 per ton, it was bound to happen. The following is from a recent issue of North Borneo News:—

According to police reports, on Friday, January 26, 1951, three boats bringing copra from Celebes were stopped and robbed of their cargo, amounting to 20 tons, between Pulau Tiga and Pulau Si Amil. Five kumpits, the crews of which were armed, are said to have been involved in the crime; one had a black hull with red lines and "SOLU No. 500" painted on the bow. A patrol put out from Tawau, but returned without result.

On February 2, another case of robbery on the high seas was reported. Searches are being carried out in the vicinity of Pulau Bohayan and Pulau Mataking, where the robbers are believed to hide.

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CROCODILE-SHOOTER G. M. Rio came down to Lae, New Guinea, from the back blocks of the Sepik Country, and decided to take a look at the Morobe district. He did not like the modern trends: and, least of all, he disliked the practice of modern women of staining their hair.

"The first time I saw one of them," he writes, amusingly, "I got a shock. She was blue. 'Poor old thing,' I said to myself, 'she must be off her nut.'"

"Then another matron comes along—not so old, but she was green. 'Hell!' I said. "Must be a lunatic asylum around here, and the inmates are having a day out.'

"Now I know it's the fashion for our ladies to tint their locks. Natural enough, when you come to think of it. Our Marys (and men, too) have been staining **their** hair for ages. Sooner or later, I suppose, our ladies will take to pul-puls, or wear rings in their noses. Why not reduce the costume to a G-string and a few beads!

"I've had civilisation. I can't get back to Indo-China, so I'm going bush, all by myself. I'm going into Western Papua, where the rivers are full of lovely crocodiles, and there are great mud-banks and masses of inviting mangroves, and the jungle is teeming with insects and long, thick snakes . . . You can have the inflation, and the more or less vivacious ladies with blue hair."

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RATU JON ATTONIO RABICI DOVI is the younger brother of Ratu Sir Lala Sukuna, but has not lived much of his life in Fiji. He finished his education in New Zealand, where he graduated M.B., Ch.B., before going to England for post-graduate work.

At present he is serving a term as Medical Officer based on Malaita in the Solomons. As a hereditary chief he is treated with reverence by Fijians, and is well-liked and respected by Europeans for his ability and friendly modesty. He submitted graciously to being sketched. He prefers to be called simply Dr. "Tom" Dovi.—BRETT HILDER.

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KATHLEEN NEWICK, an Englishwoman who has gone from New Zealand to live in Western Samoa, has coined a phrase that will live. Writing (in a New Zealand journal) about her impressions of Fiji, and remarking on the obviously chilly relationship between Fijians and Indians, she says:

"It is difficult to see how the problem can be resolved. This cold war between the sari and the sulu—even in this lovely land peace bides uneasily."

Another of Miss Newick's impressions of Suva:

"I shall remember it (the all-per-

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vading odour of oil of copra, spices of India and rotting vegetation) as I remember the never-ceasing whirr of the sewing machines of Suva. Industrious little men in a legion of shops turn out unceasingly frocks and suits at incredible speed and low cost."

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THE speed at which the Australian Public Service works—or any other public service, for that matter—leaves one gasping.

On April 10 I called on the departing Minister for External Territories (going overseas to a new job) to say farewell. I happened to remark that on April 18 I was to take part in a broadcast debate in Melbourne on the question of admitting Red China to the United Nations. Mr. Spender said he had dealt with this question before the United Nations Assembly on September 18, and offered to send me a copy of his statement: I gratefully accepted. He called in his secretary and gave him the necessary instructions.

On April 18 I took part in the debate, as arranged.

On May 1—three weeks after I had seen Mr. Spender—I received a typed copy of his statement.

If Mr. Spender got that sort of service during his term as Territories Minister, it is little wonder his term was one long record of frustration.—RWR.

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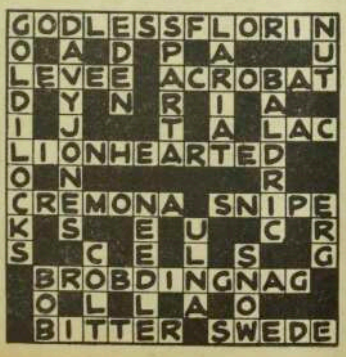
A MOVIE of the Kon Tiki raft voyage will soon be released by RKO.

The Kon Tiki adventure was organised by Thor Heyerdahl three years ago to test his theory that the Polynesians came from South America, and not through Indonesia as is generally believed. On a balsa-wood raft, Heyerdahl and his five companions drifted from Callao, Peru, to the Raroia reef, Tuamotu Group, French Oceania, in 102 days. Their raft was a copy of primitive Peru rafts and they depended entirely on the Humbolt Current to sweep them westward. They proved that natives of Peru could and probably did make drift voyages into the Pacific—but their adventure did not prove that the Pacific Islands were populated in this way.

Heyerdahl wrote a popular book about the 4,300 mile voyage of Kon Tiki, which was published last year. He also recorded the trip on film, and it is this that is the basis of the picture which will shortly be released by RKO.

Solution of Crossquiz

From page 58



There They Were —Puk-Puks All Round Us!

By Seahorse

I'M abandoning crocodile hunting in favour of tadpoles. Over the years, I've had quite a bit to do with our New Guinea pukpuks, but always per knee-length boot along the mud flats in daylight. So the suggestion the other evening of a hunt from a canoe sounded exciting.

"I know the very spot where pukpuks were invented," said young Ken eagerly.

Eight o'clock that night found our launch outside the entrance to Ketsiwero Lagoon, and ourselves outside some sandwiches and cocoa prepared obligingly by Ken's wife. We made the launch fast to a tree just inside the lagoon, and took to the out-rigger-type canoe we had towed with us. I sat in the bow with one rifle; Ken behind me with another; Len, armed with a shotgun which fired a solid lead musket ball instead of shot, sat just abaft the platform amidships, on which Freddie was stationed with the battery and spot light. In the stern sat two native paddlers.

We glided noiselessly half a mile along the mangrove lined shore without seeing a thing.

"I'm going to roll meself a smoke," said Ken. He did so; licked it, and placed it between his lips. While he was digging for matches, Freddie gave a warning hiss and there centred in the spotlight's beam we saw the glowing coals of a croc's eyes.

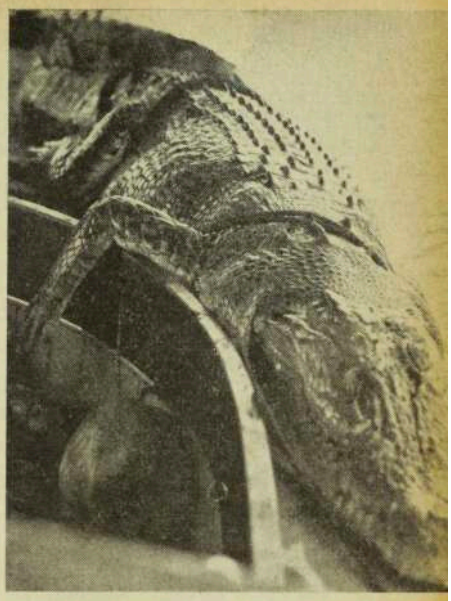
Ken smothered a gasp of excitement and flung the unlighted cigarette into the water. All the safeties came off as the canoe shot towards the croc. Ken fired at about 30 yards, but struck a few feet short. The target submerged. We searched around for a few minutes without locating him, and then continued silently along the shore.

"And I did me flamin' cigarette in over him, too!" growled Ken.

"Shush, another one," said Freddie, excitedly. And there he was, about eight or nine feet long, moving in an arc that would take him round the canoe. His eyes glowed with a strange red light, unlike those of any other animal I had seen.

"Now don't fire until you're right on top of him," we warned each other in whispers. And so, when about 10 yards separated us, the canoe was swung broadside on to the croc, and the sinking of the Bismarck was re-enacted: The water jumped and spouted all round the croc's head.

However, there was one important difference between our operation and that which deprived the Kriegsmarine of one



of its most powerful units. Bismarck was sunk! Our enemy languidly submerged and, followed by the faithful Freddie's spotlight, passed leisurely under the canoe and disappeared with a disdainful flick of his tail.

"Hey! What's wrong with you blokes!" yelled Ken. "I thought I was the world's worst shot, but Gawd . . ."

We suggested that it was probably the excitement. "Sh-h-h," said Freddie again. Ken hadn't exaggerated when he said we'd find plenty of sport in this lagoon.

"Let me have a go at this one myself," I suggested. The croc swam slowly towards us and turned sideways at about five yards.

"Go on, yer mug, let 'im have it or he'll get away," Ken hissed in my ear.

But he didn't. My round lifted the top of the croc's skull out as neatly as a boy pulls the top off a hot pie. He rolled his yellow belly up in a smother of bloody water and the two paddlers pulled him into the stern.

When a croc is killed in the water like that, it is necessary to secure him within half a minute or so, because as soon as he belches he starts to sink and the hunter loses him.

"There you are," I said proudly, "that fixed him!"

"So it oughter," scoffed Ken. "You put the muzzle of your rifle in his backpocket and pull the trigger. Of course it'd blow his skull off!" He fished out his tobacco tin again. "Now perhaps I can have that smoke."

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HE made a very neat job of the cigarette, pushing the loose strands back in and tucking the ends with a match stick. He stuck it in his mouth, scratched a light, and we all found ourselves looking into two lovely red eyes a few feet from the canoe and coming slowly for us. I fired in a flash and hit the croc in the neck. He charged.

Ken fired and struck him in the snout. He flew through between the canoe and outrigger, and opened his jaws at the boy in the stern, who promptly walloped him with his paddle. Len swivelled round with his shotgun and shot a three-quarter inch diameter lead ball into the scaly monster from about two feet. The croc

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thrashed madly, and throwing himself backwards he clamped his jaws on the outrigger. Freddie let go into the broad back with a .45, holding the spotlight in one hand. Ken seemed to be having trouble with a jammed bolt, so I leant out past him and put a round into the red eyes from six feet or so. He promptly belched and sank, leaving the now familiar stream of blood.

"Confound it, we've lost him," Ken cursed. "I'd rather not hit a croc at all, than get one and then lose him!"

We agreed.

"Another confounded smoke, too!" he added disgustedly.

We forgot the lost pukpuk and roared. The joke was too good.

"Anyway, I'm to have a smoke now no matter what happens. If the biggest pukpuk in New Guinea shoves his head up he can wait till I've smoked a cigarette!"

Freddie switched off the spotlight and we drifted in the dark while Ken discoursed on cigarettes. At last a match flared, and was extinguished; the cigarette glowed fiercely as Ken sucked a charge down into his very boots.

"Oh boy," he sighed as he let it trickle back into the night air.

Fred carelessly flicked on the spotlight. "Oh, my god!" he gasped. "Look at him!"

He was worth looking at indeed! The croc we had in the canoe was seven feet long. "This bloke is as much as that between the eyes!" Ken said in a hoarse whisper.

The cigarette sizzled as it hit the water. I ruffled another five into my magazine and we opened rapid fire in an instant. But the monster disappointed us. He opened his four-feet-long jaws and made a sound like a cough, then leisurely submerged.

"You coward," yelled Ken, "come out an' fight."

"Hey!" I said, "don't say that so loud. He might hear you!"

"But this bloke's worth getting. His skin's worth three bob an inch. Come up, yer scaly so-n-so."

"Quick then," I said, "light another smoke."

We fired on several smaller crocs hiding among the rocks in the next couple of hundred yards, but they all escaped into the water. And Ken still hadn't managed to get a smoke.

Then we arrived in the mouth of a muddy gutter about 12 feet wide. The spotlight revealed two sets of eyes in the gully's mouth and we approached them cautiously. The water was about three feet deep here. The boys were touching the muddy bottom with their paddles.

The first fusillade killed one croc outright. Then Ken fired at the second, smashing his upper jaw. He slithered diagonally away for about 15 feet, then charged straight at me, where I was sitting in the bow of the canoe.

I fired, hitting him in the head. Ken followed suit and also hit him in the head. He went under near the out-rigger. I stood up, rifle ready. "I wonder if he's dead," I said.

"Yes, he's dead," said Ken.

"No it's just a scaly trick," said Freddie. "Be careful."

Ken got one of the paddles up from the stern and started feeling about in the mud. The "he's dead/he's not" argument went on till the pukpuk himself solved the question by rearing up right alongside and trying to get into the canoe with me. I poked the muzzle in his eye and pressed the trigger.

AND that was our undoing. The explosion, an inch from the hewn side of the canoe, made a hole about six inches in diameter and running in a split for about three feet aft.

In about 10 seconds the canoe was resting on the bottom; and the hunters had become the hunted.

To get away in the general direction of home and mother, was now imperative. Situated as we were just then, we constituted manna from the pukpuk's special heaven. And the minute or so that it took us—loaded with the spotlight, battery, arms, ammunition, etc.—to reach a strip of mud a few feet wide between the water and the mangroves, kindly left by the receding tide, was the longest I hope I ever have to live through.

I lost my sandals with the first two steps away from the canoe, and at the same time I didn't feel much like pausing to search for them.

We found a spot solid enough to support the battery; then searched the roots of the mangroves behind us finding them free from reptiles. There didn't appear to be any more in the gully either. But out in the lagoon, and further up the shore, the telltale red eyes moved malevolently about. We considered we were safe for a while at least, with caution.

"At any event," said Ken, with forced cheerfulness, "I'll be able to get a smoke now."

"NO!" we shouted in chorus.

"But why?" he said, "man's got to have a smoke some time."

"Every time you light one of those, a pukpuk pops up. Put it away," we told him.

And by constant reference to this poor joke we sustained our sagging spirits for some time.

Now, we had moved right round the shore of the lagoon, and our mishap had occurred just inside the entrance but on the opposite side to where we had left the launch. The little point behind which it was moored was quite plain in the spotlight—only 40 yards away.

There was a native village about 400 yards from the mouth of the lagoon, and we exercised our vocal prowess for a while in the hope of attracting somebody's attention. It was good practice, but a bit strenuous, and we had to give it up after a few minutes with no results.

Then it was noticed that on the other side of the gully the ground seemed pretty high. I handed my flashlight over and the two native paddlers set out to try and reach the village along the higher ground. They'd be safe up there, of course.

And this proved to be the right move. Twenty minutes later a large canoe shot into the lagoon and we weres able to relax somewhat.

"Yes, there we were, pukpuks all round us . . ."

Tadpoles for me, definitely!

Those Henderson Island Mysteries

by H. E. Maude, O.B.E.

THE eight skeletons which Mr. N. W. Thomas and Captain J. Webster found on Henderson Island (see PIM, November, 1950) are not a new discovery; in fact, it would seem high time that they were given a decent interment.

They were first seen in 1819 by members of the crew of the ill-fated South Sea whaler Essex, which was charged and wrecked in mid-ocean by a 40-feet sperm whale, thus providing material for Herman Melville's immortal story, Moby Dick.

The survivors reached Henderson in three boats and, after a week there, set off again in an endeavour to get to South America, leaving the Mate, Thomas Chappel, and two others on the island.

Chappel, with his companions, was rescued by the Surrey, sent specially from Valparaiso for the purpose, on April 5, 1820, after 107 days on the island, and in an account of his experiences published by the Religious Tract Society in 1830, he relates that "among the rocks were several caves formed by nature, which afforded shelter from the wind and rain. In one of these caves we found eight human skeletons, in all probability the remains of some poor mariners who had been shipwrecked on the isle, and perished for want of food and water. They were side by side, as if they had lain down and died together!"

Since that date the skeletons have been seen by the Pitcairn Islanders, who have long been accustomed to visiting the island once or twice a year to gather the hard miro wood used for making curios. Their second visit, on August 16, 1851, was made, however, not in their own boats but on board the Joseph Meigs, and the Pitcairn Island Register Book relates how, on their arrival, "they discovered a human skeleton, and, as nothing could be found that may lead to discover who the unfortunate individual was, it must ever remain a mystery."

On November 11 of the same year, 38 of the islanders again visited Henderson, this time on the Sharon, of Fairhaven, and the Register records that "eight human skeletons were found upon the island, lying in caves. They were doubtless the remains of some unfortunate shipwrecked seamen, as several pieces of wreck were found upon the shore."

From the above account there would seem to be little doubt that the eight skulls found by Captain Webster and the skeletons seen by Mr. Thomas in a nearby cave are identical with those recorded by Chappel and the Pitcairn Islanders.

A FURTHER "mystery" of Henderson which has exercised students of Pacific history is who actually discovered the island; apart, that is, from those unforunate persons who left their remains there, but no other record for posterity.

Captain Beechey, writing in 1831, claims that it was first seen by the crew of the Essex and this statement is repeated in the latest edition of the official Admiralty Pacific Islands Pilot, as well as in the Pacific Islands Year Book.

Robert Gibbings, on the other hand, in his introduction to the Golden Cockerel Press edition of the Narratives of the Wreck of the Essex, holds that it was discovered in 1791 by Captain Edwards of the Pandora, who named it Lord Hoods Island.

The second claim can be easily disproved, for Captain Edwards described his discovery as lying in latitude 21 deg. 31 seconds S. and longitude 135 deg. 30 seconds W. and being a "low lagoon island covered with wood"; it was almost certainly one of the Tuamotu Islands.

Continued on page 63.

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One of the skeletons to which the author refers.

In actual fact Henderson Island was seen twice before the arrival of the Essex crew; by Captain Henderson of the Hercules, who called it after himself; and by Captain Henry King of the Elizabeth, who called it after his ship. Fortunately, an examination of the movements of these vessels enables us to date the discovery with unusual accuracy. It should be mentioned, incidentally, that the Elizabeth was a British ship, and not an American as stated in the Pitcairn Island Register Book.

The Hercules was engaged on trading voyages between India and South America and was instrumental in commencing the long association of the Society for Promoting Christian Knowledge (at first through their Calcutta committee) and the Pitcairn Islanders.

From the Calcutta Gazette for May, 1819, quoted by Sir Charles Lucas in his introduction to the Register, we learn that she first called at Pitcairn on January 18, 1819, and from Beechey that she sighted Henderson the previous day, or nearly a year before the castaways from the Essex.

Captain King, however, also claimed to have discovered the island, but some years ago I found an extract from his journal published in the Edinburgh Philosophical Journal for 1820 in which he states that he sighted and landed on Henderson on March 1, 1819, when "the British colours were displayed on the island, and greeted with three cheers, and a bumper of grog was drunk to the health of His Majesty. The ship returned the compliment, by hoisting her colours and performing the same ceremony. While these ceremonies were performing, a proper person was employed in carving the ship's name and other particulars upon a tree, near the spot where we landed."

That the Elizabeth called at Henderson before the crew of the Essex is conclusively proved, furthermore, by the narrative of Owen Chase, one of the survivors of the boat voyage to South America, who states that while on Henderson "we had observed the name of a ship, 'the Elizabeth,' cut out in the bark of a tree, which rendered it indubitable that one of that name had once touched here. There was, however, no date to it, or anything else, by which any further particulars could be made out."

On the published evidence, therefore, we must grant the honour of discovery to Captain Henderson of the Calcutta trader Hercules, on January 17, 1819. It follows that the correct name of the island should be Henderson, and not Elizabeth, as one still occasionally sees in print.

HENDERSON is a raised "makatea" island of the same type as Niue, bounded by almost perpendicular cliffs, 50 to 80 feet high. Five miles long by 2½ wide, there is no beach except on the north-west. From the sea it appears to consist of a level plateau, about 100 feet high, extending above the cliffs; but in actual fact the surface is cut up by innumerable sharp coral pinnacles, covered with dense undergrowth.

The soil consists almost entirely of decayed vegetation and supports a very limited range of trees and plants. A few coconut, lime and orange trees have, however, been planted on the beach by the Pitcairn Islanders, and David Young, a former Chief Magistrate of Pitcairn, who knew the island well, told me that there were five or six acres of comparatively good soil in the north-east corner, where crops of potatoes had been grown.

The water supply has always been a difficulty, being confined to a small seepage from the roof of one of the caves and a most curious spring of fresh water which wells up below high-tide mark on the northern beach. It was this spring that saved the lives of the Essex party.

During my search for uninhabited islands suitable for colonization by the Gilbertese, between 1941-45, Henderson was examined for its settlement possibilities and I considered that, despite its barrenness, it could maintain a permanent population of from 200-400 natives. After spending a winter on Pitcairn myself, however, I realised that the climatic conditions on Henderson, only 100 miles away, would be severe for equatorial islanders and nothing further was done to colonise it.

AS one would expect from its suggestive formation, guano-phosphate has loomed large in Henderson's brief and uneventful history. The island was first prospected in 1881 by the Melbourne firm of Grice, Summer & Co., then lessees of Malden. They were able to discover only about 200 tons of guano, however, and abandoned their application for a licence.

In 1903, Captain J. Rasmussen applied to the British Consul in Tahiti for a permit to explore Henderson for guano on behalf of Grice, Summer & Co., but he was, in fact, acting on his own initiative and evidently in ignorance that the firm had already completed a survey. Permission was granted, but Rasmussen never went to Henderson and in 1907 his permit was considered to have lapsed.

The Pacific Phosphate Co. next came on the scene and in 1907 Messrs. George C. Ellis and J. D. Arundel, two directors of the firm, visited Henderson on the Tyrian; again without knowledge of the work done by their business rivals. Little trace of phosphate was found but their stay ashore—only a few hours—was really insufficient to constitute a serious survey. The visit, however, was of interest, firstly, because the Tyrian called at Pitcairn, where the wild-looking Gilbertese crew fascinated the little community; and secondly because the skeletons were again discovered! Arundel's initials can be seen carved on a tree to this day.

Interest in Henderson's phosphate possibilities was again raised by the discovery of high-grade deposits on Makatea, another island of similar type, and a concession was granted in 1908 to Messrs. Banks and James Watt. As far as is known, however, they never visited the island, though it is believed that they were instrumental in forming a company, known as Henderson Island Ltd., to exploit its resources. A licence was granted to the company in 1912 and lapsed in 1915.

Despite these negative results I feel that it is still possible that guano-phosphate deposits may be found on Henderson, but difficult loading facilities and the absence of a good anchorage would make its exploitation a doubtful commercial proposition.

TO complete the brief chronicle of Henderson's history, the wreck of the Allen Gowie there in 1877 should be mentioned—the survivors were picked up by a passing vessel while trying to reach Pitcairn—and so also should the hoisting of the British flag in 1902.

In all probability, unaware that this had already been done by Captain King of the Elizabeth, Mr. R. T. Simons, the British Consul at Tahiti and Deputy Commissioner for Pitcairn Island, sent the Seventh Day Adventist mission cutter Pitcairn, in charge of Captain G. F. Jones, to perform the ceremony. Among Pitcairn Islanders still living who were present may be mentioned Fred Christian, recently Chief Magistrate and a noted church leader.

In 1937 a new flag-pole was erected by H.M.S. Leander, a notice board was nailed to it proclaiming British sovereignty and the Union Jack once again hoisted. A year later the island was declared by proclamation, to be part of the Pitcairn administrative district, together with the two other dependencies of Pitcairn—Oeno and Ducie. It is to emphasize this point that the special stamps for use in the Pitcairn Island post office, which were first issued in 1941, invariably bear the title "Pitcairn Islands," though the possibility of any being used other than on Pitcairn itself appears remote.

Just prior to World War II, a licence to exploit Henderson (with Oeno and Ducie) was granted to Captain E. H. Wilson, of Wellington, who, however, did nothing to develop the island. As a result of the year I spent on Pitcairn, I personally felt that Henderson belonged, in reality, to the islanders, who had visited it continuously over a period of 100 years; exploited its miro and sandalwood (I have a nice piece recently obtained from the island) and planted trees and crops. In any event, Captain Wilson's licence was revoked soon afterwards and the Pitcairn community now remains in undisputed possession.

Their voyages to Henderson are made in the same small, open boats which they use for going off to passing ships. Under favourable conditions the trip takes from 18 to 24 hours but at times, with a change of wind, they have been a week or more at sea.

THE development of trans-Pacific aviation, particularly Captain P. G. Taylor's recent Australia-Chile survey, has again focussed attention on Henderson, as a possible mid-ocean airfield on the South American route. Certainly, from a distance at sea the island looks for all the world like an aircraft carrier, and the coral surface, pulverised, would make an excellent runway, although the cost of levelling the pinnacles would be considerable. Meanwhile interest in Henderson has been shown both by America and Great Britain, the former by their examination of the island in 1944, on one of Admiral Byrd's expeditions, and the latter by their erection and maintenance of a lighthouse there.

Dr. Allard, who was a medical officer in Tahiti for some years, arrived in Sydney in April on his way to France. He expects presently to return to Tahiti, where he will engage in private practice.

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CORNER FOR THE CHILDREN

TOM SAWYER

YOU ALL KNOW HOW TOM SAWYER GOT OTHER BOYS TO WHITEWASH HIS FENCE. DO YOU THINK YOU CAN ADD UP THE SUMS BEFORE THEY ARE WHITEWASHED OVER? YOU WILL FIND THAT THE ANSWERS FIT INTO THE CROSSWORD IN WORDS.

JEREMY MOUSE ...

JEREMY MOUSE OWNED A SMALL HOUSE THAT NESTLED DEEP DOWN IN THE WOOD; WITH A ROOF ALL OF THATCH, AND SHUTTERS TO MATCH, AND A CHIMNEY THAT WASN'T MUCH GOOD.

ANSWERS TO LAST PUZZLES...

BUDDY GOT THE STEER

THE TREASURE WAS DIAMONDS AT "LONE PALM"

BUT SO SAD TO SAY, THE HOUSE WASN'T GAY, ITS COLOURS WERE DULL AND QUITE DREAR; ITS WALLS WERE SO FAINT THEY NEEDED SOME PAINT, OR SOON THEY WOULD QUITE DISAPPEAR.

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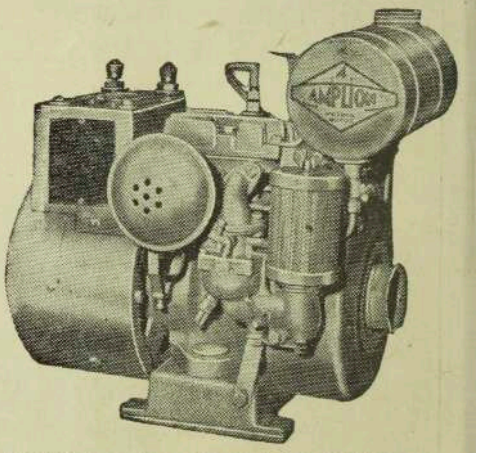

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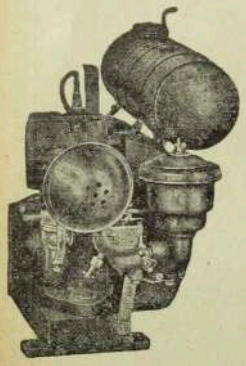

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MOORS-PAUL WEDDING

DESCENDANTS of two of the pioneer families of Samoa were united when, on March 27, Miss Joyce Margaret Moors, only daughter of Mr. and Mrs. H. W. Moors, was married at the Apia Catholic Cathedral to Mr. Peter Macdonald Paul, eldest son of the Hon. E. F. Paul, MLA, and Mrs. Paul.

CENTRE: Bride and groom cut their cake. TOP: The bride with her three bridesmaids. LOWER: The bride with her flower-girls.

Both Mr. Paul, Snr., and Mr. Moors are prominent business men of Apia, and play a distinguished part in social life and local politics. The grandfathers of the young couple, the late Mr. H. J. Moors and Mr. Peter Paul, were pioneers of the European community in the latter part of the last century. H. J. Moors was known as a close friend of Robert Louis Stevenson, and was the author of the book "With Stevenson in Samoa."

The bride was given away by her father and accompanied by her bridesmaids, the Misses Moira Macdonald, Fialau'ia Tamasese, and Marilyn Pritchard. Lani Carruthers, Viopapa Annandale and Joan Paul were flower girls. The bridegroom was attended by Mr. Norman Paul, his brother, and Messrs. Arthur Preuss and Fritz Thomsen. The Rev. Father Bourke officiated at the ceremony.

A family wedding breakfast was held at Mr. Moors' Apia establishment, and in the afternoon a wedding reception was held at Mr. Moors' residence at Ululoa, where 300 residents of Apia gathered to celebrate the occasion and spent a most enjoyable time until the late hours.

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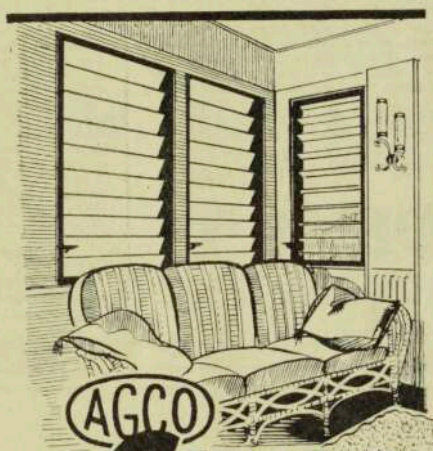

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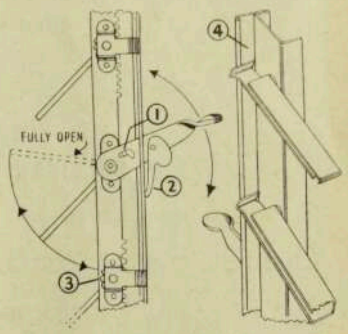

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NZ NOTES USELESS IN UK

From Our Mangaia Correspondent

The fond hopes of some local Cook Islanders, who contemplated purchasing goods in England by means of remittances of NZ pound notes, in defiance of the import license system, have been dashed to the ground. A new protocol announces that, in view of the "embarrassment" of the NZ Government—the Reserve Bank in London, presumably—by recipients of £1 NZ notes, demanding their equivalent in sterling upon presentation for payment, British firms have been instructed to accept no further remittances of these notes, nor to cash them for travellers.

To us of the islands, whose Bible is a mail-order catalogue, this action appears remarkably like "welshing"—and our disappointment at being unable to use NZ notes for small private orders is as great as our annoyance at the cunning move to avoid any drain on the NZ Government's sterling balances held in London.

BABY STEALING CASE IN W. SAMOA

From Our Own Correspondent

APIA, April 9.

WHAT is probably the first baby kidnapping case in Samoa, occurred at the end of March at Fugalei, Apia, when the month-old baby son of a Samoan baker disappeared during the early morning hours, and in spite of frantic searching of the neighbourhood could not be traced.

When the police were notified on the next morning police corporal Mai'ai reported that a woman of Tapatapao named Siale had called at his home at 2 a.m. on the same morning with a small baby which she claimed was her own, and had left later for Tapatapao, where her husband was a plantation labourer.

It appears that sometime previously she had told her husband that she was pregnant and that she wished to go to the island of Savai'i to give birth to the child.

A police patrol was despatched to the home of Siale where the baby was recovered and restored to his delighted parents. Not so delighted was Siale's husband, who had been happy in his new "fatherhood."

Siale stated that she had longed, after two years of marriage, to have a baby of her own and had thought the simplest way to achieve this would be to steal one belonging to someone else.

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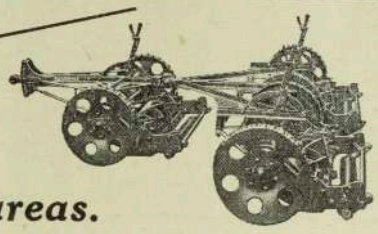

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MATTHEWS MEMORIAL APPEAL

AN appeal, with the object of providing a fitting memorial to the late Henry Matthews, formerly Rector of St. John's Church of England, Port Moresby, for 14 years, and his wife Ellen Matthews, was launched at a Public Meeting in Port Moresby, on October 7, 1949.

Mr. Matthews became a senior chaplain of the Forces in Port Moresby in 1942, and in August of that year, while in charge of a party of half-castes who were being transferred from Moresby down the coast, the small ship on which they were travelling was sunk by the Japs. Mr. Matthews was posted "missing, presumed drowned."

About 18 months previously Mrs. Matthews was electrocuted when, apparently due to some fault in the wiring of Moresby Rectory, a clothesline became electrified.

It was agreed that the memorial should take the form of two stained glass windows. The windows were ordered from Melbourne, but owing to the rise in price in the meantime the total cost, including installation, will now be at least £350 instead of the original estimate of £300.

The fund now stands at £283, so not less than another £70 is required to ensure the success of the appeal.

The following donations have been received and are acknowledged. Further donations will be gratefully received by the Hon. Secretary and Treasurer, E. L. Moline, Public Curator's Branch, Port Moresby.

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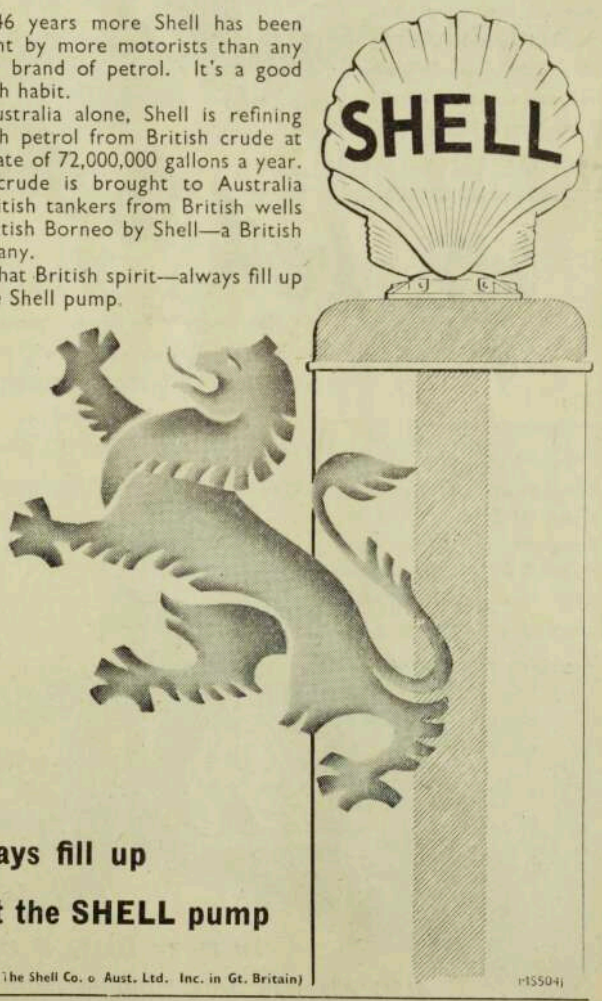

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COOK ISLANDER GAINS DIPLOMA IN THEOLOGY

From Our Own Correspondent

AN interesting recent visitor to Mangaia was the newly-ordained Rev. Tuatakiri Pitman, the first Cook Islander to attain to the dignity of a genuinely-ordained clergyman of the Congregational Church of NZ.

Contrary to accepted belief, CI "orometua" do not possess college or Divinity qualifications. The Reverend Tuatakiri, however, has passed his Diploma of Theology, and may be thus addressed. He has also, of course, the privilege of wearing clerical attire, another mattter denied to the ordinary pastor of the LMS churches of the Cook Islands.

The gaining by a Cook Islander of such a diploma is another milestone on the long road of LMS endeavour, and another evidence that unprobed potentialities for education and responsibility exist in the Island Maori people.

Mrs. Pitman, who is a NZ Maori, was with her husband on their round of the Group; it is the intention of the couple to work in these islands as assistants to the Rev. Mr Murphy, LMS supervisor, who is at present in New Zealand.

Mr. J. Maxwell, British Disfrict Agent at Santo, New Hebrides, was a passenger to Sydney on the April Muliama. Mr. Fregard has taken over as the DA, Santo.

A 43-year-old French priest,**Father F. Guivarch** from Papua is having his first holiday in 17 years. He reached Australia in the Bulolo recently on his way to his native Brittany. He has spent the 17 years in isolated Papuan native settlements. His present station is at Orokolo, in Western Papua.

DEATH OF T. C. STEPHENS OF MALO, NH.

THE death occurred in Vila recently of Mr. T. C. Stephens of Malo Island, Northern New Hebrides. He was 77.

He had been in the Group for a great number of years and the stories he loved to tell could almost be the history of the New Hebrides from the time of the first white traders until to-day.

During the war, the Americans used the island of Urelapa, off the South Coast of Santo and his home, the actual "seat" of the Stephens family, as a base. To the troops the Stephens' extended the same lavish hospitality which many people have had the privelege to know.

At the end of the war Mr. Stephens refused to lodge any claim for compensation from the US forces for any damage which may have been done on the island of Urelapa during their occupancy.

Mr. Stephens leaves his widow, four sons, two daughters, and numerous grand and great-grand children.

The romantic story of the Stephens family was published in PIM a few years ago.

Easter Racing At Apia

From Our Own Correspondent

APIA, April 9.

WHEN the racing season of 1951 opened at Apia Park, on Easter Monday (March 26), the weather conditions were favourable, and a good sized crowd watched the eight events of the day. The day offered good sport to racing fans with exciting finishes in some of the main races of the day. The main event, the Palmer Memorial Handicap, was won by Mr. R. H. Carruthers' Gold Gem, with King Midas second; the last event, the Faamavae Sprint was won by King Midas.

The Apia Turf Club's next race meeting will be the King's Birthday Race Meeting which is to be held on June 2.

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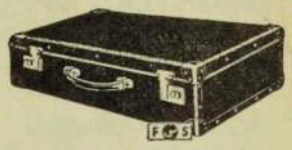

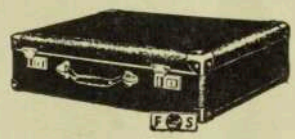

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Supplying Liquor To Hebrides Natives

From Our Own Correspondent

VILA, April 18.

THE New Hebrides Condominium Government recently introduced measures to control the flow of liquor which is reaching the natives of the Group. The Government, like everyone else, is fully aware that no small amount of spirits purchased from retail stores throughout the Group is resold to natives who are willing to pay the price demanded.

It was proposed that either Trading Companies implement their own forms of rationing or that the war-time liquor permit system be re-introduced. Under this latter scheme no one at all could purchase liquor without a permit and thus the unscrupulous would be prevented from accumulating undue quantities which, obviously, would have to go on to the black market.

Commercial houses have agreed to put into immediate effect the Government's alternative proposal. We will be interested to see how it all works out under this form of voluntary rationing. Tonkinese, for example, can only purchase two bottles of spirits at the one time. They could get two bottles 10 times a day from various sources, of course, but at least they are prevented from buying a case or two on the spot.

In other cases, the onus is on the individual to show, should he be questioned by authority, that any liquor purchase which would seem to be in excess, was not intended for illegal use or resale. Tonkinese are by no means the sole operators of the grog-running racket.

Article 59, Paragraph 1 of the Protocol signed at London on August 6, 1914, and concerning the New Hebrides states, in part: "No person shall, in the New Hebrides . . . sell or supply alcoholic liquors . . . (to natives) in any manner or on any pretext what-so-ever." This prohibition covers beer, spirits, wines and generally all fermented and intoxicating liquors except for medicinal purposes.

There are, doubtless, many people who would prefer to abide by the law, but a point which still remains to be solved is that the natives soon learnt to go where the liquor was, and it became a case of no liquor, no labour.

The New Hebrides is reputed to be the largest per capita liquor-consuming country in the world.

A part-European named Harold Gibson was found dead recently in Rotuma (north of Fiji) and his wife has been charged with murder. Fiji police are handling the case.

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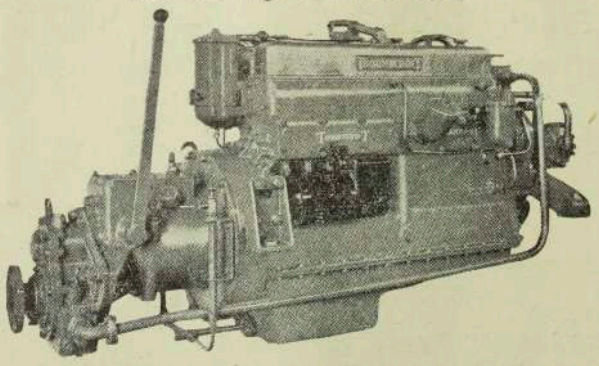

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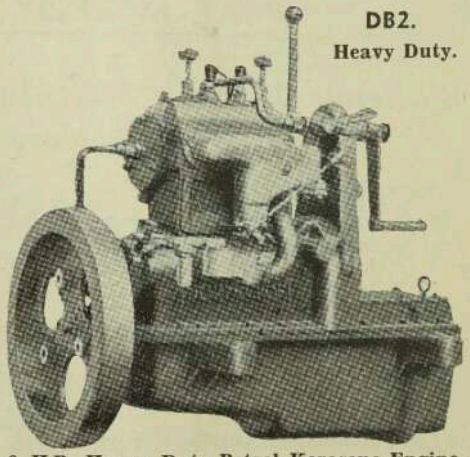

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High Salaries Bill Worries Samoan Assembly

From Our Own Correspondent

APIA, April 9.

THE Estimates of revenue and expenditure for Western Samoa Government for the calendar year 1951 were reviewed by the last session of the First Legislative Assembly, the term of office of which ended the end of April, when an election of new members of the Assembly took place.

The figures as submitted show estimated receipts, mainly derived from import and export duties, for the year 1951 at £542,340. In addition the amount of £208,624 is to be brought in from the Capital Development Reserve Fund and £6,000 from the Vaisigano Bridge Reserve Fund, making a total of £756 964. Estimated receipts for the financial year 1950, for only 9 months, was £370,550, but actual revenue collected was £471,087 thus showing a surplus of £100,537.

There is an estimated expenditure for 1951 of £730,463, mainly on Public Works, Education and Health. Of the total, £242,198 is for capital development and £488,265 for recurrent charges, of which approximately half are for salaries. For the first nine months of 1950 an expenditure of £518,185 had been voted and only £444,202 expended, but the saving thus shown is all on capital development projects which the Public Works Department was unable to complete.

During the Budget Debates considerable criticism was voiced by European and Samoan members who expressed concern that the present expenditure on Education, Health and Public Works strains the financial resources of the country to the utmost. They fear that it will result in financial difficulties. The Assembly favoured considerable cuts in expenditure and recommended the greatest possible economy in Government spending.

CHEAPER RADIOS AND MORE GLUE ON THE STAMPS

Post Office Reorganisation In Cook Islands

From Our Mangaia Correspondent

THE unpleasant discovery of the present NZ Government, when it took over from the Labour rulers, that the Post Office was seriously "in the red," resulted in changes in the CI post-offices, a new charge-schedule being put into operation.

Parcels are dearer than they were, as are packet-mail rates; but on the other hand, inter-island radios may now be sent at 3d. a word, and CI-NZ messages at 6d —a great reduction on the former scale of charges. In the main, things are about as they were before; the reduction on radio messages offsets the increase on parcels, etc.

Here at Mangaia, the local Post Office has been renovated, and the internal arrangements reverted to the set-up of 1935; the result is less room for the customers, but ample space for the sorters, formerly working under rather cramped conditions.

Supplies of stamps have been received, backed with gum of such good quality that they will stick to an envelope. It is stated that this is the first time since Annexation such a happening has occurred!

PORT MORESBY RSL SUB-BRANCH

AT the Annual General Meeting of the Port Moresby RSL Sub-Branch held recently, the following officers were elected:—

President: A. H. Baldwin; vice-presidents: F. G. Edwards, W. J. Buckridge; secretary: S. G. Paull; treasurer: W. Penney; committee members: R. Morris, L. Elliott, G. Smith, C. L. Anthony, R. Smith, M. Roth, Major W. Shields, Captain R. Orme (both of the Pacific Islands Regiment now stationed in Port Moresby).

A new move by the Sub-Branch is the decision to form an RSL Women's Auxiliary. Provisional officers pending the first regular meeting on May 1, are: President: Mrs. F. G. Edwards; vice-president: Mrs. J. Grimshaw; secretary: Mrs. F. Warren.

DEATH OF MR. A. McKENZIE

MR. ALEXANDER McKENZIE, who for 11 years until 1947 was Director of Education in Western Samoa, died on March 28, at Takapuna, Auckland, New Zealand, at the age of 65.

He had seen service in New Zealand, Niue Island and the Cook Islands before coming, in 1936, to Western Samoa, where he was a popular and greatly respected Government Official who did splendid work in the development of education in Samoa.

Mr. Henry Burton, of Bulolo, NG, is at present in Greenslopes Military Hospital, Brisbane, for treatment. He is a British ex-serviceman and was a prisoner of the Japanese for nearly four years—two of them on the Burma Railway. Later, he was shifted to Siam and Japan.

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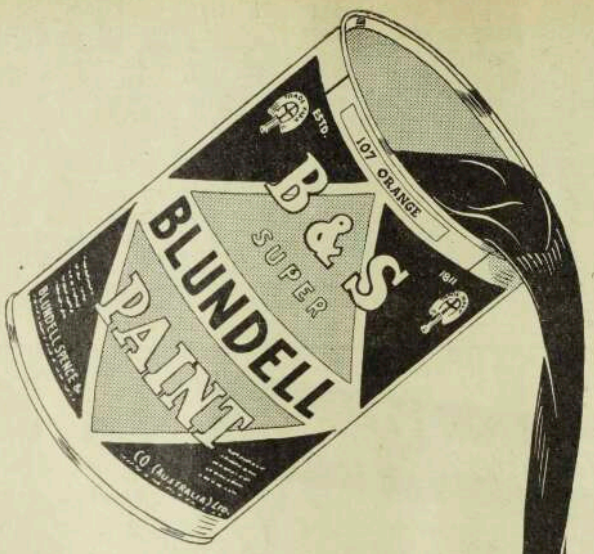

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To Guard Against Various Pests

STRICTER, more uniform plant and animal quarantine measures at airports throughout the South Pacific were strongly urged at the Plant and Animal Quarantine Conference held at Suva from April 2 to 11.

This was one of many recommendations made by the 20 experts nominated by the six Governments with territorial responsibilities in the South Pacific—Australia, France, the Netherlands, New Zealand, United Kingdom and United States.

The Conference, which was convened by the South Pacific Commission, was formally opened by the Governor of Fiji (Sir Brian Freeston) who is United Kingdom Senior Commissioner on the Commission. Dr. H. G. MacMillan, Executive Officer for Economic Development, was Chairman.

The Conference sought to bring greater unity into the quarantine procedures in the various territories; to emphasise the necessity for the protection of agriculture and flocks and herds in these areas from transmissible diseases and pests; and to identify the many diseases and pests which constitutes a risk within and beyond their borders. The job of the Conference was to make definite recommendations on control and quarantine to the Commission so that it may advise the Governments.

Co-operation with other territories when framing or amending legislation for quarantine measures has been recommended, and careful lists have been compiled, both by the veterinarian and pathological divisions of the Conference, which show the representative diseases of animals and plants that each territorial administration should guard against. Rinderpest, glanders, and foot-and-mouth diseases in animals, and fruit fly, rhinoceros beetle, and the swollen shoot disease of cocoa plants, are examples of the many diseases dealt with, and against which measures of quarantine and prohibition have been strongly advocated.

THE experts were seriously concerned with problems arising from the importation of fodder, and straw packing materials for a wide range of imported goods. Very serious risks of introducing weeds, insect pests, and plant and animal diseases will occur unless such materials are introduced under the strictest quarantine supervision. Rice straw, chaff and and leaves are particularly dangerous items among disease-carriers.

The Commission is being requested to provide a complete list of diseases, parasites and pests of major importance in animals and plants in individual territories, and to keep the list up to date by arranging for monthly reports (and in urgent cases by cable) from each Island group.

Ornamental plants may act as alternate hosts for some serious insect pests and diseases of economic plants, and flowering plants may even become weeds in new surroundings. Various quarantine measures to deal with these risks have been recommended.

The incidence of disease and pests within the region of the South Pacific is not uniform. Because of the relative isolation of some areas, the spread from territory to territory can be indefinitely postponed or entirely prevented by adequate quarantine action by the various administrative bodies in all territories.

In respect of air communications, detailed suggestions have been made regard-

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ing both military and civil aircraft and airfields, controlled plantings on or in the vicinity of airfields, the establishment of adequate fumigation and incineration facilities and the proper insecticidal treatment of aircraft at airports of entry.

The experts felt that the Canference filled a long-felt need for area-wide consultation and successfully gave opportunity for them to define the concrete action the Governments should take to protect the main wealth of the South Pacific peoples—their agriculture and stock. By its nature, the problem is one for concerted action and continuous co-operation, such as the founders of the Commission envisaged.

TO GAS OR NOT TO GAS?

Mangaia Orange Growers Still Argue

From Our Own Correspondent

THE long-delayed issue of treating the local Mangaia (Cook Is.) orange-harvest with ethylene gas, which has hung fire for nearly a decade, appears to be approaching a show-down.

This outpost is the only island of the Cook Group that has no gassing-shed, and exports its fruit untreated. No attempt has ever been made by authority to enforce the treatment, and all Mangaia oranges go to NZ as they came off the plantation. As a result, the fruit could not be kept long enough in AI condition to be railed or re-shipped to NZ southern cities where there is a demand for it.

From appearances, islanders lose nothing by gassing their fruit. Extra money is paid for the additional toil, and gangs of women are hired to de-button the oranges (this ensures complete permeation by the preserving fumes). Mangaians would, of course, benefit by the extra amounts paid for this work. It would appear, however, that islanders here are still suspicious that any concession to Administration innovations would inevitably be followed finally by the enforcement of a survey of lands; and hence, they continue to refuse to use the gassing process at all. The eradication of this long-held suspicion is a major headache for every RA, and future events are watched with interest.

Mr. Justice Gore and Mrs. Gore recently flew from Papua to join in the reunion of friends and relatives in the Goondiwindi district (south-west Queensland).

A daughter, Carenza, was recently born to **Mr. and Mrs. R. Warren** of Vila, New Hebrides. The baby was born at the Paton Memorial Hospital, on Iririki Island.

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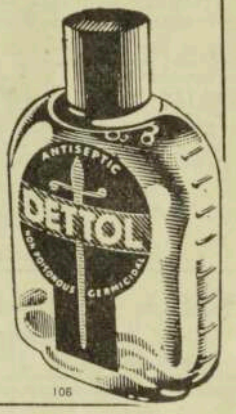

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DEATH OF MR. J. J. BETHAM

MR. JOHN JOSEPH BETHAM, descendant of one of the old established pioneer families of Western Samoa, died after a long illness on April 7, at the home of his brother, Mr. August Betham.

He was buried at Magiagi Cemetery, the Rev. Father Bourke officiating. The funeral was attended by a large gathering of Apia residents.

Work to Begin Soon on Moresby Wharf

From Our Own Correspondent

PORT MORESBY, April 22.

AT last the contract for the new Port Moresby wharf has been let, the successful tenderer being Hornibrook Constructions Limited.

This firm's first major job for the Government after setting up in Port Moresby, was the Fisherman's Island

It has taken a few smaller contracts, including roads and drainage for the Matirogo Estate, but since it has the capacity for much bigger assignments and a machinery pool in the South on which to draw, it could obviously be more usefully employed on bigger undertakings.

It is a pretty safe bet that, by the time the wharf is finished (the contract specifies 18 months) other major projects will have emerged from the planning rooms of the Government Departments.

We credit the Moresby Advisory Council for the fact that the wharf will be large enough to berth two overseas ships of the size which normally call at Port Moresby.

Arguments and counter-arguments went back and forth over this thorny question, for apparently the Commonwealth Government was quite content to build a single-berth wharf. The Advisory Council, however, fought the issue tooth and nail, mustered its own experts, produced its own scale-drawn plan, and stubbornly refused to accept the bland assurances of the departmental engineers and spokesman.

So Port Moresby will have a two-berth wharf, and the demurrage for the port will drop accordingly.

The new structure is to be 700 feet with dolphins at either end which will give an over-all length of 780. It will be sixty feet wide, and although the new plan provides for only one approach, later improvements may include a second. Meanwhile, the present approach will not be dismantled and it is intended to keep it in use.

Hornibrook's tender for construction of the wharf is £159,765, with the Works and Housing Department supplying all structural steel and timbers. It's likely that the final cost will be about £300,000.

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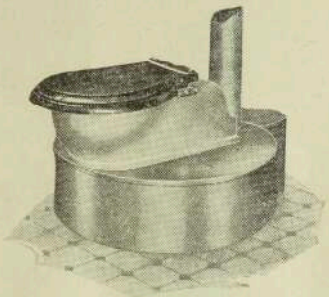

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THE MONTH IN MORESBY

(Continued from page 43)

villages scarcely affected by the Mt. Lamington eruption but they are located just inside the possible danger zone. As yet they are not allowed to go back and settle in their old homes, but land has been obtained for them nearby. Not only are they much more likely to settle down in familiar countryside, but they can make food-gathering and food-growing trips into their old garden areas.

The old folks, women and children will be moving over the Popendetta track to their new homes as soon as the men have the houses and village sites cleared.

There is a similar movement from Ilimo.

:: :: ::

The Administration has a private contractor salvaging the wartime telephone line between Lae and Finschhafen. The salvage materials, copper wire and steel poles, are to be used for re-establishing the Lae-Wau telephone line and also the Rabaul-Kokopo line.

About 50 per cent. salvage is expected from the Finschhafen line which has survived deterioration remarkably well, although quite a lot of line has been purloined near native villages. And since this was eight-pair line, even a 50 per cent. recovery will give enough for the normal two-pair line on the Wau and Kokopo connections.

The only really tough snag is that neither job can be started until more linesmen and other staff are obtained from Australia. As the Commonwealth appears to be equally short of skilled men, it might be a long wait before telephones are again ringing in Wau and Kokopo.

:: :: ::

AN auctioneer in Lae, Mr. R. W. Tebb, has just received notice of returns on a shipment of wool sent to Australia through Lae last August. This was the first clip from Romney Marsh sheep imported into the Territory by Mr. Donald McKinley, of Mumeng, in 1949. The fleeces weighed an average of 11 lb., and this is believed to be the first wool ever sent to Australia from the Territory.

:: :: ::

A TUFI native, Imanga Aimbari, was found guilty in the Supreme Court at Port Moresby, in April, of having unlawfully assaulted Jack William Grimmer and caused him bodily harm. The assault took place at Itikinumu Plantation, near Sogeri, on April 12, where Mr. Grimmer is a member of the staff. The native was sent to jail for 18 months with hard labor.

:: :: ::

DURING his recent visit to the Territory, Mr. J. R. Halligan (Secretary of the Territories Department) admitted that Thursday Island pearling interests had asked to be allowed to employ Kiwai natives on their boats. They want 140 a year, and Territory employers are quite concerned about the matter.

It is pointed out that there is an acute shortage of labour in the Territory, particularly among natives suitable for manning coastal craft. Further, employers want to know what is likely to happen if the Kiwais are allowed to go, and receive the minimum monthly wage of £12/10/- now prevailing at Thursday Island.

Before the war pearling fleets at T.I. were allowed to employ Kiwais. Mr. Halligan says the matter is under consideration but as yet no decision has been made.

:: :: ::

AT long last the protracted negotiations for the purchase of the Port Moresby golf course from its native owners have been finalised.

The 40 acres were purchased for £1,035, which will be shared out among around 500 natives. This land deal was held up for six years while claimants to ownership settled their differences.

The property, of course, was purchased by the Administration, and will be leased to the Golf Club.

:: :: ::

A PROMINENT member of the native community at Port Moresby, Ahuia-Ove, died on April 23, and with his passing much of the history of his people was irretrievably lost.

He was somewhere in his middle 80's and had served several of the early Lieutenant-Governors of Papua. He was also a hereditary chief of his tribe and and had all the old Motuan capacity for remembering involved land inheritances and tribal history.

Ahuia was one of the first Papuans to become literate, and joined the Government service in the latter years of the last century.

Right to the last he was still very active, and despite numerous warnings

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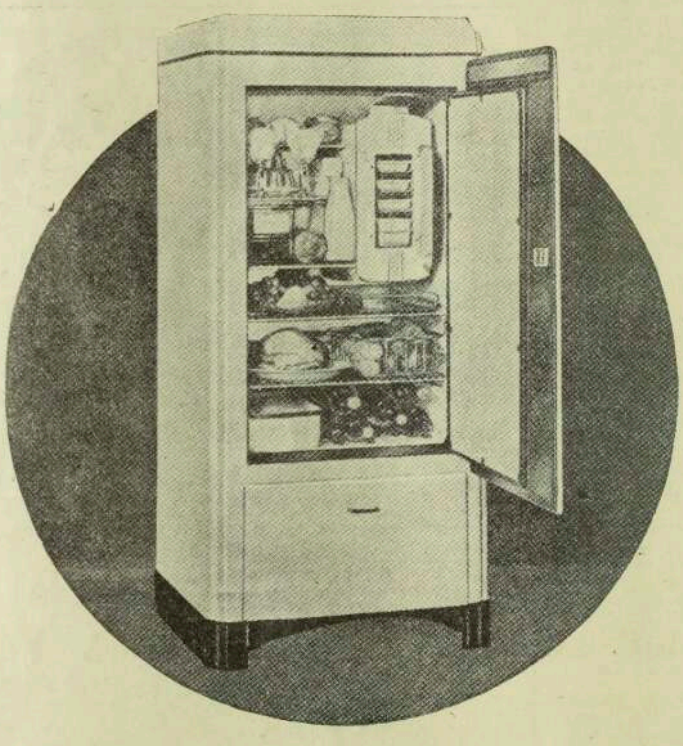

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because of the possible danger to his health, insisted on going out on fishing trips. He also walked to church every Sunday morning. His brain was keen and alert, and he could remember, with amazing clarity, details of complicated land purchases made half a century ago.

It is a great loss that no written record was ever made of the historical knowledge possessed by this outstanding native leader.

:: :: ::

MAY 9 will be celebrated in Port Moresby as Native Day for the Commonwealth Jubilee Celebrations, and the tentative programme indicates that the local Papuans will certainly enjoy the occasion.

They will turn out a fleet of decorated trucks to open the day's proceedings, and with the native flair for decoration this should be well worth seeing.

Then there are sports, speeches and finally a native picture show. Even on a routine work day most Papuans manage to get a lot of fun out of life, and what they will do with a special holiday of their own should really hit the highspots.

The Europeans throughout the Territory will start their series of Jubilee celebrations on May 24 with a programme drawn up in each community. In Port Moresby there will be an Empire Day parade by members of the PNGVR and the Police Force, and a Girl Guide programme at Government House in the afternoon and early evening.

:: :: ::

MR. W. GRANGER, who has been with the Agricultural Department since July, 1947, as Chief of the Animal Industry Division, is resigning and goes back to Australia some time in September.

THE Qantas Drover—the new Australian-designed and manufactured three-engine aircraft—is back in the Territory after an extensive check.

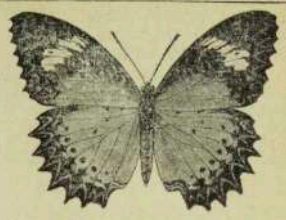
This was made following several months on test flights over commercial routes from Lae. Engineers found that the machine had stood up very well to its test commercial flights in New Guinea. The Drover is now based at Port Moresby, and a second Qantas Drover is to come up shortly for operations from Lae.

POLYNESIAN OUTPOST IN NEW CALEDONIA

THE most recent issue of the Journal of the Polynesian Society contains an interesting article by H. E. L. Priday wherein he tells of a Polynesian migration as late as 1765.

The migration took place from the island of Wallis, known to its Polynesian inhabitants as Uvea, and their quest for a new homeland ended at a small island off the coast of New Caledonia, 1,200 miles away. The newcomers, who were fleeing from the wrath of their king, called the island after their homeland and settled in among the original Melanesian inhabitants. The two communities did not merge, however, and even to-day it is possible to distinguish the Uvean, who derives from that 18th century migration, from his Melanesian neighbours. And, in the matter of language, the Polynesians imposed their language on the north and south but in the centre of the atoll the speech still remains Melanesian.

Mr. and Mrs. John Foster Burley, who were married on April 10, in the SDA church, East Prahran, Melbourne, by Pastor N. Ferris, will live on Lilihina Is., Marovo Lagoon, BSI, where Mr. Burley is a plantation manager.



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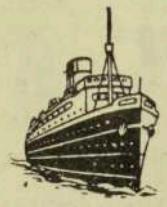

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NEW LITTLE SHIPS FOR POLYNESIA

THE motor cruiser, Alexandria, 300 tons, was purchased recently in Auckland, New Zealand, at a very low price, by three young men, Messrs. Barnett, Graham and Harrison. They have reconditioned her, and propose to use her to carry cargo and passengers in or between Fiji, Samoa and the Cook Islands. Mr. Gordon Light, of Endean Buildings, Auckland, is looking for bookings.

The Bermuda-rigged ketch, New Golden Hind, powered with two 66 hp engines, has been bought in New Zealand by Messrs. Athol Rusden and Ronald Baker, and they intend to run her for hire in the Cook Islands and French Oceania. She was formerly used by the Public Works Department of New Zealand. She has taken on a crew of Americans and New Zealanders and plans an extended tour in Eastern Polynesia.

BP (SOUTH SEA) LTD. MAINTAIN SOLID PROFIT RATE

IN the year ended January 31, Burns Philp (South Sea) Co., Ltd., (with headquarters in Suva, and trading in Fiji, Tonga and Samoa) made a profit of £99,572. It disposes of this profit by paying 10 per cent. on its subscribed capital of £750,000, and adding £25,000 to its reserves.

This means that it will now have £325,000 in its General Reserve, £547,694 in its Equalisation and Rehabilitation Reserve, and about £100,000 in its P/L account. In other words, its accumulated funds are now substantially more than its subscribed capital. It has over £100,000 of this money in investments outside the company, and over £300,000 invested in subsidiaries.

Say the directors: "Market prices of all islands' produce showed further increases during the year, which greatly assisted in maintaining a satisfactory turnover in merchandise. However, expenses involved in conducting the company's varied operations have risen sharply at all centres."

The Board now consists of Sir Henry Milne Scott (chairman), Messrs. James Burns, Joseph Mitchell and P. T. W. Black, of the parent company, Mr. John Trotter, who is managing director in Suva, and Mr. R. C. Kerkham, who is deputy to Mr. Trotter in Suva, and Mr. M. H. Helsen, of Suva, who has joined the Board in succession to Mr. F. E. Loxton, retired.

Fifty-six Torres Strait islanders were in Brisbane at the end of April to take part in the aboriginal Jubilee week. They were living at the Brisbane Exhibition Grounds under the care of Mr. Robert Miles, an Australian school teacher stationed at Saibai Island.

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MADANG NEWSLETTER

From Our Own Correspondent

MADANG, April 26.

A PARTY of eight government officials came to Madang on April 20 on an inspection tour of installations constructed or being constructed under the supervision of Works and Housing Department.

The wharf, under construction on the site of the old wharf, being built by Mr. T. Huxley under contract, received close scrutiny.

Included in the party were His Honour, the Administrator, Col. J. K. Murray, the Government secretary, Mr. S. Lonergan; Mr. Lewis, Chief Constructional Engineer for the Commonwealth Works and Housing Department; and the Secretary for the Department of External Territories, Mr. J. R. Halligan.

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THE cement pylons and approaches for the bridge across the Gum River have been completed by the American Lutheran Mission. It will be interesting to see how long the Works and Housing Department will take to fulfil their part of the contract and finish the rest of the work. In the meantime, the road, through lack of maintenance, is deteriorating.

The road and bridge will open up the rice-growing district which has been fostered by the Administration at Amele and may be the beginning of the road to the Highlands.

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A PROGRAMME of light entertainment organised by Miss Therese O'Brien was presented at the Madang Picture Theatre on April 8, by a local group. Included in the programme were pianoforte solos, three skits, songs, a sketch and a mouth organ solo. Perhaps the most laugh provoking item was the mannequin parade by the male element.

About 300 seats were occupied and over £50 was collected from sweets, programmes and tickets for the Mt. Lamington Fund.

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THE natives of the Madang District have contributed over £1,000 to the Fund. Much of the inspiration for this grand effort came from the District Commissioner, Mr. C. D. Bates and the Assistant District Officer, Mr. A. Gow.

:: :: ::

MR. J. B. SEDGERS, managing director of New Guinea Company, transferred to Rabaul on April 9. Mr. Sedgers will be joined by his daughter, Mac, before the end of April. During his stay of about five years in Madang, he has made many friends. He will be missed from many social and sporting committees.

To farewell Mr. Sedgers, Mr. and Mrs. A. Anthony gave a late afternoon party for about 30 guests at their home on Marine Hill. Mr. Allen Hope will reside in Mr. Sedger's delightful home for an indefinite period.

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MR. and Mrs. Colin Carpenter have sold their trading lease at Kurumlang on Kar Kar Island, to Messrs. Harwood and Pasley. The Carpenter couple, who are very popular in Madang circles, will settle in Lindfield, NSW.

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At a recent meeting of parents, convened by Miss Barbara McLaughlin, at the European School, it was decided to form Girl Guide and Brownie Troops in Madang. Miss N. Clark volunteered to conduct the Girl Guide meetings on Saturday afternoon, while Mrs. R. K. Hicks will take charge of the Brownies on Thursdays. At the parents' suggestion, it was decided that Asiatics and Europeans would meet at the same time.

:: :: ::

MR. HARRY EDWARDS, Island Representative for the Shell Company, was in town recently in conference with Madang representative, Mr. J. Brown.

To England for long leave have gone Mr. and Mrs. G. Toogood. He was ADO Kainantu.

:: :: ::

ANZAC DAY was commemorated with a Dawn Service at the Commemoration Plaque on the oval. A Requiem Mass at seven o'clock was conducted at the Catholic Mission Church. At 11 o'clock a massed gathering of Europeans, Chinese and natives met at the Commemoration Plaque for a memorial service. The service was conducted by the State president, for the RSSAILA, Mr. George Whittaker. Mr. Hal Evans addressed the natives. Wreaths were placed on the plaque and later were carried to the graves of returned servicemen in Madang Cemetery.

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AMONG Madangites departing South to Australia, during the month, were Father Charles Kelty, Mr. R. Macgreggor and Miss Pat Skenes. Miss Skenes has announced her engagement to Mr. R. Voegler, manager of Madang Social Club.

Mr. C. D. Bates won both the cups offering for the golf championship.

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The development of the South-West Pacific Area has been fostered by the Bank of New South Wales since 1817. To-day, comprehensive banking, travel and trade introduction services are provided in Australia, New Zealand, Fiji, Papua and New Guinea by over 300 branches and agencies of the Bank. Residents of, and visitors to the Islands are invited to avail themselves of the "Wales" complete banking service at the following points:—

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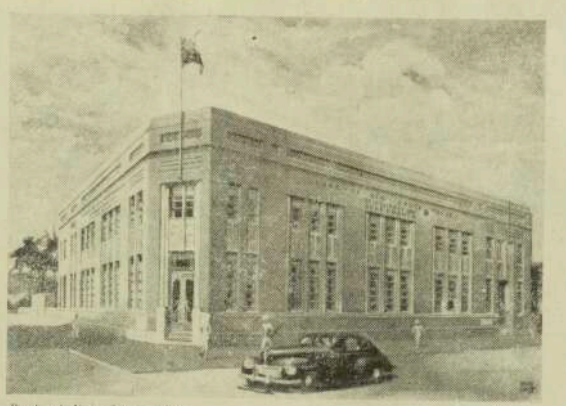

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12-oz. Meatreat.
12-oz. Corned Beef W/C.
12-oz. Taper Corned Beef.
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6-lb. Taper Corned Beef.
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4-oz. Beef Snack.
3½-oz. Pate de Foie.

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1-lb. tins Lard.
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CANNED FISH.
4-oz. Flair Fish Cutlets.
8-oz. Flair Fish Cutlets.
12-oz. Flair Fish Cutlets.
11¾-oz. Flair Squab in Aspic.
1½-oz. Flair Fish Paste.
8-oz. Flair Scallop Luncheon.

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16 oz. Plum Pudding.
12-oz. Jam Pudding.
12-oz. Chocolate Pudding.
12-oz. Ginger Pudding.

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16-oz. Pork Sausages.
10-oz. Vienna Sausages.

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SOUPS.
8-oz. Tomato Soup.
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12-oz. Sheep Tongues.
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AMBRYM VOLCANO IN ERUPTION

From Vernon Wheatley

April 2.

THE active volcano on Ambrym Island, New Hebrides, has been erupting with considerable violence. Several fissures have opened up in the side of the mountain and considerable damage was done to both plantations and buildings. The flow of lava menaced many other properties.

Ambrym has been reasonably quiet for many years and when it is active in a mild way, a smoky haze hangs over the Group. The latest outburst has caused considerable concern. Many people were evacuated to either Paa-uma or Malekula, sime suffering with slight burns. Santo, some 80 or 90 miles away from the volcano, was covered with a fine dusting of ash and fine cinders which caused numerous eye complaints and contamination of tank water supplies.

The last time the volcano erupted with any violence was in 1912.

More Eruptions From Mt. Lamington Expected

WHILE in Brisbane on his way home to Port Moresby from Canberra recently, Colonel J. K. Murray, Administrator of Papua-New Guinea, said that Mr. G. A. Taylor (P-NG vulcanologist) had predicted that Mt. Lamington would again be in eruption either at the end of April or at the beginning of May.

Colonel Murray said Mr. Taylor, who had a seismic station 7½ miles from the crater, hoped to predict the new eruption "with at least two days to spare."

COMMUNITY DEVELOPMENT AT WAGAWAGA

ACCORDING to Dr. Cyril Belshaw, an Australian anthropologist, writing recently in Corona, the magazine of the British Colonial Service, the Papuan village of Wagawaga is something special in the Melanesian scheme of things.

Wagawaga has 270 native inhabitants and is situated on the south shore of Milne Bay, not far from the Kwato Mission and has thus come under this mission's influence. During the Pacific war, the village was evacuated and the area became a naval base. When the people returned after hostilities had ceased they were listless and filled with a sense of frustration.

Then a Wagawaga native who had been away from his village for some years and had some technical training, returned and comparing village apathy with the activity of his military neighbours enlisted the help of a missionary.

Their first task has been the development of some industry suitable to a village community and they have fixed upon furniture-making (for the local European trade), fish and fruit canning.

Profits from copra went into a general fund to finance the furniture factory which was, at the time Dr. Belshaw wrote, employing 13 people who were using local timber and imported canvas. A new dynamo had been ordered to provide street and house lighting for the village; and canning and fishing equipment had been ordered from Australia. A beginning was made in clearing the communal farm.

Although the Wagawagans have made one or two errors in the handling of the community finances, the author feels that the experiment has a good chance of success and that if it is successful it will provide a focus of activity for the people, stimulate self-confidence and will also give the opportunity of developing a new community culture.

Mrs. Myra Humphries, widow of Mr. W. R. Humphries—a prominent member of the Papua-New Guinea Administration staff, who lost his life in the Mount Lamington disaster — paid a visit to Sydney and other Australian centres in April. She has decided to retain her residence in Papua for the present, and will have charge of the Port Moresby library.

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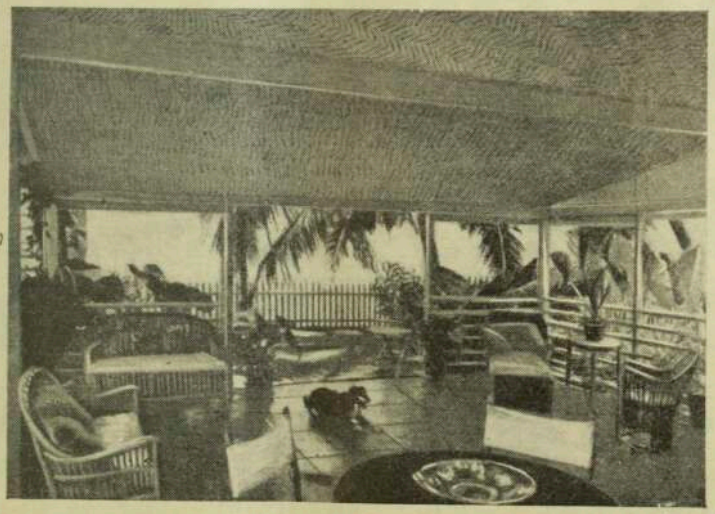

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NEW COLONY EXHIBITS AT IMPERIAL INSTITUTE

THE four galleries of the Imperial Institute in London, which contain exhibits from all countries within the Colonial Empire, have been completely reorganised and refurbished for the opening of the Festival of Britain in May.

The Fiji Court has been completely renovated and Mr. G. K. Roth of the Fiji Administration and Mrs. Roth, have given much valuable time in planning and obtaining exhibits for the new displays. Under the guidance of Mrs. Roth, the Fijian house has been cleaned and renovated and furnished with scale models including the figures of a Fijian family seated at a meal. A large additional showcase has been devoted to agricultural products of Fiji and a small wall case holds a special display of historic documents and other small exhibits. The Fiji Public Relations office has supplied recent photographs of scenery and life in Fiji.

In comparison with the scale on which things are being done to present Fiji to the thousands of visitors who are expected to visit the Institute in the coming European summer, the Institute annual report states that "a small collection of weapons, formed by the late Mr. W. H. Ray, in New Guinea, has been received for display in the Court." Surely Papua-New Guinea could have done better than that.

Madame Maillot, a 94-year-old widow, was a victim of the recent cyclone floods in New Caledonia, almost the day after her relatives had crowded round to celebrate her birthday. The Tontouta River at her door rose so rapidly that the waters invaded her dwelling and carried her off on a mattress. She caught hold of a gaiac bush while her son and another relative, Madame de Casabianca, in almost as great difficulties as herself, attempted in vain to save her. Her body was afterwards recovered.

Captain Georges Cabanier, who was one of the members of d'Argenlieu's much-hated wartime staff in New Caledonia, has been promoted Rear-Admiral. He was one of the French officers whom the Caledonian crowd "arrested" at Noumea radio station during the disturbances aroused by d'Argenlieu's arrest of several of Noumea's leading citizens, whom he sent as hostages to Walpole Island. Cabanier was then a submarine officer with a good war record.

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THE EVALEETA

Post-war Story of an Attractive Ketch

NOUMEA, April 2.

IT is rather a coincidence that the Australian ketch Evaleeta was mentioned in the March number of PIM, insomuch that this attractive little ship was due in Sydney in April.

The disposal of Evaleeta has been described as one of the war's dirty deals. Her skipper, Captain Hector Simms, was part-owner until the requisition by the Australian military powers, and subsequent ceding of the vessel to the US Army. During her long service in New Caledonian waters, the skipper nursed his vessel lovingly—no doubt with the hope that eventually he would have a chance to redeem her.

Alas, by some queer politics the vessel, by reverse lease-lend, became the property

The Evaleeta.

of the US Army when final accounts were made. The Army had not the slightest use for the vessel; often she remained tied up for weeks. Simms, aided by the Australian Consul and high officers of the American Command, made efforts to have the vessel put up by sale—to no avail.

Finally, she was turned over, with the US Navy Hospital at Anse Vata, to the French scientific organisation, "L'Instut Francais de l'Oceanie," under terms not made public.

For nearly four years the Evaleeta lay at anchor at Noumea; and it is a tribute to the initial good workmanship and materials put into her that she is not now on the bottom. She received little seamanship attention during all that time—at least, little of the kind that really mattered: underwater attention.

A few months ago, the LIFO offered the vessel for sale by public tender. Captain Simms could not benefit much by this, her final sale, not knowing just in what condition the ship might be. It would have been too big a risk to have bought her for a high sum, to have her perhaps sink while taking her to Australia.

The vessel became the property of an Australian boat-builder of Noumea, Mr. Hubbard. The price paid is said to be around £4,500 Australian. It is generally reckoned that the new owner recovered much of the purchase price when the vessel salvaged the cargo of the out-of-Suva ketch, Huia, wrecked on Havannah reef, outside Noumea.

The vessel is captained by James Leach, an Australian roving yachtsman, who for some considerable time assisted Hubbard in his boat-building yard. Captain Leach, some time back, had the misfortune to lose his brother in tragic circumstances. While cruising in reef channels in their small ocean-going ketch, the brother put off in a "flattie" in failing light and rising wind, in an endeavour to recover a cushion that had blown overboard. Despite days of intensive search, his body was never recovered—generally the case in these treacherous waters.

It is presumed that Evaleeta, sailing now for Sydney, is to make a trial voyage to ascertain commercial possibilities in freighting between New Caledonia and Sydney. It can be safely assumed that if she comes back loaded with potatoes or eggs she will net a goodly sum for her

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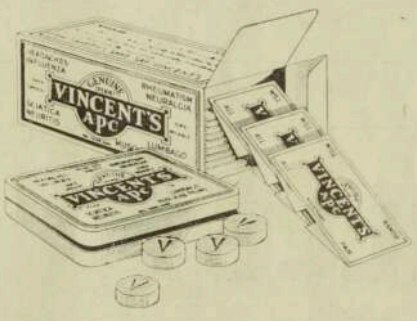

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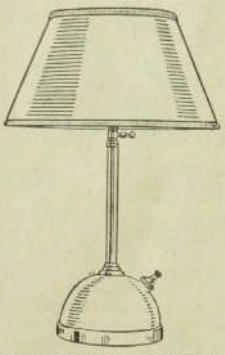

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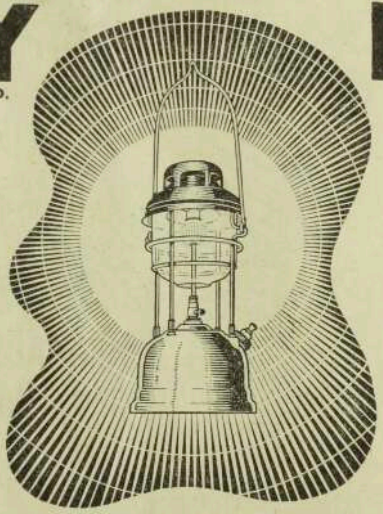

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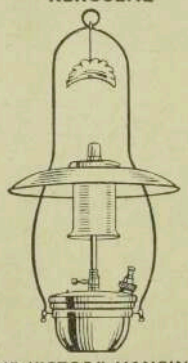

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TASMANIA: **Mr. H. V. Sellers,** 108a Charles Street, Launceston.
FIJI: **Mr. K. Witherington,** 2 Burns Philp Buildings, Suva.

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owners, as these two items are extremely rare at present. Eggs sell for 110 francs per dozen, with the Australian pound at 140.

(**Editorial Note:** If the Evaleeta could carry potatoes and eggs to Sydney she would do better than in carrying them away. Potatoes are as rare as are teeth in the hens that produce the rare eggs!

DIRTY LITTLE BANK NOTES

Strong Protest From French Oceania

A RESIDENT of French Oceania sends us a packet of extremely battered and bedraggled bank-notes; and, in terms of great anger and indignation, asks why the people of the French territories should be forced to handle "this filthy and disease-laden stuff" by "that soulless monopoly, the Banque de Indochine."

Our correspondent sends us two 2-franc and one 20-franc notes; and we must admit that they are in the last stages of dirt and disintegration.

"We daily have seen the butcher carving a joint; and then, to give change, hauling off two or three notes for us. We have seen the baker doing the same thing. In the one case, one boils the meat and the dirt, and renders it harmless; but in the case of the bread, one eats the germs raw!"

He adds that in October they had a vide epidemic of grippe; in January an outbreak of measles; and now they were facing a suspected epidemic of polio.

"We are officially advised to do all kinds of things to preserve cleanliness," he says. "But there is not one word about the menace of disease being carried by these putrid banknotes. . . . This condition of affairs should be brought under the notice of the health section of the South Pacific Commission."

The Banque de Indochine cannot be blamed for the condition of the banknotes; but it might be worth while inquiring as to who is responsible for the issue of banknotes of such absurdly small denominations A Pacific franc is worth less than 2d. Australian; and no properly controlled currency should have paper tokens of a lesser face value than 5/-. Amounts of less than 5/- move very rapidly in a trading population, and even the best paper (and the paper of the French bank's notes is not very good) will not stand up to the wear and tear. Nearly all countries have coins of cheap metal as tokens of small value, and—even if the coins collect some dirt in the same way as paper—they certainly do not appear dirty, and they do not become dilapidated.

DEATH OF MR. D. McEVOY

ON April 21 the tragic death occurred in Madang, New Guinea, of Mr. Dave McEvoy. Mr. and Mrs. McEvoy and their two chiltren arrived in Madang from Rabaul about three months ago when Mr. McEvoy joined the Huxley Construction team on the new wharf.

Requiem Mass was said at the Roman Catholic Mission before the cortege proceeded to the cemetery where he was buried with military honours before a large representative gathering.

Mrs. McEvoy was Miss Pat Gilmore before her marriage. Her parents, Mr. and Mrs. J. Gilmore, flew from Rabaul by special plane to be with her.

Many tributes and cables were sent from friends all over the Territory.

Mr. McEvoy was born in the Territory, had a brilliant war record before he became a prisoner-of-war.

Geologist Dies

DR. ARTHUR WADE, 72, who died in the surf at Mermaid Beach (South Coast Queensland) recently, did exploratory work in Papua for oil in 1913-1914 on behalf of the Commonwealth Government.

Sites which he then indicated as suitable for oil drilling in Papua, were recognised last year as the best sites for drilling in that area.

In 1933 he did similar work in West Australia for a private company.

A former chairman of the Commonwealth Oil Advisory Committee, Dr. Wade had a life-long interest in the search for oil all over the world. He had lived in Brisbane since 1940 and was consultant geologist for Shell (Q.) Development Pty. Ltd., until his death.

NATIONAL PARKS FOR PAPUA-N. GUINEA

AT the April meeting of the Queensland National Parks' Association held in Brisbane, the president (Mr. Leahy) said that the Association would like to see certain areas set aside in New Guinea as National Parks Reserves.

That territory, the speaker pointed out, possessed large areas of natural beauty, and afforded a life-long study for botanists, geologists and other scientists.

No further time, the president said, should be lost in making the necessary representations to the Federal Government.

The suggestion, the president announced, would probably be discussed in Brisbane during May by the Australian and New Zealand Association for the advancement of science.

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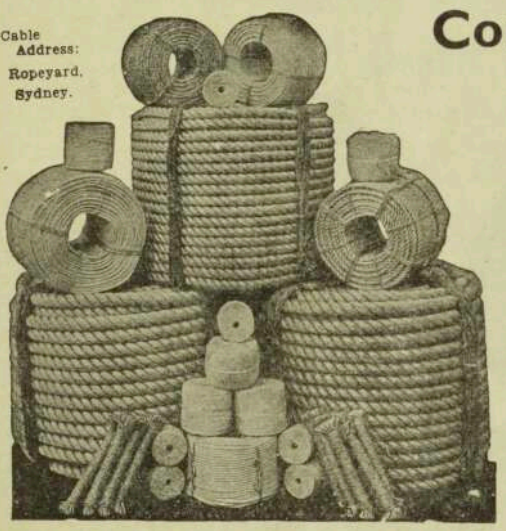

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Because Nixoderm is scientifically compounded to fight skin troubles, it works fast. It stops the itching, burning and smarting in a few minutes, then starts to work immediately, clearing and healing your skin, making it softer, whiter and velvety smooth. In just a day or two your mirror will tell you that here at last is the scientific treatment you have been needing to clear your skin—the treatment to make you look more attractive, to help you win friends. Nixoderm has brought clearer, healthier skins to thousands such as Mr. Bob Weedon, Edmund Street, Fremantle, who writes: "I was troubled with pimples ever since I was 13, and have spent pounds and pounds on so-called cures without results. I then tried Nixoderm with astounding effect. The pimples seemed to fade away, and after a week there was not the slightest trace of them."

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Deserted Niuafo'ou Produces Valuable Copra

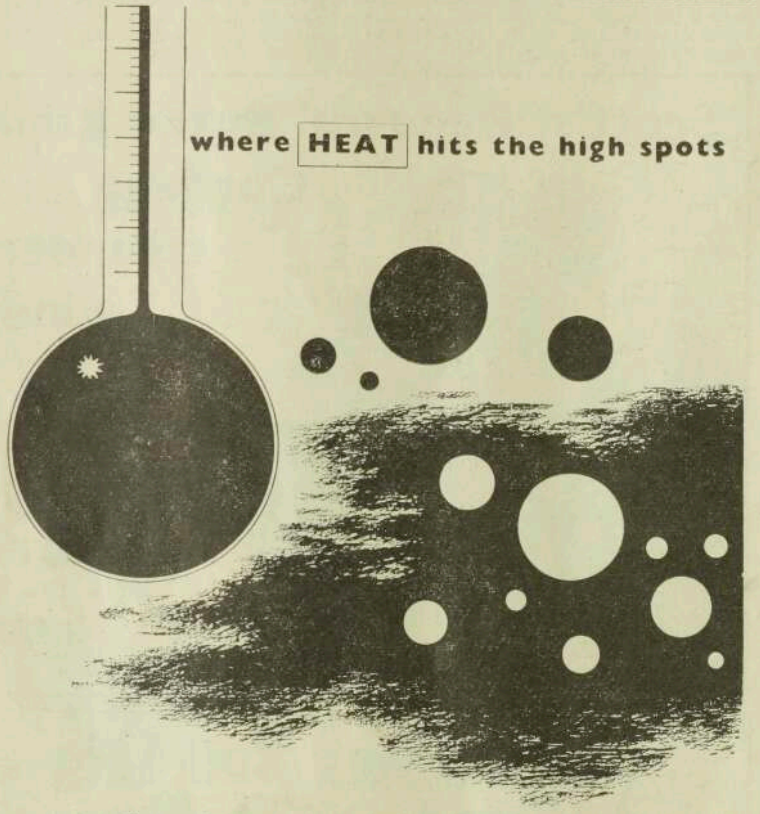
From Our Own Correspondent

VAVAU, April 4.

THE Honorable Aka'olo, Tongan Minister of Lands, has just escorted a second working party to Niuafo'ou. The party of 50 men will stay on the island some months cutting copra on Government lands.

The island was evacuated in 1947 after a violent volcanic eruption, which threatened the lives of inhabitants. It had been deserted and its copra neglected until last year. Last year's working party had a most successful season, resulting in a fine profit for the Government, consequently a second party is being sent this year.

Two native Papuan co-operative inspectors were among representatives of 200 producer and consumer co-operatives who met in Brisbane in April.



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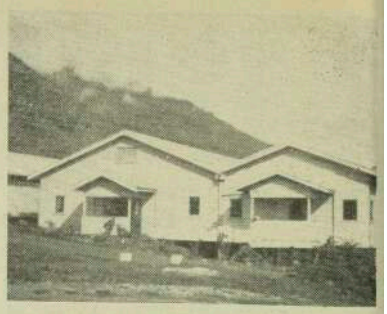

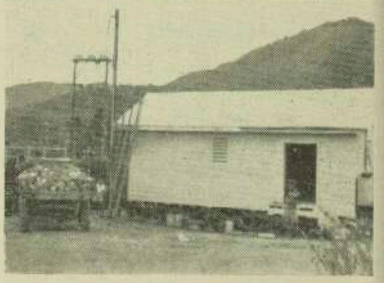

A small gathering of company employees of New Guinea Goldfields, Limited, and town officials, witnessed the starting up of the first battery unit of the new Golden Ridges Mill on April 18. It is nine years since this plant was last in operation at the company's Edie Creek Mine. The trials were quite satisfactory; the company hopes to be crushing to full capacity by June 1, 1951.

Photos show, top, New Guinea Goldfields' stores at Wau; centre, new Golden Ridges Mill; lower, GR sub-station.

DEATH OF NORFOLK ISLAND RESIDENTS

From Our Own Correspondent

THE death occurred in Norfolk Island recently of two well-known residents, Mr. H. Clapp and Mr. "Piddy" Christian.

Mr. Clapp lived for 40 years on the Island, after having previously lived in China where he was a member of the Shanghai Defence Force during the Boxer Rebellion.

On Norfolk, Mr. Clapp was at different times official secretary to the Administrator, Harbour Master and Secretary to the Advisory Council.

Mr. Christian was a member of the Cable Station staff and died in early April leaving a widow and four young children who have the sympathy of all Norfolk Island residents.

Miss Ethel Nordman, the attractive daughter of Mr. Oscar Nordman, of Tahiti, visited Sydney on the liner Chung Chow at the end of April. She departed aboard the ship on April 30, to return to her home in the New Hebrides.

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Don't Put Your Daughter Into School, Mrs. Worthington !

FEES at girls' schools in New South Wales have gone up again—in some cases for the second time since December. Church of England Grammar Schools have raised their fees (day scholars) to £21 per term. Other schools are now around the 18 guinea mark—and upwards.

Boarding-school fees have also soared. They range from £70 to £80 per term and "extras" can make them a great deal more.

Boys' schools and schools in New Zealand charge comparable fees.

School fees in Australia and New Zealand are of vital importance to European parents in Papua-New Guinea, Fiji, Samoa and other South Pacific territories. And, at their present scale, including clothes, fares to and from the Islands, and other miscellaneous items it is unlikely that it will cost parents much less than £300 per annum to send a child South to boarding-school.

If your are so unfortunate as to have two children, it will cost you £600; and if you have three—you will probably have the choice between bankruptcy or sending mother out to work.

For this year only—because they could not build a high school at Wau—the Administration of Papua-New Guinea is paying £125 plus one return fare for each European child of secondary school age who must go to Australia to school. The arrangement will be reviewed at the end of the year. The allowance is a help to harassed parents—but by no means the complete solution of the problem.

The position is rapidly getting to the point where, when the children are provided for, mother and father will have to live on bread and dripping.

They say that there is a fatal fascination about living in the Pacific Islands. There must be—else no one would be prepared to put up with the crushing financial burden of doing it.

Mr. James M. Johnson, a well-known timber man of Northern New South Wales and one of the first men to make a timber survey of New Guinea, died in Kyogle, NSW, at the end of April. He made a survey of New Guinea timber for a British firm during World War I.

Friends of the late Dr. G. H. Vernon of Papua—particularly the Regimental Association of the Australian 11th Light Horse—have been instrumental in establishing a hospital for natives on the Bamu River, Western Papua, in his memory. The Regimental Association recently provided an operating theatre for the hospital and this has now been shipped to Papua from Brisbane. Dr. Vernon was Regimental Medical Officer of the unit in World War I.

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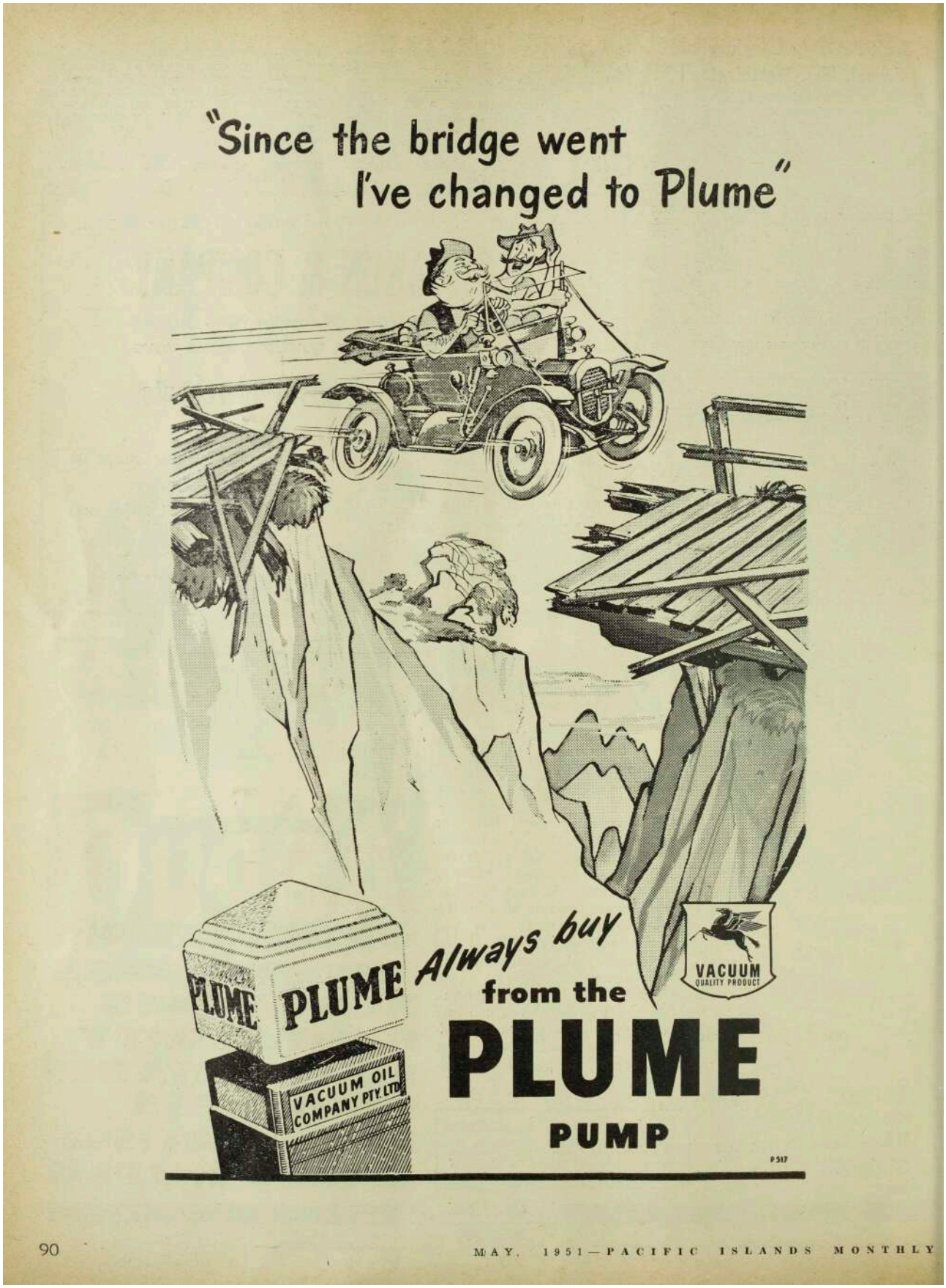
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Top, the VCC team; below, the Blackbirds, plus wives, sweethearts and other supporters.

VILA CRICKET ACTIVITIES

THE Vila Cricket Club played its first game for 1951 during April when a "Presentation" game between a combined Commercial and Government team, representing the V.C.C and the Fila Island Native Team was played on the British Paddock, an area of several acres adjoining the British Office.

The purpose of the game, as distinct

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from a match, was to present the Burns Philp Shield to the winners of the 1950 season, the Fila Island team which finished with a total of 90 points. Runners up were the V.C.C. with 87 points.

The native team, (they call themselves the Fila Blackbirds), marched up to the dias at the conclusion of their game where the British Resident Commissioner, Mr. H. Flaxman, presented them with the shield.

Following upon the main presentation, trophies were awarded for best fielding, best batting and best bowling.

The first two were awarded to Mr. R. Warren and the latter to Mr. J. C. Stegler, both members of the Burns Philp staff at Vila.

Mrs. E. V. Crisp, after two months in Australian Eastern States, returned home to Port Moresby on the May Bulolo.

Miss Mabel Trenorden, of Sydney, has gone to Papua to become Secretary to the Bishop of New Guinea, the Rt. Rev. P. N. W. Strong.

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Tokelau Islands Memorial To NZ Airmen

THE Tokelau Islands Administration will erect a memorial to the seven airmen who were killed when a RNZAF Catalina flying-boat plunged into Satapuala Bay, Western Samoa, last December. At the time of the accident the seven men were on a routine flight to the Tokelaus.

The Tokelau Group, which is New Zealand's most recent Pacific acquisition, having come under Dominion rule a couple of years ago, is very isolated but through the three-monthly service between the Group and W. Samoa by the RNZAF flying-boat its remoteness has been substantially lessened.

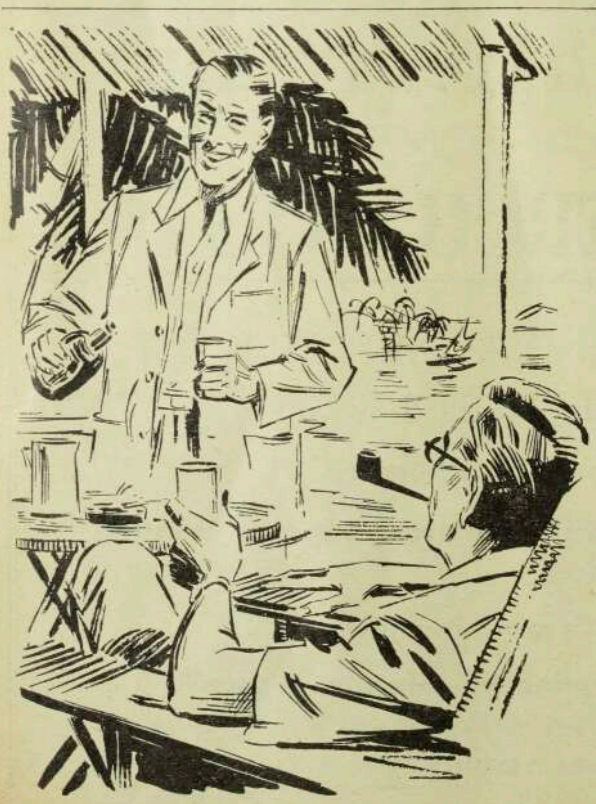
It is in appreciation of this service that the Tokelau Administration will erect the memorial.

50 YEARS SINCE CHALMERS WAS MURDERED

FIFTY years ago on April 8, the Rev. James Chalmers and his missionary associate, Oliver Tompkins, of the London Missionary Society, were killed by cannibals on Goaribari Island, Fly River Papua.

The jubilee of the martyrdom of these two missionaries was celebrated in Australian Congregational Churches on Sunday, April 8.

Chalmers was one of the earliest missionaries in Papua, having been sent there in 1877 by the London Missionary Society. Mission stations along the Papuan coast are a lasting memorial to his early work.



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DO NOT TRUST THEM!

Papuan Natives and the Last War

By D. H. OSBORNE

Mr. D. H. Osborne, of Rossel Island, Eastern Papua, died last October. He was a veteran of Papua, with a sound judgment based on long experience and shrewd observation. He wrote frequently for the PIM, and, if ever the history of Papua in the first 50 years of this century is compiled, his articles, based on a long memory, will have considerable value. The following article is the last he ever wrote for us. In it the Old-Timer gives his frank opinion of the natives.

I WAS very interested in the article published in March, 1950, issue—"Pidgin as it is written." I receive many of those letters myself. It suggests that the mentality of the natives here and Buka are much the same.

The native hospitals in charge of natives are useful for odd cases of wounds, where stitches are needed — otherwise they are a loafers' retreat for young men. Most of the natives grow insolent when not under white supervision. Natives who are really ill do not go to the hospitals—they would rather get in some dark corner of a house and not be disturbed.

The population of Rossel Island in June, 1949, was 1,030. From June, 1949, to June, 1950, there were 30 births and 26 deaths. When my brother Frank settled here on Rossel, one woman neighbour had nine children. Seven or eight in a family was common. Today, few women have more than three—many have none.

One of the New Australian medical men will be stationed on Misima. The scheme is worth a trial; but I am not optimistic of the result. Natives are not keen on doctors. The trouble will be to find the patients. The need is an increased birth rate.

I am afraid Mr. Spender is a political fraud. All he can think of is spending taxpayers' money; red tape is increasing, instead of decreasing. This Territory is becoming overloaded with a Civil Service —no move to stop it. It would be interesting to know how many natives are living at the Mission and Government stations, learning to become cadgers and live on others, instead of fending for themselves. Not like the old-time natives, who were of an independent nature.

Last time a Patrol Officer was on Rossel his corporal of police was carrying his own shot-gun. I have been informed that Misima natives own 34 shotguns. Recently, a Rossel native asked for passage to Misima, when the launch was going there, as he would like to buy a shot-gun from the Government. To allow natives to have firearms is very foolish. There have been murders in these islands.

Gurio Ready was a young Filipino at the time of Sudest goldrush. He was cook on the schooner Griffen, owned by Harry Christensen (a Dane known as "German Harry"). Harry was always agreeable to allowing members of his crew to leave, but they forfeited their wages. Gurio became a resident of Sudest. He worked gold, and was fairly lucky. Later, he owned a boat and fished for trepang and trochus. His luck was good. He treated the natives honestly and was always popular—he lived to more than 60. After his first wife's death he married a second time. He was murdered by the natives, near Subara, when the Japs arrived.

George Burfitt was a half-caste (Australian father). George was born near Sudest. He spent his life about the Calvadors Chain, and he was murdered at Mutorema.

Another half-caste was murdered on Doini.

The Missionaries at Buna all warned us to be careful as to who we deal with. The civilisation we have taught our natives is only a veneer. If some Asiatic offers them loot and bloodshed, they will come quickly to him.

The Indonesians have given us a warning. We should take heed, and keep our powder dry.

Miss Rene Crespin, an Australian palaeontologist, is playing an important part in the search for oil in Papua. In April she flew to the United States where she will do three months research on microscopic fossils. She has already studied fossils in oil-bearing fields in Java and Sumatra for the purpose of comparison with fossilised rocks in Papua.

Mr. R. R. Sanderson has been appointed legal manager of Loloma (Fiji) Gold Mines N.L. in succession to the late Mr. H. A. Smith.

ISLANDS SOUVENIR

"WHERE THE TRADE WINDS BLOW," by R. W. Robson and Judy Tudor.—A collection of over 70 fascinating tales and sketches of the South Pacific Islands, by PIM writers, R. W. Robson and Judy Tudor; well bound and profusely illustrated. 175 pages. **Price: 7/6 (8/3** posted or $1.00 U.S. currency) per copy. Obtainable from Steele's Book Store, **Suva, Fiji,** or direct from the publishers, **Pacific Publications Pty. Ltd.,** Union House, 247 George Street, Sydney, N.S.W., **Australia.**

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Sydney (dep.)	Apl. 5	June 7	Aug. 9	Oct. 11
Auckland	Apl. 9-10	June 11-12	Aug. 13-14	Oct. 15-16
Suva	Apl. 13	June 15	Aug. 17	Oct. 19
Honolulu	Apl. 20	June 22	Aug. 24	Oct. 26
Victoria	Apl. 26	June 28	Aug. 30	Nov. 1
Vancouver	Apl. 27-May 3	June 29-July 5	Aug. 31-Sept. 6	Nov. 2-8
Victoria	May 3	July 5	Sept. 6	Nov. 8
Honolulu	May 10	July 12	Sept. 13	Nov. 15
Suva	May 19	July 21	Sept. 22	Nov. 24
Auckland	May 22-24	July 24-26	Sept. 25-27	Nov. 27-29
Sydney (arr.)	May 28	July 30	Oct. 1	Dec. 3

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Monthly Service by MV "Matua"

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This ship has been held up by the New Zealand watersiders' strike which is now in its third month. New Unions have been formed in some NZ ports but it is not yet clear when strike-bound ships will go to sea.

Matua normally makes calls at Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia and returns to Auckland via Suva.

Sydney–N. Caledonia–Tahiti

LINERS of the Messageries Maritimes maintain a service at about two-monthly intervals between Sydney, Vila (New Hebrides), Noumea (New Caledonia) and Papeete (Tahiti), en route to Marseilles, via the Panama Canal; and they return by the same route.

NEW CALEDONIA—NEW HEBRIDES

THE New Caledonian Government has subsidised and maintained the coastal shipping services. The East Coast, the West Coast, and the Loyalty Islands, under present conditions, receive 10 round trips per annum. The ships call at the following ports:

EAST COAST.—Yate, Ounia, Thio, Nakety, Canala, Kouaoua Kua, Moneo, Ponerihouen, Tibarama, Poindimie, Wagap, Touho, Tipindje, Hienghene, Tao, Oubatch, Pouebo, Balade, Pam, Arama, and return.

WEST COAST.—Pouembout, Kone, Temala, Voh, Ouaco Gomen, Koumac, Tangaiou, Tiebaghi, Nehoue, Poume, Baaba, Belep and return.

LOYALTY ISLANDS.—Mare (Tadine), Lifou (Chepenehe) Ouvea (Fajaoue, St. Joseph) and return.

The steamer "Neo Hebridais" runs regularly between Noumea and Sydney, with occasional trips to the New Hebrides (mostly Aneityum). The owners are Societe Maritime et Maniere Hagen, Noumea. Sydney agents: H. C. Sleigh, 254 George Street, Sydney.

The Messageries Maritimes motor-ship Polynesien sails from Sydney about every six weeks to Noumea, Vila and Santo (New Hebrides) and outports, with occasional trips to the Wallis and Futuna Islands. Details from Messageries Maritimes branch office, in Sydney, Noumea and Vila.

New Zealand—Cook Is.—Niue—Samoa

THE motor vessel "Maui Pomare" owned and operated by the NZ Government, maintains a direct service between Auckland and Rarotonga (Cook Islands), with alternative calls at Niue and Apia (Samoa).

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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's" schedule varies considerably. 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.

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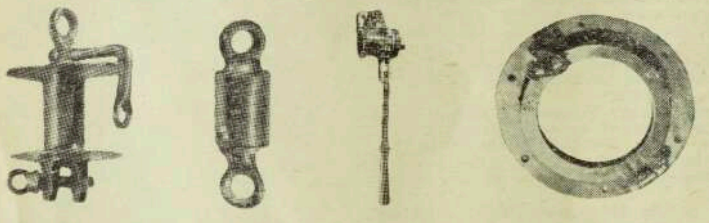

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AIR SERVICES

Summary of Pacific Air Services

PAPUA AND NEW GUINEA.—Regular Qantas service from Sydney.

SOLOMON ISLANDS.—Frequent regular flying-boat service from Sydney by Trans Oceanic Airways. Qantas service also from Lae, NG, to Honiara, BSI.

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); Auckland by NZ National Airways (to Nadi); from Australia by Qantas (to Laucala Bay, Suva); from Auckland by NZ National Airways (to Laucala Bay, Suva). Irregular calls from Australia to Laucala Bay, Suva, by Trans Oceanic Airways. Regular service from Suva to Labasa by NZ National Airways.

WESTERN SAMOA, COOK ISLANDS AND TONGA.—Regular service from Fiji by NZ National Airways.

TAHITI.—Monthly service from Noumea by TRAPAS plane via Fiji, W. Samoa, Cook Is.

DUTCH NEW GUINEA.—Regular weekly service from Darwin to Biak by KLM under charter to NEI Government.

AUSTRALIA-NEW ZEALAND.—Regular services Sydney-Auckland and Sydney-Wellington by Tasman Empire Airways.

AUSTRALIA-NORTH AMERICA.—Regular Trans-Pacific services by Pan American Airways, BCPA and CPA.

EUROPE - INDO-CHINA - N. CALEDONIA.—Fortnightly service by Air France.

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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 Wednesday.

Accommodaton is provided at hotels in Nadi and Honolulu, which is, of course, complimentary.

Fares are (in Australian currency: Sydney-Vancouver, San Francisco-Los Angeles and Portland-Seattle, £265/8/- single, £477/15/- return; Fiji-Vancouver, £207/8/- single, £373/7/- return; Sydney-Fiji, £57/15/- single, £103/19/- return; Sydney-Honolulu, £217/13/- single, £391/16/- return.

Bookings may be made at the Union Steam Ship Company of New Zealand, Limited, Sydney, or Melbourne; Union Steam Ship Co. of NZ, Ltd., Fiji, Canadian Pacific Airlines, Vancouver; Canadian Pacific Railway Co., Sydney or Melbourne.

NZ National Airways South Pacific Services

THE Pacific services run by the New Zealand National Airways Corporation are as follows:—

AUCKLAND-NORFOLK ISLAND-FIJI-TONGA-WESTERN SAMOA-COOK ISLANDS: A Douglas airliner leaves Whenuapai, Auckland, on alternate Tuesdays at 9 a.m. (May 15, 29, etc.) for Norfolk Island (arr. 12.55 p.m.; dep. 2 p.m.), Nadi (arr. 8.40 p.m., dep. 5.40 p.m. Thursday), Nausori (arr. 6.25 a.m., dep. 7.30 a.m.), Tonga (arr. 10.50 a.m., dep. 11.50 a.m.), Faleolo, Western Samoa (arr. 4.5 p.m. Wednesday, dep. 8 a.m. Thursday), Aitutaki, Cook Islands (arr. 1.50 p.m. Thursday, dep. 2.50 p.m.), Rarotonga, Cook Is. (arr. 4.5 p.m.).

The aircraft departs from Rarotonga on the return journey on alternate Saturdays (May 19, June 2, etc.) at 8 a.m. for Aitutaki (arr. 9.15 a.m., dep. 10 a.m.), Faleolo, W. Samoa (arr. 3.15 p.m., dep. 8 a.m. Sunday), Tonga (arr. 10.55 a.m. Monday, dep. 11.50 a.m.), Nausori (arr. 2.40 p.m., dep. 3.40 p.m.), Nadi (arr. 4.25 p.m., dep. 5 a.m. Tuesday), Norfolk Is. (arr. 10.55 am., dep. 12 noon), Whenuapai, Auckland (arr. 4.50 p.m.).

*Crosses International Date Line.

AUCKLAND-NORFOLK ISLAND: A Douglas DC3 airliner leaves Whenuapai, Auckland, every Sunday at 8 a.m. for Norfolk Island (arr. 11.55 a.m.), and departs on the return flight at 12.55 p.m., arriving at Whenuapai at 5.45 p.m.

On alternate Sundays (May 13, 27 etc.), a second service is also operated, leaving Whenuapai at 9 a.m., arriving Norfolk at 12.55 p.m., departing again at 1.55 p.m., and arriving Auckland at 6.45 p.m.

FARES, single (in NZ currency): Auckland to Norfolk, £14; to Fiji, £31; to Tonga, £35/15/-; W. Samoa, £39/10/-; to Aitutaki, £43/10/-; Rarotonga, £45. Norfolk to Fiji, £19; Fiji to Tonga, £8/15/-; to W. Samoa, £13; to Aitutaki, £29; to Rarotonga, £31. W. Samoa to Rarotonga, £19; to Aitutaki, £16/10/-. Return fares less 10 per cent.

BOOKING OFFICES: Wellington Air Centre, Govt. Life Bldg., Customhouse Quay; Auckland, Air centre, Achilles House, Commerce St.; Dunedin, Air Centre, 8-10 Manse St.; Christchurch, Air Centre, 164 Gloucester St.; Gisborne, Air Centre, 74 Peel St.; Palmerston North, Air Centre, 147 Broadway Ave.; Hamilton Air Centre, 8 Alma St.; New Plymouth, Air Centre, Grand Central Building, Egmont St.; Blenheim, Air Centre, 13 Queen St.; Hokitika, Southside Airport; Norfolk I., Burns Philp, Ltd.; Fiji, NAC, Suva; Burns Philp, Lautoka; Tonga, Lautoka; Tonga, Mrs. F. Meihose, Fou-amotu Airfield; W. Samoa, Burns Philp (SS), Ltd., Apia; Cook Is., Mrs. P. O'Veagh, Aitutaki, and Mr. J. D. Campbell, Rarotonga.

an-American— Trans-Pacific Service

PAN-AMERICAN World Airways clippers now provide the following services in the South Pacific, using Strato Clippers, equipped with Superettes and berths. (Passengers may book higher accommodation.)

Planes leave Sydney Thursday and Sunday for San Francisco, Nadi (Fiji), Canton Island and Honolulu.

The return flights are made from San Francisco every Sunday, Wednesday, via Honolulu, Canton Island and Nadi, and from Seattle once weekly, via Portland, Honolulu, Canton Island and Nadi.

DC4 Clippers once weekly run a shuttle service between Auckland and Nadi, Fiji, and return to connect with the Strato Clippers.

	£ s. d. Single.	£ s. d. Return.
Sydney-Seattle	265 10 0	477 18 0
Sydney-'Frisco	265 10 0	477 18 0
Sydney-Honolulu	217 15 0	391 19 0
Sydney-Fiji	57 15 0	103 19 0
Auckland-Seattle	246 5 0	443 5 0
Auckland-Honolulu	199 0 0	358 4 0
Auckland-Fiji	39 0 0	69 15 0
Auckland-'Frisco	246 5 0	443 5 0

(Time-tables and fares subject to alteration without notice.)

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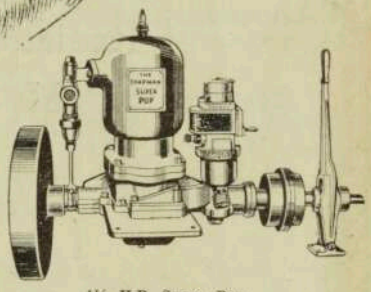

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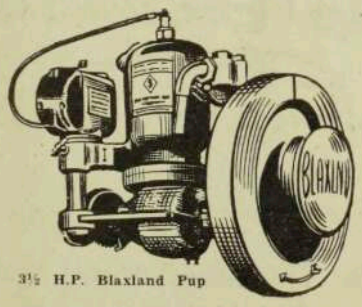

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France–Indo-China–Aust.–N. Caledonia

THE French national airways, Air France, runs a 28 days service between Paris and New Caledonia, and return. Stops are made at Damascus, Karachi, Calcutta, Saigon, Batavia, Darwin, Brisbane.

DC4 Skymasters are used in the service between Saigon and New Caledonia, Lockheed Constellations between Saigon-Paris, and Messageries Maritimes are agents in Australia.

Fare between Brisbane and Tontouta (Noumea) are £30/12/6 single, £55/2/6 return. Sydney-Tontouta, £37/10/- single, £67/10/- return.

TEAL Flying-Boat Service NZ-Chatham Islands

TASMAN Empire Airways, Ltd., operate a Solent Flying-boat service from Auckland-Wellington to the Chatham Islands and return, at monthly intervals.

Flying-boats leave Auckland at 4.15 a.m., arrive Wellington 6 a.m., depart for Waikato Bay, Chatham Islands, at 7 a.m. and arrive at 10.30 a.m. The flying-boat leaves the Islands the same afternoon at 2.30, arrives Wellington at 6.30 p.m. and Auckland at 9 p.m.

Fares are, from Auckland, £16/10/- single; £33 return; and from Wellington, £11 single; and £22 return.

Trans Tasman Services Sydney—Wellington

TASMAN Empire Airways, Ltd., operate a regular flying-boat service between Sydney and Wellington with Solent flying-boats.

Services depart Sydney at 10.30 p.m. on Monday, Wednesday, Thursday, Sunday; and depart Wellington at 11 a.m. on Monday, Tuesday, Thursday and Friday.

The fares are £A39/8/-, £NZ31/10/- single; £A70/19/-, £NZ56/14/- return.

Sydney–Norfolk Is.

Qantas run a DC4 Skymaster alt. Thursdays (returning same day) from Sydney to Norfolk Island. Fare, £25 single; £45 return.

(For Norfolk Island, see also under NZ National Airways.)

Sydney–New Hebrides

QANTAS operate a service to the New Hebrides with Sandringham flying-boats calling at Noumea, Port Vila and Espiritu Santo. Frequent non-scheduled flights are made, subject to the approval of the Governments concerned.

Trans-Tasman Service Sydney—Auckland

TASMAN Empire Airways, Ltd., operate a flying-boat service between Rose Bay, Sydney, and Mechanics Bay, Auckland, with a fleet of four new Solent flying-boats each with a capacity for 45 passengers, in seven self-contained cabins on two decks. Full fresh-cooked meals are served en route. Average crossing time is 6½ hours. Depart Sydney 11.59 p.m. on Tuesdays, Fridays, Saturdays, and at 8 a.m. on Tuesdays and Fridays. They depart from Auckland at 9 a.m. daily except Tuesday and Sunday and arrive Sydney at 2.15 p.m.

Fares: £A39/8/-, £NZ31/10/-, single; £A70/19/-, £NZ56/14/- return.

Passenger reservations may be made in Australia at any office or agency of Qantas Empire Airways (General Agents), offices of TAA and all leading travel agents. In New Zealand book through TEAL (Auckland and Wellington) or any leading travel agents.

Sydney–Noumea–Suva

THE following is the time-table of the Qantas Sandringham flying-boat:—

Sydney	dep. 9.30 p.m. Mondays.
Noumea	arr. 6.30 a.m. Tuesdays.
Noumea	dep 8.30 a.m. Tuesdays.
Suva	arr. 3 p.m. Tuesdays.
Suva	dep. 6 a.m. Thursdays.
Noumea	arr. 10.30 a.m. Thursdays.
Noumea	dep. 12.30 p.m. Thursdays.
Sydney	arr. 7.45 p.m. Thursdays.

Intending passengers may book through Qantas offices in Australia, Burns Philp (South Sea) Company, in Suva; and J. Brock, in Noumea.

The fares for this service in Aust. currency are:—

	Single.	Return.
Sydney-Noumea	£37 10 0	£67 10 0
Sydney-Suva	55 10 0	99 18 0
Noumea-Suva	20 5 0	36 9 0

Sydney—Queensland—New Guinea

QE.A. Ltd. operate regular services between Sydney and Port Moresby, Lae, Madang.

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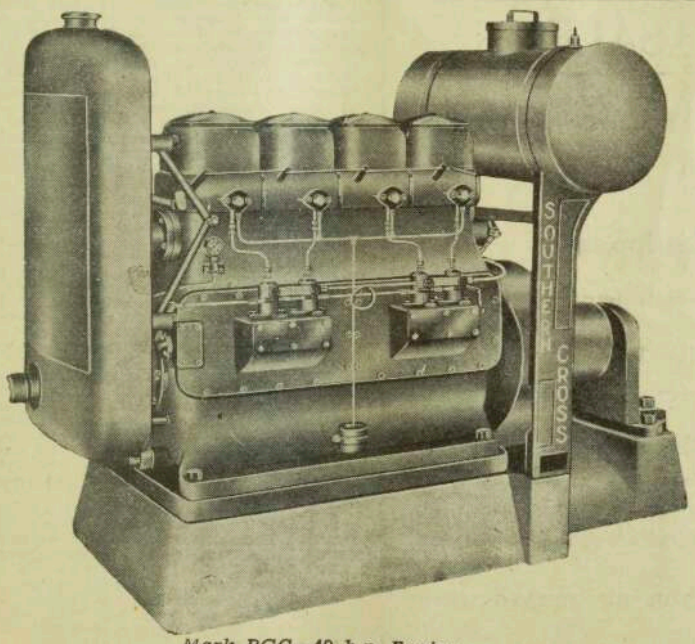

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Rabaul, Bulolo and Wau via Brisbane, Rockhampton, Townsville and Cairns.

This Service is known as the "Bird of Paradise" Service and DC4 Skymaster and DC3 Aircraft are used. The Skymaster aircraft leave Sydney every Tuesday and Saturday at 8 a.m. and, making a night flight calling at Brisbane only, arrive at Port Moresgy the following morning at 7.05 a.m.

The Skymaster arriving on the Wednesday connects with a DC3 from Port Moresby to Bulolo and Wau via Lae the same day, while the Skymaster arriving at Port Moresby on Sunday connects with two DC3s from Port Moresby, one flying direct to Rabaul on the same day and the other flying to Lae.

A DC3 aircraft leaves Madang on Tuesdays at 3.45 p.m., nightstops at Lae and departs Lae at 7.10 a.m. on Wednesday to connect with the Skymaster leaving Port Moresby at 9.30 a.m for Sydney via Brisbane, arriving Sydney at 9 p.m.

Two DC3 aircraft leave Lae at 7.10 a.m. on Sunday to connect with the Skymaster leaving Port Moresby at 9.30 a.m. for Sydney via Brisbane, arriving Sydney at 9 p.m. the same day.

DC3s leave Sydney at 8.15 a.m. on Monday, Thursday, Friday, calling at Brisbane, Rockhampton and nightstopping at Townsville. The following morning they depart Townsville at 5.20 a.m., calling at Cairns and Cooktown and arriving at Port Moresby at 10.30 a.m. and Lae at 12.20 p.m. The aircraft which arrives at Lae on Tuesdays extends to Madang the same afternoon.

Return flights leave Lae at 5.45 on Mondays and Thursdays, departing Port Moresby at 7.35 a.m. and proceeding to Sydney the same day, via Cairns, Townsville and Brisbane (with an optional call at Rockhampton), arriving Sydney at 10.15 p.m.

The service leaving Lae on Thursdays, also connects with a DC3 leaving Wau the previous afternoon at 3.30 p.m.

Every Monday a DC3 leaves Rabaul at 7 a.m. for Port Moresby departing Port Moresby at 10.50 a.m. for Cairns and Townsville. The following morning it departs Townsville at 8.15 a.m. calling at Rockhampton and Brisbane and arriving Sydney at 5 p.m. (Rockhampton call optional.)

QANTAS SUBSIDIARY SERVICES IN PAPUA-NEW GUINEA-SOLOMONS

Qantas Empire Airways run the following subsidiary services in Papua, New Guinea, and British Solomons:—

A DC3 leaves Lae every Wednesday at 8 a.m., calls at Finschafen, Rabaul, Kavieng and arrives at Manus at 3 p.m. It returns every Saturday, leaving Manus at 8 a.m., calls at Kavieng, Rabaul and Finschhafen (optional) and arrives at Lae at 2.45 p.m.

Every Mon. and Thur. a plane flies from Lae to Madang, and after arrival at Madang operates where and when required. This service is primarily for the carriage of native labourers and Europeans travelling on this service are always advised of the fact.

Every alternate Wednesday a Qantas Catalina flies from Port Moresby, westward to Daru, via Yule Island, Kerema, Wana (optional) Kikori, Lake Kutubu, returing to Port Moresby, via Kikori and Kerema the same day.

Every alternate Monday, a Qantas Catalina flies from Port Moresby eastward (dep. 10 a.m.) and calls at Abau and Samarai before flying out to the Archipelagoes in the afternoon. Calls are made at Esa'ala and Losuia (where an overnight stop is made), and the following day (alternate Tuesday) at Deboyne Lagoon, before returning to Port Moresby, via Samarai and Abau.

Every alternate Monday, a Qantas Catalina leaves Port Moresby for Rabaul, via Abau, Samarai, Esa'ala and Losuia (New Britain); next morning (Tuesday) it flies to Queen Carola Harbour, Buka, Kieta, Buin (Bougainville) and returns to Rabaul with an optional stop at Inus, next morning (Wednesday) it flies to Talasea, Moewe Harbour and Jacquinot Bay, and returns to Rabaul (with an optional stop at Lindenhafen) and next morning (Thursday) it returns from Rabaul, via Losuia, Esa'aia, Samarai, and Abau, to Port Moresby.

Every alternate Monday a Qantas Douglas flies from Lae to Rabaul via Finschhafen and continues on to Honiara (British Solomon Islands), via Torokina, Vellalavella and Yandina remains overnight at Honiara; and returns to Lae the following day Tuesday), over the same route.

Every Wednesday and Sunday a plane leaves Port Moresby at 7.30 a.m., reaches Kokoda at 8.20 a.m., flies on to Higatura (Popendetta) at 8.55 a.m., and leaves again for Port Moresby at 9.5 a.m., reaching there at 10.15 a.m.

Dragon DH84 aircraft operate the following internal services in New Guinea:—

Every Tuesday depart Madang for Goroka, Kainantu, Aiyura, Arona, with optional call at Bena Bena, returning to Madang at noon the same day. Calls as required for loading are made between Arona and Madang.

Every Thursday departs Madang at 7 a.m. for Wabag, Baiyer River, Mt. Hagen, with optional calls at Kerowagi and Chimbu, and returning to Madang at noon the same day.

Every Friday departs Lae at 6.30 a.m. calling at any or all of the following places as required. Nadzab, Kisipit, Arona, Aiyura, Kainantu, Bena Bena, Goroka, Chimbu, Kerowagi, Kup, Nondugl, Banz, Minj, Mt. Hagen, Ogelbeng, Baiyer River, Wabamunda, Wabag.

Daily, except Wednesdays and Sundays, depart Lae at 3 p.m. for Bulolo and Wau, returning direct from Wau to Lae the same day, arriving at Lae 5.5 p.m.

Every Tuesday departs Lae at 7.0 a.m. for Goroka and returns same day at 9.0 a.m.

Sydney-Vancouver BCPA Services

BRITISH Commonwealth Pacific Airlines, Ltd., operate a twice weekly trans-Pacific service from Sydney to Vancouver, via Fiji, Canton

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Dual Bridge and Wheelhouse Controls—Two Cabins—Chartroom—Galley—Toilet.

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Cargo Hold: 16 ft. x 13 ft. x 6 ft.—30 tons.

Speed: 10 knots—Fuel: 6 galls. hour—Range: 1,500 miles—Copper Tanks.

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Island, Honolulu and San Francisco; and a weekly service between Auckland and Vancouver, via the same ports.

Planes leave Sydney every Wednesday and Saturday, and Vancouver on the Southbound trip every Monday and Thursday. Every fourth trip from Sydney terminates at San Francisco instead of Vancouver.

Planes leave Auckland every Tuesday and arrive in Vancouver the following Wednesday. The Southbound trip to Auckland commences from Vancouver every alternate Friday. Every other Friday the service commences at San Francisco.

B.C.P.A. services make regular connections at both San Francisco and Vancouver for onward carriage, via either New York or Montreal to the United Kingdom or Europe. The through fare from Sydney to London is £325 (Aust.).

The fares for the Pacific flight are: Sydney-Nandi (Fiji), £A57/15/- single, £A103/19/- return. Sydney-San Francisco, Seattle, Portland, Los Angeles or Vancouver, £A265/8/- single, £A477/15/- return. Auckland-Nandi (Fiji), £NZ31 single, £NZ55/16/- return. Auckland-San Francisco, Seattle, Portland, Los Angeles or Vancouver, £NZ197/3/- single, £NZ354/18/- return.

Douglas DC6 aircraft carrying 48 passengers (seated) or 37 passengers (in sleepers) and a crew of nine are used on the service.

(During April additional services will be run, leaving Sydney each Friday at 11 a.m., and San Francisco each Tuesday.)

Darwin—Netherlands New Guinea Service

THE service between Batavia, NEI, and Biak, Netherlands New Guinea, has been discontinued and a new service from Darwin to Biak and return has been inaugurated.

The service is run by the Netherlands Government, with DC3 aircraft, chartered from KLM Airlines. The service is run once weekly.

Papua-NG Local Services

MANDATED Airlines, Ltd., of Lae, New Guinea, and other private operators, run air services between Lae and the New Guinea mainland centres of Wau, Bulolo, Madang, Wewak, Aitape, Ft. Hagen, Finschhafen, Moresby, Kokoda—in fact anywhere in Papua or New Guinea where there is an air-strip. These planes carry passengers, mails and cargo on regular schedules or charter flights.

TOA Services

TRANS Oceanic Airways run the following Pacific services:—

SYDNEY-LORD HOWE IS.: A regular weekly service with large four-engine flying-boats from Rose Bay. Fare: £10/16/- single; £21/12/- return. Free baggage allowance 44 lb. Excess baggage and freight rate 8d. per lb.

SYDNEY-PORT MORESBY: Four-engined Solent flying-boats leave Sydney each Sunday at 7.15 p.m., make a call at Brisbane and each Port Moresby early the following morning. They leave Port Moresby on the return flight each Monday at 8.30 a.m. The service connects with Mandated Airlines services in Papua-New Guinea.

SYDNEY-HOBART: The company now runs a thrice-weekly service direct to Hobart, Tasmania, from Sydney. It will be possible, therefore, for passengers to book from Moresby to Hobart, making an overnight stop in Sydney. Fares are: £12 single, £24 return.

TEAL Flying Boat Service Auckland — Fiji

WITH 45 seater Solent flying-boats, Tasman Empire Airways, Limited, operate a weekly Auckland-Suva-Lambasa and return service.

Aircraft depart Mechanics' Bay, Auckland, a half hour after midnight, each Tuesday, and operate to the following time-table:—

dep.	Auckland	0.30 a.m. Tuesday
arr.	Suva	7.00 a.m. Tuesday
dep.	Suva	9.00 a.m. Tuesday
arr.	Lambasa	10.00 a.m. Tuesday
dep.	Lambasa	noon Tuesday
arr.	Suva	1.00 p.m. Tuesday
dep.	Suva	7.00 a.m. Wednesday
arr.	Auckland	1.30 p.m. Wednesday

Fares (Single): Auckland-Suva, £31 (NZ), £34/9/- (Fijian), £38/15/- (Aust.); (Return): £55/16/- (NZ), £61/19/- (Fijian), £69/15/- Aust.).

Suva-Lambasa (Single): £4/10/- (NZ), £5 (Fijian), £5/12/6 (Aust.); (Return): £8/2/- (NZ), £9 (Fijian), £10/2/6 (Aust.).

Reservations may be made through TEAL (New Zealand), Qantas or TAA (Australia), NZNAC (Suva) or any leading travel agents.

Mr. J. A. Moore, who held high rank in the Fiji Police Force—of which he has been a member since 1934—has resigned in order to go into business in Fiji.

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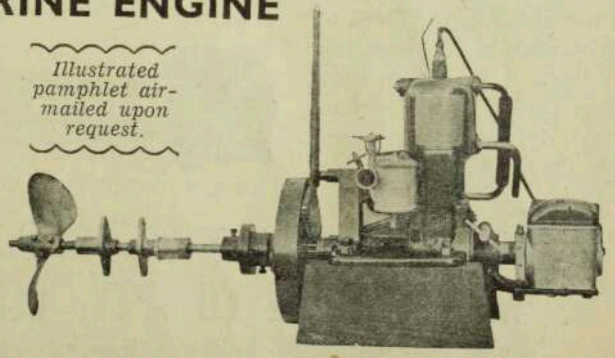

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RICE UP!

ANOTHER headache for P-NG employers of native labour:—
Price of rice in Australia has risen from £50 (white) and £54 (brown) per ton to a flat rate of £60 per ton.

It is estimated that the price, on-the-beach, in Papua-New Guinea, will probably be £80 per ton.

NORTH SYDNEY TRAVEL BUREAU
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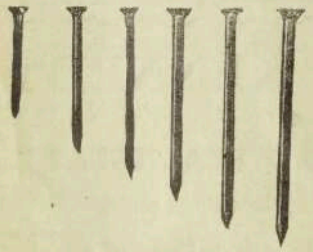

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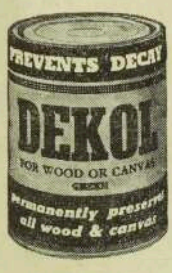

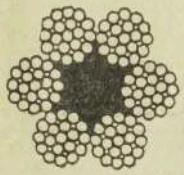

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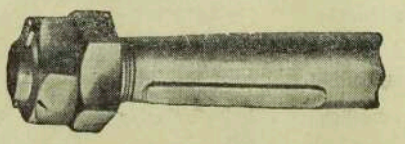

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West Africa's Cocoa Trees May Be Saved

A NEW discovery by agricultural scientists may save 50 million cocoa trees now dying on the African Gold Coast.

The trees are victims of swollen shoot disease which is caused by a mealybug. It was estimated before the new discovery was made that 400 million trees would be killed in the next 20 years. Up till now no cure was known for the disease except to cut out the afflicted tree and burn it.

A private British firm has now ended field experiments and claims that they have had 99.5 per cent. success in killing the bugs with a new insecticide.

British West Africa supplies half the world's cocoa but production has fallen in recent years since swollen shoot disease has taken a firm hold. The disease and loss of production in West Africa has been a factor in the phenomenally high prices which cocoa has been bringing since the end of the war. The disease has not affected cocoa trees in the Pacific and planters there have been reaping a rich reward.

World demand for chocolate is growing all the time but it seems likely that if the millions of West African trees that have been out of production begin again to produce as a result of the new discovery, it will have some effect on the price world of cocoa.

MORE PRE-FABS FOR PAPUA-N. GUINEA

From Our Own Correspondent

PORT MORESBY, April 30.

THE Papua-New Guinea Administration is negotiating with overseas firms for the supply of another 200 prefabricated houses, all to its own designs.

The present tentative designs are for two and three-bedroom houses built on the principle of single-room depth. With the provision of all services, roads, electricity, drainage, etc., the total cost of this housing scheme will be around £800,000. Tenders for the supply and erection of the homes will probably be called in July. Two-thirds of the houses are for Port Moresby and the balance for other Territory centres.

Erection of the Hawksley prefabricated aluminium houses at the new Boroko Estate is well under way, and although the design is not exactly ideal for tropical conditions, the buildings are certainly well finished and present a very neat appearance.

They lack some of the advantages of the more popular R-type house, but are a great advance on the makeshift dwellings still in use around the town.

New Residents for Vava'u

From Our Own Correspondent

VAVAU, April 30.

NEW European residents for Vava'u are Mr. and Mrs. R. Brabant and their four young children and Mr. H. Gould.

Mr. Brabant, who was formerly the manager of Burns, Philp and Co. in Ha'a'pai, fills the same position in Vava'u replacing Mr. Alick Denny, who has been transferred to Nuku'alofa.

Mr. Gould, who comes to Vava'u from Fiji, is the new accountant for the same firm. He takes the place of Mr. K. Buckanan who has been made manager of the Ha'apai branch.

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W & H DEPARTMENT AND LAE CONTRACTORS AT LOGGERHEADS

From Our Own Correspondent

LAE, April 30.

TO counter any comments on the lateness of payment of money owed by the Department of Works and Housing, a spokesman for the Department said, towards the end of April, that payments to contractors were more up-to-date than at any other time and that "all claims are being met, where possible, within 14 days."

However, at the end of April the Director of Works informed contractors that no money was available and that the allocation of funds had been exceeded.

This is not cheery news for local Lae contractors, many of whom have claims for payment going back over past months. At the present time, as stated in April PIM, no regular contractors are offering for tipper truck hire at the reduced rate of payment arbitarily decided upon by the Department some weeks ago.

At a recent conference between the department and contractors, the Director of Works and Housing said that no higher rate would be available from the Department, that no regular work would be offering during the next six months and that no new works could be started until fresh funds became available. At the same time, however, it is rumoured that the Department is putting owner-drivers off work on the Wau-Labu road but informing them that they can get work in Lae at 22/6 per hour—that is, 2/6 per hour less than the rates they have been getting.

As the Lae contractors who are withholding their trucks are in a position to supply heavy plant as well, the move by the Department to replace them by a few owner-drivers is not likely to bring the results expected.

This cheese-paring by the Department is not peculiar to Lae. The Department is attempting to get work done at cut rates in Rabaul and Port Moresby also. A spokesman for the Department stated recently that contractors had been "grossly overpaid" in the past although contractors are ready to support their claim that it is not a paying proposition for them to hire out trucks under 25/- per hour. Individual trucks of fleet owners may be worked only somewhere between 24 and 50 hours in a fortnight but the owners are compelled to pay wages to drivers, mechanics and native labour for the full period in order to retain their services. When the Department has used

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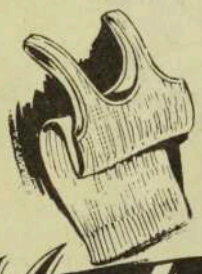

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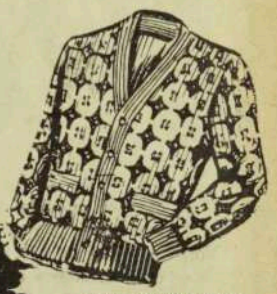

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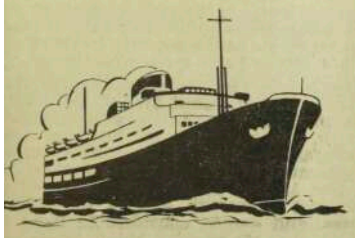

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its own trucks it has not been able to run them at anything approaching the rates offered.

Tenders are supposed to be called for all work under the control of the Department but in the past much of the contract work has been farmed out without tenders being called at all. This habit reached such a pitch recently that the local sub-branch of the RSL asked Port Moresby that the policy of the Department be clearly defined in the matter. The stock Port Moresby phrase "Where possible" formed the basis of the Department's reply.

The time seems to be overdue for a complete investigation into the operations of the Department. In the meantime, important road works in Lae township are being held up as contractors with heavy equipment are planning to withdraw it.

BURNS PHILP BUYS MORE AUSTRALIAN PROPERTY

CONTINUING their post-war policy of buying merchandising businesses on the Australian mainland, Burns Philp & Co. in April completed the acquisition of the old-established Singleton (NSW) warehouse business of Grainger & Falkiner Pty. Ltd.

The founder of the business was Mr. John Grainger who commenced operations as a storekeeper in 1876 in a small building. The business now occupies new and palatial premises on the original site.

Mr. J. B. Mawson, formerly headmaster of the Suva Boys' Grammar School, died in New Zealand, on April 20, aged 60.

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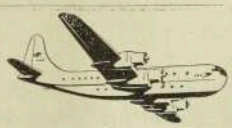

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Tragic End to P-NG Pearling Expedition

DISASTER struck the Torres Strait pearling expedition to Papua-New Guinea waters when the originator of the enterprise and owner of the two ships engaged, Mr. John Nolan, died suddenly on April 23 after a seizure while diving near Samarai, Papua.

Nolan owned a fleet of Torres Strait pearling luggers and during the off season organised an expedition to Papuan and New Guinea waters with two of them, the Crystal Star and Lochiel.

The two ships arrived in Port Moresby at the end of March. There were 10 Europeans and one Torres islander manning them, and it was hoped to recruit additional native labour locally. Nolan's intention was to survey potential MOP and trochus beds along the coasts of Papua and New Guinea.

News of Nolan's death did not reach Sydney for a week. An urgent appeal was then made to the Probate Court to have an administrator of the estate appointed. Nolan, it was said, had left no cash assets and unless the crew of his pearling ships were paid they would walk off and the luggers would be looted and sunk. The assets of the Torres Strait Pearling Company, of which Nolan was sole owner, were said to be worth £45,000.

The business was later transferred to the Equity Court where the Chief Judge appointed Mr. A. E. Campbell, an officer of the court, as receiver and manager of the estate.

Two applications for the appointment of a receiver had been presented to the court. One was on behalf of Dorothy Joan Hawkins, who said that she had been living with Nolan as his wife for the last five years. Nolan, she said had told her he had made a will appointing her executrix and main beneficiary but the will could not be found.

The other application was on behalf of Mrs. Peggy Nolan, who had obtained a decree nisi from Nolan last year. The decree had not been made absolute.

DEATH OF MRS. R. WARRANT

THE sudden death occurred of April 21, at the Lae European Hospital, New Guinea, of Mrs. R. Warrant, wife of Mr. S. Warrant, of Garoka, and formerly of the Department of Agriculture, Stock and Fisheries.

The funeral took place to the Lae General Cemetery, on April 22, after a service at St. Mary's Roman Catholic Church.

DEATH OF MR. L. PHILLIPS

THE death occurred on April 9 of Mr. Llewellyn (Lou) Phillips, well-known merchant of Papeete, Tahiti, at the age of 51. He was suffering from a brain tumour, and had been on the point of sailing for Sydney, for medical help.

His father, Mr. John Augustus Phillips (who settled in Tahiti over 60 years ago) and married a Tahitian woman, Hana Amaru, was a member of the titled Ashbrook family—the first Viscount Ashbrook was created in 1751. Llewellyn, who was born in Moorea in 1900, was educated at Auckland University and in the United States, and gained considerable fame as an athlete. He married Mdlle. Madeleine Vienot, and is survived by her and by three children. His two sisters are Mrs. Marjorie Gilmour and Mrs. Jean Walworth.

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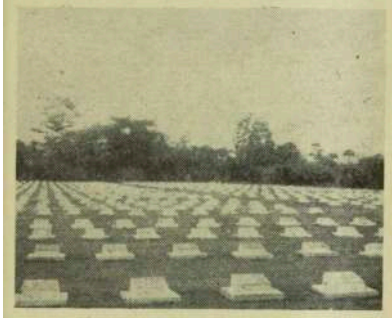
NOTES FROM LAE

From Our Own Correspondent

LAE, April 29.

WEDDINGS of some well-known residents occasioned considerable interest during the past week. At the Lutheran Church, Lae, on March 24, Mr. John Rowbottom, manager of Andersons Pacific Trading Co., Ltd., was married to Miss Telma Saunders, of Burns Philp (NG), Ltd., Lae. On April 12, Mr. Verne Taylour, of Qantas Empire Airways Ltd., Lae, was married to Miss I. Rooney, and on the same day Mr. W. T. McGennisken, of the Department of Works & Housing, was married to Miss C. Liddell.

At St. Marys Roman Catholic Church, on March 29, Mr. D. Parrish, now ADO, Finschhafen, and well-known in New Britain in the Rabaul and Kokopo districts, was married to Miss C. Candy.



New headstones on graves at Lae War Cemetery. They have replaced the former crosses.

RECENTLY the Anglican Bishop of Papua-New Guinea, the Rt. Rev. W. N. P. Strong, while in Lae, was given a cheque for £150, representing donations by residents of Lae, particularly parishioners, to be used by him as he thought fit in connection with mission rehabilitation work in the area devastated by the Mt. Lamington eruption.

The presentation took place at All Souls Clergy House, in the presence of many representative citizens of Lae. In accepting the offering, the Bishop expressed deep gratitude for a most timely action. Many local Papuan boys contributed to this offering.

THE Lae Cricket Association, after a very successful season, awarded the District premiership to the Hotel-Voco Club, with Civil Admin-Commerce, Works and Housing and Airstrip Clubs following in that order. Works and Housing Club trophies were won by the following: Batting, Jack Smith; bowling, Ron Norman; all-rounder, Fred Rode. At a very enjoyable social evening on May 5, at which representatives of all Clubs were present, the presentations were made by the Club's President.

:: :: ::

ANZAC DAY Service at the Lae Memorial Cemetery was attended by the

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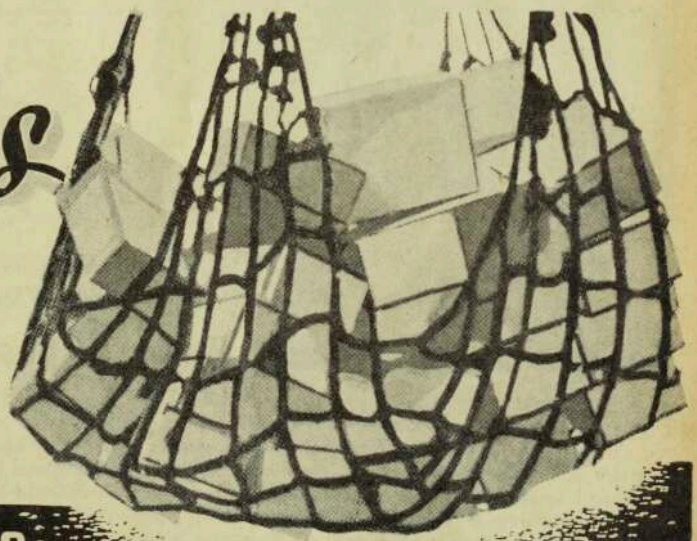

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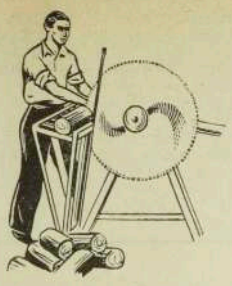

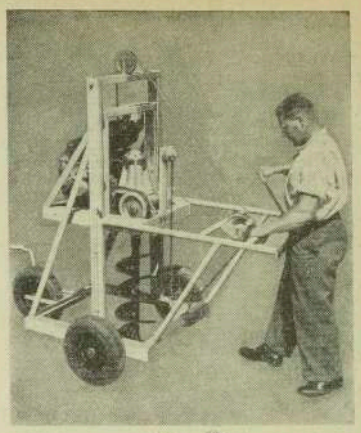

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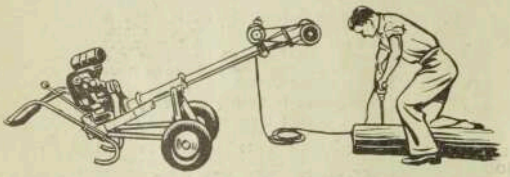
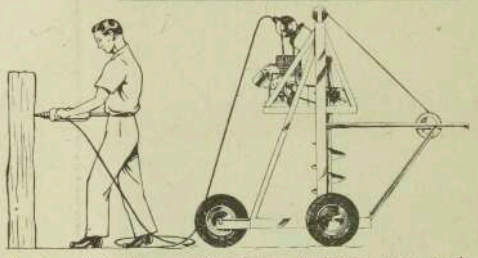
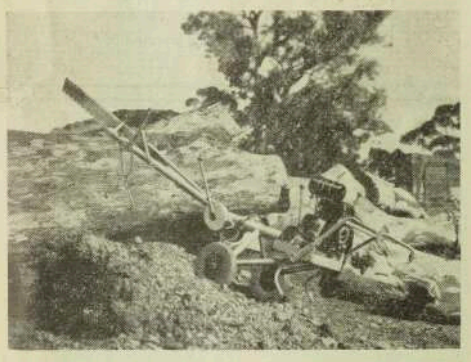


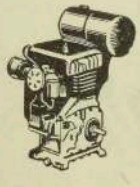
Electric Boring Attachment fitted to Mobilco Circular Saw.



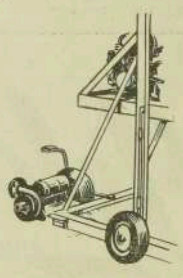
Boring Attachment fitted to Mobilco Post Hole Digger.



The Mobilco felling and crosscutting Drag Saw.



MANY MACHINES, BUT ONE STANDARD ENGINE



You can fit a 3" centrifugal pump onto the Mobilco Post Hole Digger which will deliver 300 gallons per minute at a 50 ft. head.

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All Mobilco Machines are powered by one engine – a B.S.A. 7 b.h.p. four stroke. This means that if you buy a Mobilco Circular Saw, for instance, and later purchase a Post Hole Digger, you do not have to buy another engine. Furthermore, each Mobilco Machine will perform a variety of tasks. For example, an electric generator, wood or metal boring drill, saw bench and drag saw attachment are all available for quick and easy fitting to the Mobilco Circular Saw. Likewise an electric generator, lighting plant, power drill or pump can be fitted to the Mobilco Post Hole Digger. You can see then that when you buy Mobilco you buy one good machine for many useful purposes.

★ Mobilco machinery may be purchased through your usual Trade supplier or direct ex Melbourne, Australia, from Mobile Industrial Equipment Pty. Ltd.

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rgest gathering since the conclusion of ie war.

Over 100 returned men marched, to-ether with contingents from the newly ormed PNGVR and the New Guinea oliceboys. Speakers from the various lissions followed the president, Mr. L. shton, who read a special message from ie Federal President, Mr. G. Holland. lany wreaths from representative bodies id private citizens were placed at the ise of the flag-pole.

Prior to the service planes from antas Empire Airways and Mandated irlines flew in formation over the ce-etery grounds. Returned servicemen tended a luncheon in the Lae Theatre, ecially made available by the pro-ietors for the occasion. The League is ecially indebted to Mrs. W. Simpson ho generously gave up her time to ndle the whole of the catering arrange-ents.

Matron Kiernan of the European Hos-tal, Lae, was the guest of honour at e Luncheon, and a profitable sideline, ually associated with such Digger atherings, netted over £50 for the ague's Building Fund. Local business ms later reported a most unusual de-and for ties.

:: :: ::

A MOST unsatisfactory position, in re-gard to the burial of Europeans has been revealed in the case of a recent ath, and as it would appear to be a atter of general interest, the following formation has been gleaned:

The Administration accepts respon-ibilty for preparing the grave, and pplying graveside accessories and trans-rt of the casket to the cemetery. It es not, however, accept any responsi-lity for the preparations, following the ath, usually carried out by an under-ker, except in the case of paupers, and persons without friends or relatives in the district.

As the European Hospital here has no male staff to perform the necessary duties of preparing the body for burial, it is in-cumbent on relatives or friends to under-take this task, otherwise nothing would be done.

Undertakers do not exist in the Terri-tory, and it would be of some consolation to bereaved residents if the Administra-tion would give some consideration to this matter.

NO PENSION FOR PUBLIC SERVANT'S WIDOW

A FEW months ago, a high official of the Administration in Papua lost his life in an accident. He had had about 40 years' service; and, if he had retired, he would have received an allow-ance of £600 per annum for the rest of his life.

If his service had been in New Guinea, his widow would have received half that pension. Because his service was in Papua, she gets nothing, except the re-fund to her of whatever sum he had paid into the superannuation machinery. There was some suggestion that she might be given a compassionate allowance of £75 or £100 per annum. She has remained in the Territory, and taken a job. The only alternative was to return to Aus-tralia and apply for the pension that is allowed to widows without resources—50/- per week, or something like that.

This is not a pretty picture for an age-ing Papuan public servant to contemplate. There should be some provision under which the widow of a man who dies in harness after a certain period of service, should receive a pension. As the regula-tions now stand, they present an anomaly.

THE SEARCH FOR OIL IN PAPUA

THE Australasian Petroleum Co., on May 8, reporting on its search for oil in Papua, said that test bore No. 2 at Hohoro had been deepened from 4,220 to 4,520 feet; that seismic parties were con-tinuing surveys in the Purari River delta and near the mouth of the Kikori; that the Island Exploration Co.'s test well at Omati had reached a depth of 4,853 feet; and that a gravity geophysical party was continuing its survey in the Turama River area.

Here's Hope For A Persistent Worry

CONSTIPATION, forerunner of many troubles, affects people of all ages and walks of life and causes much annoyance and worry.

When the bowels refuse to work naturally and regularly, the body absorbs poisons from the waste that remains in the system. Constipation brings sick headaches, biliousness, coated tongue and unpleasant breath, flatulence, loss of appetite, blemishes and other troubles which quickly upset your health and well-being.

These troubles are easily corrected by safe, gentle Pinkettes for you and all the family. Pinkettes are simple to take; and do not have harsh after-effects which can be dangerous. Being compounded of harmless vegetable ingre-dients only, Pinkettes act in Nature's way. Thousands and thousands of people have found Pinkettes the ideal laxative, because they are not habit-forming and the dose is reduced as they make you regular. Always at chemists and stores.

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Miss Priscilla Duff-Fyfe, of Sydney, was married in April to **Mr. Thomas Howes**, of Lae, New Guinea. Mr. Howes returned to NG a week later; his bride will follow when he finds a house.

The three members of the Fiji Legislative Council, who will visit Britain as official guests during the Festival of Britain are Mr. H. Maurice Scott, DFC; Ratu G. C. Tuisawau, OBE; and Mr. Tuisi Ram Sharma. The period of the visit will be from July 9 to July 30, and it is expected that about 90 representatives from the Colonies will attend.

POSSIBLE SOUTH PACIFIC AIR SERVICE—SYDNEY TO VALPARAISO

Summary of Results of Captain Taylor's Survey

WHEN the Catalina flying-boat Frigate Bird II arrived in Rose Bay, Sydney, on April 22, Captain P. G. Taylor had completed a survey flight of 20,000 miles for the Australian Government, in order to test the feasibility of a commercial air-line across the South Pacific between Australia and Chili (South America).

One member of Captain Taylor's crew was the well-known Australian journalist Jack Percival; and the following article by him, which was published in the Sydney Morning Herald of April 28, provides an admirable summary of the flight, and of what the famous airman discovered.

THE flying-boat made her most valuable flights hundreds, and, in some cases thousands of miles away from aircraft bases—where there were no installations for servicing or repairs.

Except at Suva, Aitutaki (Cook Islands) Satapuala Bay (Western Samoa) and at the Chilian Air Force Base, at Quinteros Valparaiso, fuelling was completed under almost unbelievable conditions. In one instance, a delay in fuelling at Easter Island nearly caused the loss of the flying boat. Here the fuel had to be brought out into the ocean in boats which had to shoot the breakers through a gap in the cliffs.

Polynesian seamen stood by the flying boat all night in a vicious sea. Orders from the crew to these Polynesian seamen were interpreted by Jack Lord, an Australian in charge of a large sheep station on the island.

Fuel at Mangareva (Gambier Islands) was cached under coconut trees on one of the islands of the group. On Captain Taylor's instructions this fuel was covered with fronds to prevent sun deterioration. The crew, led by Captain Taylor, had to swim ashore to locate the cache. The drums were then floated beneath the aircraft's wing on native outrigger canoes.

There was a pleasant servicing surprise at Aitutaki, where we found a former American Army colonel in charge of the fuel. At the end of the war he had returned to Aitutaki, where he married, set up a modern American drug store, and built a home. The boat in which he brought fuel to the flying-boat was equipped with all modern servicing equipment, much of which he had improvised himself.

Later, this former colonel, John Harrington, renewed our stores with almost everything required including the best Australian asparagus, paper plates and serviettes, and plastic cups and saucers.

THE highlights of the flight were the open ocean "landings" and take-offs at Easter Island, where there is no sheltered water. The whole coastline of the island comprises steep cliffs against which a heavy surf continually breaks.

Easter Island looks like a gigantic inclined saucer resting on the sea. Its surface is dotted with 15 extinct volcanoes and gigantic stone figures each weighing up to 100 tons. Fences on the sheep station, which runs about 35,000 sheep three to the acre, are made of stone collected from the defunct volcanoes. Between the craters of the volcanoes there are wide plains of flat land on which aerodromes of almost unlimited length could be built at low cost.

There is only one jeep on the island, the usual form of transport being sturdy Chilean ponies on which the huasos, or peons, ride two at a time.

After a 500-foot climb up a cliff face I had to ride on one of these ponies to the opposite side of the island to give instruc-

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ons for the delivery of fuel, and to hand er mail sent by Australian philatelists the post office.

It seemed that I was at the head of a vision of cavalry. I was followed by almost the entire population, all riding nies and carrying fish spears.

When I got back I found that the wind d changed. Captain Taylor was worried out the safety of his craft. So we spent night on the "ship" to find in the rning that she was riding high seas.

Captain Taylor decided to send Captain rvis and the Radio Officer, Mr. A. lison, ashore to try and get a heavy chor. They were no sooner ashore after hting through the surf when the air-aft's anchors carried away.

Faced with the possibility of losing her ptain Taylor ordered L'Huillier, the ght Engineer, to start up the engines d then edged the ship to sea.

By alternate use of the port and star-ard engines, and with using lowered erons and elevator to catch the wind, sailed the Frigate Bird II six miles to re sheltered waters.

URING this operation Purvis and Allison returned to the cliffs. Purvis said later: "We would see you, then would go down into the troughs of the s, and it would be some time before saw you again. Time after time we ught you would founder."

On our long flight we saw many islands atolls seldom visited by ships and er before by aircraft. Inhabitants were first scared when the flying-boat roared r their lagoons as we examined the al formations of certain atolls with the ect of spotting likely sites for landing ips.

They ran inside their grass huts or o banana and coconut plantations, ere they remained for some time be-e recovering their wits. Then they k off their cotton or grass skirts and tried to wave us down into their lagoons.

Most beautiful of the islands we visited were Western Samoa and the Tuamotu or Low Archipelago, the latter in French Oceania. Almost every atoll in the Low Archipelago can be used as either a permanent or emergency base for flying-boats of all types. And on many there is sufficient land for the building of long strips.

The lagoons and islands we flew over by day were fascinating, but many of them were even more attractive on moonlit nights. Some of them stood out on the sea in the moonlight like great necklaces of opals.

GENERALLY the flight pin-pointed the following facts:

- A commercial air route between Australia and South America is feasible. Almost immediately it could be flown in three days in modern landplanes such as the DC6 and Lockheed Constellation.

This, of course, is contingent upon the construction of an adequate strip on

Easter Island. Already there is a grassed strip of about 4,000 feet there, but it must be surfaced with concrete or some other suitable substance to withstand the wheel loads of modern landplanes.

Probable stops for three days' commercial service from Australia to Chile would be:

Suva, Aitutaki (Cook Islands), Bora Bora (French Oceania), and Easter Island.

• There is an obvious need for a regular South Pacific air service. French Oceania and other islands with large European and wealthy native populations are at present isolated.

• Until Captain Taylor made this survey flight there was no adequate information concerning atolls on which strips could be built, or about such lagoons as could be used as regular or emergency bases for flying-boats.

• Beyond Papeete there is no adequate aviation meteorological co-operation between Australia, United Kingdom colonies and dependencies, New Zealand, France, the United States and South America.

• At Aitutaki the New Zealand Civil Aviation Authority has maintained strips built by the United States during the war. Not only have these been maintained, but a number of improvements have been made.

• Finally there is much which South American countries can give Australia, and much which Australia can give South America.

LMS WOMAN MISSIONARY DROWNED IN PAPUA

ADVICE was received in Sydney on May 8, that Sister Christina Macaulay, 28, had been drowned the previous day in the Port Romilly District of Papua. No other details were given.

Sister Macaulay arrived in Papua from Manchester, UK, last October to nurse at one of the London Missionary Society's hospitals in Papua.

SWEET INNOCENCE

and winning ways
In childhood's care-free, happy days,
Then youth and love their joys impart—
The Springtime, song-time of the heart!
Along green lanes where lovers stray,
When chill winds greet the fading day,
All springtime sweethearts know, be sure,
The worth of **Woods' Great Peppermint Cure.**

Nine Years Since the Battle of Coral Sea

AUSTRALIA again celebrated Cora Sea Week at the beginning of May This is now a yearly event set asid to commemorate the air-sea battle whic took place in the first days of May, 194 when American and Australian Naval an Air Forces combined to turn back th Japs from Australian shores. The battle regarded as one of the world's most de cisive Naval engagements, began on Ma 3, 1942, when a strong Jap task forc steamed into the Coral Sea with the in tention of wiping out the isolated garri son at Port Moresby, as a preliminary t landing on the Queensland coast. O May 4 battle was joined and for five day the conflict was waged. Allied losses i ships, planes and men were heavy bu the battle stopped Japan's southwar drive, preserved the Allies' bases i Australia and Port Moresby and shortl afterwards the initiative passed to th Allies. It was the first major battle be tween aircraft-carriers.

It has become the custom for Austra lia to invite a distinguished America to the Commonwealth to be an honoure guest at the commemoration of the batt each year; the US guest for 1951 Cora Sea Week is Admiral Thomas Kinkai now retired, but who in 1941 commande US Cruiser Division 6, and was third i command at the Coral Sea Battle.

Admiral Kinkaid does not think tha we are in imminent danger of a Thir World War. He thinks that Russia ha left it too late, and that the United State has already reached the stage of defenc preparedness where the Soviet and he allies will think twice before startin anything that will embroil her in a majo conflict.

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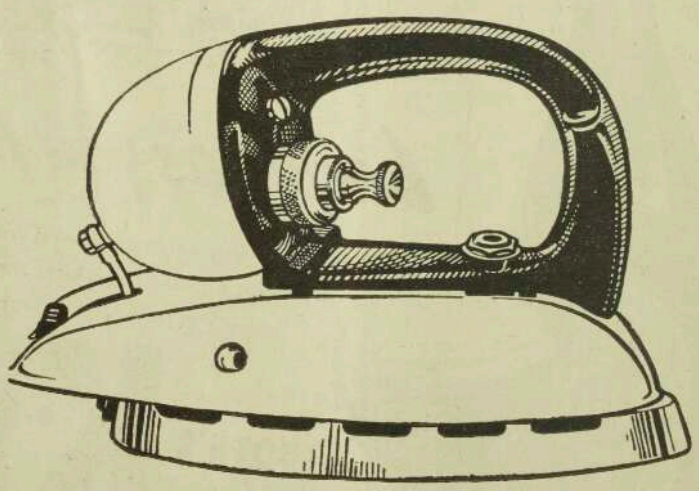

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TASMANIA: **Mr. H. V. Sellers,** 108a Charles Street, Launceston.
FIJI: **Mr. K. Witherington,** 2 Burns Philp Buildings, Suva.

POLIO NONSENSE

Disorganisation of Transport Services

THE Health Department of the South Pacific Commission would achieve some really useful service to the South Pacific Islands if it could persuade the various medical organisations to adopt some general rule, and display some practical commonsense, in imposing quarantine relating to Poliomyelitis.

Polio is not a new disease. Probably, it always has been with us. All that has happened in recent years is that medical science now can identify it more readily—formerly, it was confused with various other somewhat similar diseases caused by a virus.

The method of carrying the infection, however, is as great a mystery to-day as ever it was. This month, in New South Wales, the experts are arguing that domestic fowls are the usual conveyors. There have been countless instances, in Australia, the Pacific Islands, and elsewhere, of the disease appearing, without rhyme or reason, at widely scattered points between which there has been no apparent connection, and which had not been in contact with any known possible carrier.

But, in the Pacific Islands, the very mention of Polio seems to create a sort of panic, and the medical czars immediately clamp on the sort of quarantine that they successfully employ against fatal plagues and poxes. With Polio, this does not appear to accomplish anything. There have been cases of Polio reported; but it has not been shown that the incidence of the disease in the tropical Islands has ever been controlled by quarantine regulations.

TO-DAY, at the first suggestion that a ship has come from a port where there is Polio, the Islands officials impose a ruthless quarantine, with the result that both shipping and merchants are caused much inconvenience and expense. Officials, when riding high on their particular species of authority, generally have little regard for the feelings of private persons or the convenience of private enterprise; but at least some effort should be made to show how useless such restrictions are.

Last month, the liner Chang Chow, carrying on the Messageries Maritimes service between Marseilles and Sydney, via Panama, called at Papeete. There have been some Polio cases in Tahiti.

So, immediately the ship left Papeete, the health officials in Noumea became panicky, and announced that, if the Chang Chow came to Noumea—for which port she had many passengers and much cargo —she would have to go into quarantine for three weeks. So the Chang Chow put out Noumea and went directly to Sydney, spent a week there, and then went direct to Noumea, as her first port of call on her return trip. She thus filled in the quarantine period demanded by Noumea. Noumea's medical honour was satisfied, and the ship proceeded as per schedule.

But the shipping line had to bear the cost of carrying the Noumea passengers and cargo right across to Sydney, and back to Noumea. **And Polio cases are being reported every day or two in Sydney city and the adjoining countryside.** Could anything be more absurd?

Similar cases occur regularly in relation to other South Pacific ports. Western Samoa seems to have periodic fits of excitement over Polio. Someone there proposed to keep Captain P. G. Taylor's trail-breaking Frigate Bird II out of Apia, because he had called at Papeete; but that plan was cancelled on curt instructions from Wellington.

The two biggest Territories—Fiji and Papua-New Guinea—on the other hand, have interfered very little with overseas transport, on Polio grounds, although they handle a much heavier volume of traffic. And, except for a brief outbreak in Eastern Papua, they have had no Polio. Their Governments have shown more commonsense.

Medical officers probably have no more difficult job than that of applying quarantine. If they let commonsense rule their decisions, they are as likely as not to be made a scapegoat by some political panjandrum at headquarters. One cannot blame them for sticking to the letter of the regulations.

Here, in the application of quarantine in relation to Polio, is a job right at hand for the South Pacific Commission. A little commonsense, and a lot of co-ordination, are called for.

URGENT CASE IN HONIARA

A special chartered plane left Sydney on May 12, with iron-lung equipment for Guadalcanal, BSI, where a senior official was reported dangerously ill, with Polio.

The New Golden Hind has been overhauled and refitted in Auckland and left that port for a year's cruise among the Pacific Islands in April. The new owners of the ketch are Mr. Athol Rusden and Mr. R. Baker. There are eight men in the crew, two of them Americans.

The 300-ton motor-vessel Kelanoa went up on a reef off New Ireland on May 6. She was still there hard and fast several days later.

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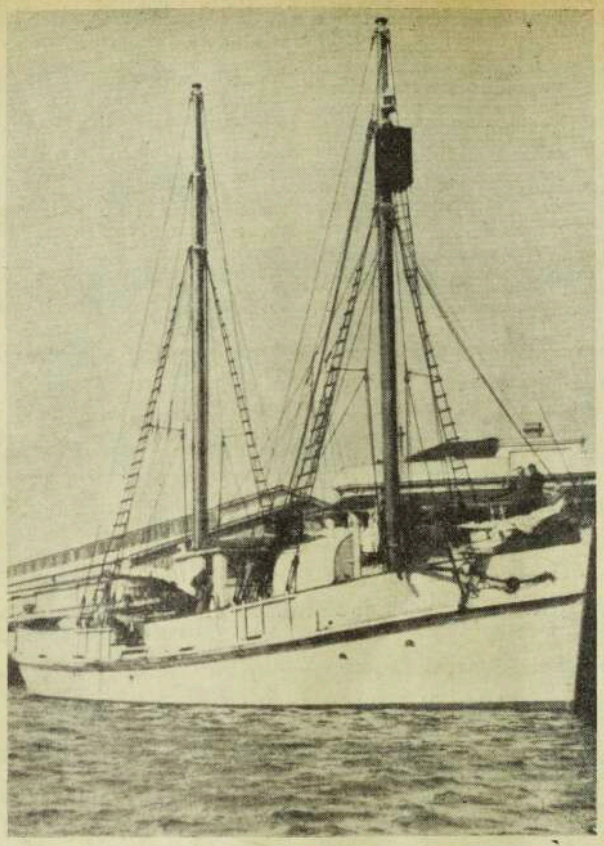

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THEIR WASTED LANDS

Laissez-Faire in N. Caledonia

From a Special Correspondent

NOUMEA, April 30.

IN an important review of the agricultural situation in New Caledonia—which has aroused much comment—Monsieur Barrau, head of the Agricultural Department, confesses that, having regard to the native Melanesian population and the extent of their reservations, their holdings are in general better employed than those in possession of Europeans.

He drew attention to the difficulty under which agriculture labours, from droughts and floods and cyclones, and the growing menace of erosion. The cultivable alluvial lands—which are, however, specially liable to flooding—amount to a mere 80,000 hectares out of a total surface area for the whole Colony of 1,612,000 hectares.

M. Barrau also drew attention to the dangers of deforestation.

He estimates that no more than 1,000 out of a European population of 20,000 can be termed agriculturalists, and the exodus to Noumea is thinning their ranks. Nevertheless this rural population had, on the initiative of the General Council, benefited during the past three years in direct or indirect grants to the extent of 40 million Pacific francs.

The agricultural set-up now included 80 tractors and more than 200 motor cultivators which are working less that 1,500 hectars. Local production is also protected, rice for example being bought from the producer for 15 francs the kilo, to be sold to the public at the price of imported rice, which is only from 10 to 11 francs the kilo. For wheat, the producer is paid 9 francs the kilo; and the potato-grower received on an average between 6 and 7 Pacific francs. The price of maize paid to the grower is 5,500 francs the ton.

Besides these, at the moment the market price for coffee and copra is favourable. Loans made by the Agricultural Credit organisation during 1949 alone amounted to 16,421,377 francs.

It is to be regretted that with all this land aid, production has not increased, and M. Barrau gives it as his opinion that the present sad situation may have been brought about by the artificial conditions under which the country has been colonised.

The General Council, through its President, protested against M. Barrau's charge that the native population utilise their reservations better than the European settlers. Other critics charge the report with being over pessimistic. The almost total lack of cheap labour since the war is referred to as one cause of under-production, farmers before the war having relied on cheap coolie labour from Java and Indo-China.

Australians and other outsiders who, maybe superficially, look the country over, are generally astonished that this great island, blessed with a generally kind climate (though its disadvantages from floods and deforestation are obvious) should be incapable of feeding its relatively small population.

It is certain that a different story would be told were the Colony cut off from Australian supplies for ten or twenty years; for then the islanders would be forced to drop their lazy, parasitic ways, and really get down to work; and the Noumea community would have to make up its collective mind to live on the products of the country.

Such a happening, however, is most un-

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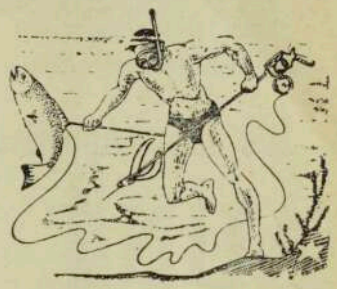
likely. The New Caledonian French people will be using—or misusing—their lands years hence, in just the same unscientific, dilatory way as prevails to-day; and the General Council—the Colony's Assembly—no doubt will display the same lack of realism, and the same futility, when it debates the subject. This will go on as long as the Colony continues to make an easy living out of the sale of its metals.

Those who know the New Caledonian mentality regard M. Barrau's report as rather a brave one.

The NZ waterfront dispute, now three months old, is causing increasing difficulties in the Chatham Islands and Western Samoa. The Chathams have had only one ship this year; 20,000 sheep and 1,500 bales of wool are waiting to be lifted. In Western Samoa there are growing food shortages.

BUILDING THEIR OWN CHURCH

Volunteers are building an Anglican Church at Suva Point, Fiji. This is the party that put in the foundations. The Bishop in Polynesia, the Rt. Rev. L. S. Kempthorne, is shown seated extreme left, front row. The Rev. Dr. George Hemming, who is supervising the work, is shown seated (with wristlet watch) next man in floral shirt.



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