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PACIFIC ISLANDS Monthly

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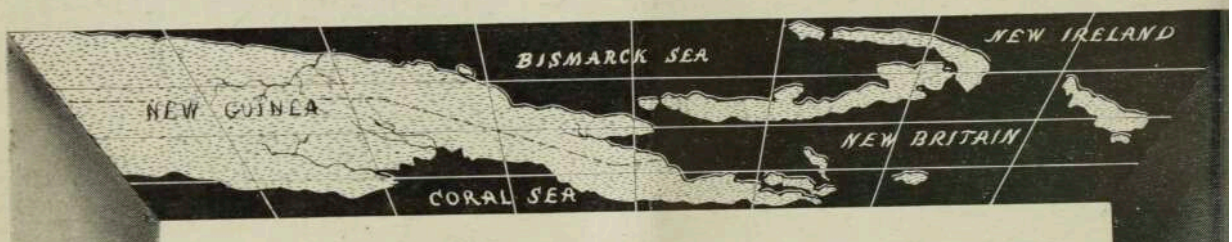

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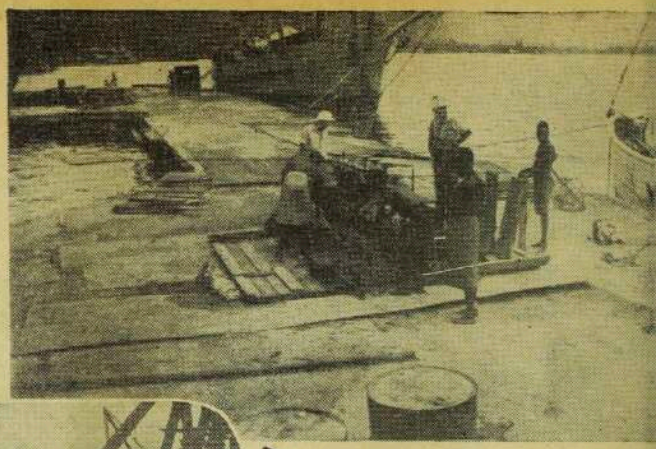

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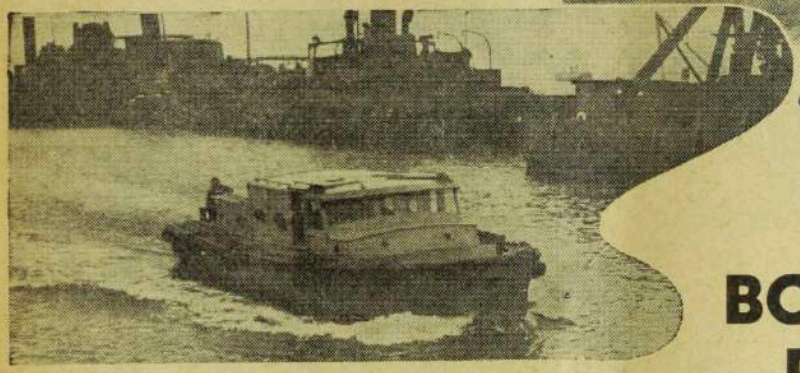

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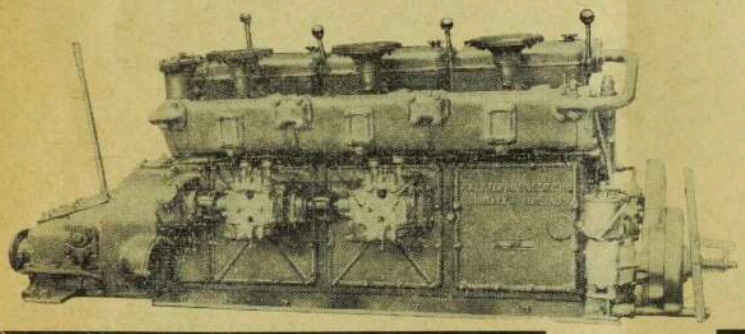

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49 Nations To Deal With Japan— And Our Security

HE United States has asked 49 nations to send representatives to a conference in San ncisco in September, to complete reaty of Peace with Japan. Al- dy, it has the earmarks of a ning dogfight.

n a dogfight, no one takes sides: just bores in and bites who- r or whatever is nearest. In the ce Treaty Conference, each of parties is going to be concerned stly with its own selfish interests, careless of the over-all picture. he Philippines, for instance, says won't play unless it gets war nage compensation from Japan— spective of the fact that if lippines gets it, so also must o-China, Burma, East Indies, laya, Borneo, New Guinea, ua, Solomons and Gilbert and ce.

ritain wants some limitation on anese exports, which otherwise damage Britain's trade with the ific countries. Australia fears t Japanese rearmament will n the renewal of the Japanese at to her security. And so on. ussia and her satellites, who are ng the 49 invited nations, will course try to sabotage the Con- nce. They will resist a Peace aty made on American specifi- ons.

merica's main concern is the re- blishment of a free and strong an, capable of defending her dom against an aggressor, and rmined to resist the eastward thrust of Muscovite Communism. America wants her front line of defence to exist from Japan, through Philippines and New Guinea to Australia. As America now is the chief protector of the security and freedom of all the small nations of the Pacific, we are bound to ally ourselves completely with America, and ignore other interests.

Even before the Red influence spread across China, we here in the South Pacific knew that we had no future unless some Great Power gave us protection against the hundreds of millions of hungry and under-privileged people of Asia. Then, we had the protection of Britain, France, and the United States. Now, while the Asiatic menace, under Muscovite direction, has increased tenfold, war and Socialism have deprived us of any real guarantee of help from Western Europe. As Britain's influence wanes, the Asiatic nations of Southern Asia, and the "Wog" nations of the Middle East, tend more and more to range themselves against Western Europe; and, more and more, we find ourselves, here in the Pacific, facing a very hostile world, except for the friendly, English-speaking people of North America.

BRITAIN'S influence may be restored. It is difficult to believe that a Power of such mangificent achievements and inspiring traditions, with the qualities demonstrated between 1939 and 1945, can be permanently reduced to feebleness and insignificance by six years of rule by Socialists, Bloomsbury Planners and Fellow-Travellers.

It is very hard for people of British blood, in the Dominions, to watch the Attlees and Bevans destroying the Empire, and to see the old Union Jack spat upon by Persians and Egyptians and the Mongolian hybrids of South-east Asia. Please God, before this generation passes, we may see a revival of the British spirit, a restoration of the British Empire, and a firm movement by free British citizens to confine the Planners to spheres where their so-called humanitarianism will not endanger our security in a merciless and ruthless world.

The Bloomsbury Planners have been instrumental in creating the new nations of Burma, India, Pakistan, Indonesia, Palestine, Syria, Egypt, and encouraging the nationalist aspirations of several more. In doing this, they have contributed nothing to the world's economic strength, international security and hope of permanent peace. But they have partially destroyed Britain, in whose freedom and strength lay humanity's surest guarantee of freedom and progress.

Happily for us, while Britain remains hamstrung by the queer products of the socialistic school of 1930-51, her responsibility for humanity's freedom has been accepted by the United States; and, in this rather terrifying period of social re-settlement, we look to the

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Stars and Stripes with the confidence that formerly we gave to the Union Jack.

IGNORING the screeching chorus from the Asiatic countries, the United States is going steadily ahead with her plans for the Japanese Peace Treaty and, in seeking co-operation in completing that document, she is concerned mostly with the small British nations of Canada, Australia and New Zealand.

The Americans appreciate the South Pacific's fears about a re-armed Japan—they suffered equally with us in meeting this cruel and treacherous foe in the jungles and seas of the tropical islands—but they say, with complete realism, that it is better to take a chance on the re-establishment of Japan as a democratic barrier against Muscovite Communism, than to hold Japan indefinitely until the Russian can get his jackboot on her neck.

To help Australia and New Zealand to accept a Peace Treaty that they naturally dislike and distrust, America offers both a Security Pact: if the security of the little countries of the South Pacific is in danger, the Americans will immediately come to their help. Having that guarantee, we shall, of course, support America in framing the Japanese Peace Treaty; and, under American direction, the Treaty will be completed, despite the arguments and the shoutings of the 49 nations.

The United Nations is more or less a joke. Without the United States, it would collapse immediately, like a house of cards. **Are we not now coming steadily, step by step, to the position which we should have occupied in 1945-46, when an armed and victorious Anglo - American Union could have taken complete control of the world's affairs, and policed the world, until poor battered humanity had had a chance to establish permanent peace, based on individual freedom?**

Planters, Robbed of £30 per Ton, are Given 55/- !

THE Australian decision to reduce the Stabilisation Fund deduction by 60/- per ton, and give the Papua-New Guinea planters another 55/- per ton (retaining the other 5/- for costs, or something) is nothing to cheer about.

The concession is very long overdue. The Stabilisation Fund became unnecessary from the moment that the MOF 9-years contract was entered into. But Canberra went stubbornly on with the Fund. The Fund now is conservatively estimated at some £1,500,000; and not one of the men who have been compelled to subscribe to it is likely to get any real benefit from it.

The Fund probably is earning over £40,000 per annum in interest. The planters should never cease to urge that this sum, at least, shall be spent each year for the direct benefit of the planting industry.

In respect of the two more important demands of the planters—that the Australian copra-crushers be made to pay world parity for P-NG copra, and that the MOF contract price be revised in the light of the British Socialists' trick of devaluing Sterling after the contract was made—there is nothing at all reassuring in the Minister's statement.

It is an iniquitous thing that the Australian crushers should be allowed to buy P-NG copra at little more than world parity. If the crushers are not allowed to export, then they probably get little benefit themselves; but the Australian consumers do get substantial benefit. And why should they, seeing that New Guinea consumers are forced by Australia to pay world-market and not Australian rates for all essential goods imported from Australia?

For at least a year, the P-NG producers have been receiving, from Britain, as the result of a trick, a little more than half world parity. They have been getting about £50 Australian per ton when, if they had been paid in the currency **agreed upon when the contract was made,** they would have been getting at least £80. In the circumstances, the concession to them of another miserable 55/- per ton is not an impressive gesture.

Some of Canberra's more ancient bureaucrats seem to think that the P-NG planters are making huge profits on a copra rate of over £50 per ton. No doubt, grandfather did very nicely on anything over £12 per ton for copra. But everything has changed since then. Most costs have more than quadrupled—in fact, there is no real basis for comparison. An analysis probably would show that it is impossible now to produce copra profitably at rates under £35 per ton.

In view of what may be discerned on the economic horizon, P-NG planters (and Fiji, BSI and Samoa planters) are entitled to at least the price they were promised in 1949—which is 30 per cent. more than the price now quoted in terms of devalued Sterling.

Rabaul Declines to go to Rapopo

THE effect of the Australian Government's economy drive (as a means of curbing inflation) in relation to Papua-New Guinea development is not yet clear, although it has been already suggested that the Territories' hospital plan may become an early casualty.

Part of the Menzies' anti-inflation plan is to cut down State and Commonwealth public works. Each State has protested vigorously that all its public projects are vitally necessary. This makes it pretty certain that some developmental work in P-NG will be cut—if for no other reason, then because the people of P-NG are voteless and what the Commonwealth says, goes.

One of the Commonwealth's most grandiose money-spending plans in relation to New Guinea—and, as far as the residents of Rabaul are concerned, the most useless—is the decision to abandon Rabaul and build a new town and a new port about 20 miles to the southward near Kokopo.

The feelings of Rabaul citizens—and their more practical alternative—are set out in the report of the Rabaul Advisory Council meeting elsewhere in this issue.

The decision to "move Rabaul" was first made after the 1937 eruption and, at that stage, it probably was a feasible plan. The desire then, was to move the capital of New Guinea, with its central administration, to a volcano-free area; it was not intended to abandon the port of Rabaul as an outlet for the produce of the New Britain area.

Rabaul has the best harbour in the South Pacific. It is the sole reason for the existence of Rabaul. The plan of Rabaul's Advisory Council to retain this magnificent natural asset, while removing the commercial and residential area on the town from the feet of the volcanoes to Nonga, a few miles northward, and to build good roads to give easy access to the harbour, is sane, sensible and suited to these times when the building of a dog kennel or a fish pond, much less a complete town and a new harbour, is beset with every imaginable difficulty. Sooner or later the Rabaul volcanoes will erupt again. But all available data indicate that Rabaul townsfolk will have ample warning and could get away from danger.

Ten million pounds of Australian taxpayers' money won't make Kokopo into a port. God and the volcanoes produced Rabaul harbour for nothing; it would be plain commonsense—a commodity we no longer expect from Government and their expert advisers—to go on using it instead of building poor substitute at enormous cost with money and materials that could be more usefully employed elsewhere.

It is, perhaps, as well that the average Australian taxpayer has been reduced to the order of dumb-driven cattle. He might otherwise ask why his tax money is to be used for such projects as the building of Rapopo and an adjacent port, which the residents of the area do not want and for which there appear no sound reasons.

The sudden decision to get out of Rabaul, announced in panicky fashion in April, was brought about to a large extent by the erup-

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Rise in New Guinea Freight Rates

AS a result of spiralling costs, Messrs. Burns Philp & Co. Ltd., in July, raised all their freight rates to the ports of Papua-New Guinea, New Hebrides and Solomons, by an additional surcharge of 5 per cent., taking effect from August 1.

The company expressed regret that this was necessary, but it pointed out that it was helpless in the matter—the cost in Australia of practically every commodity and service had risen steeply, and was still rising.

(Continued from Previous Page)

ion of Mt. Lamington in January, and the death of almost 4,000 people. It is by no means clear, however, that any move to Rapopo would mean safety. Rapopo is, according to some vulcanologists, nearer the line of volcanic fault than is Rabaul.

New Guinea records suggest that it is the apparently-quiescent volcano that is the greatest menace.

At all events, with the Australian Government toying with anti-inflation measures, plus the extreme difficulty of getting building materials, machines or labour, the building of a town at Rapopo, or a port, appears a physical impossibility.

Governments who put their faith in experts can rarely be persuaded to see things through the eyes of the practical man on the spot. It is unlikely, therefore, that the suggestions of the Advisory Council will receive much attention. The plan to abandon Rabaul and build at Rapopo will be retained—but how far will it go?

Meanwhile, Rabaul will continue as a town of rags and tatters, built of abandoned war junk—fated to be permanently "temporary."

Mr. Norman Nelson, head of Nelson and Robertson, Ltd., Sydney, who left, with Mrs. Nelson, on a leisurely world tour early this year, expects to return to Sydney, via Sweden, about October. Owing to the illness of her mother, Mrs. Nelson cut short her tour, and returned hurriedly to Sydney, several weeks ago.

Commodore R. Dowling, Second Australian Naval Board Member, with a party of high ranking naval officers, returned from an inspection tour of the Manus Naval Base at the end of July. He complained that work on the base was being held up through lack of civilian tradesmen and that the Department of Works and Housing gave a higher priority to the supply of materials to Port Moresby and Rabaul than it did to Manus.

SIR ALBERT ELLIS

Death of Famous Phosphate Finder, Aged 81

THE death occurred in Auckland on July 11 of Sir Albert Fuller Ellis, famous as the discoverer of the enormously rich phosphate deposits on Nauru and Ocean Islands.

Sir Albert was born in Queensland 81 years ago, and was educated in New Zealand. He was 31 years old when, in the employ of the Pacific Islands Co., Ltd., of London, he became interested in the curious rock formations of Ocean Island and Nauru, had an analysis made, and discovered that both islands were simply vast masses of rich fertiliser.

He entered the service of the Phosphate Companies which developed the discovery; and in 1920, when the British Phosphate Commission was reorganised following World War I, he became New Zealand Commissioner on the Board, and he held that position until his death.

Sir Albert was a notable writer, and some of his books are well-known — especially the one which tells the story of the discovery and exploitation of the phosphate deposits.

He was twice married, and is survived by his second wife. He had one daughter, Mrs. Milne, now a resident of Wellington (NZ).

FILARIA CONFERENCE

Special Plane for Members

ARRANGEMENTS were made in August which will allow the Conference on Filariasis, arranged by the South Pacific Commission, to be held in Papeete, Tahiti, between August 20 and September 2.

As reported last month, there was doubt about the exact date of the Conference, owing to difficulties in arranging transport. However, the South Pacific Commission hired a plane from Pan American Airways, and it will leave Nadi (Fiji) on August 19 to carry the delegates and officials from that point direct to the airfield on Bora Bora (French Oceania), whence they will be transported the short distance to Tahiti.

The party expects to arrive in Tahiti on August 19, and the plane will return to Nadi on August 20. It will go back to Bora Bora on September 2, and return to Nadi on the 3rd.

The Governor of French Oceania will preside at the Conference.

While playing Rugby in Rabaul during July, **Sub-inspector Jack Fisher** had one leg broken in two places.

Diamond Jubilee of Anglican Mission

ON August 11, 1891—60 years ago—Rev. Albert Maclaren and Rev. Copland King, landed at Bartle Bay, Dogura, North-east Papua, and established the New Guinea Mission of the Church of England.

The Mission has had more than half a century of growth and highly successful work; and today it has a Bishop (Right Rev. P. N. Strong) in charge of the organisation there, and the beautiful cathedral of St. Peter and St. Paul was recently built by Papuans. Much was destroyed in the war, and valuable European and native personnel were lost; but the organisation has all been completely re-established, and the work of education and health goes on.

SMALL PLANE LOST IN NEW GUINEA

PT. MORESBY, Aug. 9.

AN Auster plane, operated by the Lutheran Mission at Madang, disappeared in the notorious Goroka Gap when flying over the coastal mountain range, from Goroka to Madang, on Monday.

After two days' search by air and ground parties natives have reported that they have located the wreckage in the densely-wooded mountains, and a ground party is now trying to reach it. The pilot, Edward Hartwig, is dead.

Against the Leg. Co. Constitution

PT. MORESBY, Aug. 6.

PUBLIC bodies throughout Papua-New Guinea are up in arms against the proposed constitution of the new Legislative Council.

The Papua Planters' Association, on August 3, at its annual general meeting, resolved that "the provision for representation on the proposed Legislative Council is entirely unsatisfactory and does not permit of interests outside of Government having proper representation."

The meeting asked the incoming Committee to give particular attention to the need for extending the Native Labour Contract from 18 months to 24 months, and the need for improved coastal shipping services.

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WOEFUL SOLOMONS

Activity Indicates Interesting Events in Honiara

From a Special Correspondent

ALTHOUGH an air of excitement filled the Solomon Islands headquarters town of Honiara in early August, and there seemed to be important things afoot, officialdom was firmly Hush-Hush, and outsiders could merely guess at coming events.

It may be reported, however, that two developments are pending:—

- Preparations are actively in hand for the transfer from Suva of the headquarters of the High Commission for the Western Pacific (which has jurisdiction over British Solomon Islands, British section of New Hebrides, and Gilbert and Ellice Colony).
- The British Minister for Colonial Affairs, Mr. John Dugdale, who was in and around Fiji from August 1 to mid-August, and who was to be in Sydney from August 15 to 18, was due to arrive in Honiara by Qantas Airways from Rabaul about August 20, and was expected to remain there for two weeks (until the next fortnightly plane).

It is believed that the Minister will make some public statement about the new Western Pacific Commission set-up, and the future administration of the Solomons.

VIEWED as a British Colony, the Solomon Islands are a woeful spectacle. With the recent departure of Mr. Corry, there are only a handful of independent European planters remaining in the group. European private enterprise has been driven out by war and Socialism. Retail trading, apart from the Government-owned Trade Scheme, is in the hands of Chinese. Mr. Eric Lawson has resigned from the Trade Scheme management, to re-enter private enterprise.

The Administration, under the direction of the British Socialists, apparently cares nothing about development. It seems to be concerned mainly with native welfare, and with the almost impossible task of establishing a town and port at Honiara, where a port should never be.

To-day, in all the Solomons, there is only one wharf at which an overseas ship can berth—and that is in the privately-owned port of Yandina, in the Russell group, headquarters of Levers. Tulagi—an excellent port—has been abandoned. The wharf at Honiara has collapsed.

Nothing further has been heard about the proposal that Australia should take over British administration in the Solomons and New Hebrides, which was seriously discussed at high levels last year. The few Britishers representing private enterprise in the Solomons definitely hope for transfer to Australia; but the removal of the HCWP establishment from Suva to Honiara seems to indicate that nothing of the kind is contemplated.

The equally small remnant of British interests left in New Hebrides, on the other hand, hopes that the present set-up will continue. The British say that the Anglo-French officials pursue a wise and comfortable policy of laissez-faire; and they are well content with it. In their view, Australian administration would mean interference and irritation.

DEATH OF J. O. C. WITTU

MR. JOHAN OLAF CHRISTIAN WITTUS was killed in street accident in Sydney, on July 13.

He was vice-consul for Denmark in Sydney at the time of his death but for many years he was with the Colonial Sugar Refining Company, and had spent 11 years in Fiji with the company.

Mr. Wittus was 81 at the time of his death.

TONGA'S AIRFIELD MAY NOW GROW PEANUTS

NUKUALOFA, July 12.

THE call at Tonga was cut out of the schedules of New Zealand National Airways early in July, and the Islands kingdom is now without any air-service whatever. We depend for mails upon the steamer services.

It appears that the airfield at Fuamotu, near Nukualofa, was in charge of the NZ Government's Ministry of Works, and the latter decided that Tonga should contribute £10,000 per annum towards its upkeep. Tonga replied that it could not afford any such expenditure—particularly in view of the huge building programme which it had undertaken.

The Tongan people are not greatly concerned. They say the air service was only run for the benefit of the European merchants and Government officials. The seats available in Nukualofa for passengers rarely exceeded three or four, and sometimes there were none.

There is some talk that Nukualofa may become a port of call for the Tasman Empire Airways new service from Auckland to Tahiti with flying-boats. This may be feasible as such craft could use our lagoon and no airfield maintenance needed.

It is rumoured that Prince Tugi —who made the airfield available from his own land, free of charge— may now use the airfield for growing his peanuts. The Prince has gone ahead rapidly with his plans for introducing this secondary crop to Tonga, and his fields adjoining the airfield already carry heavy crops of the vegetable, as shown in above photo.

Prince Tugi Returns

Prince Tugi, Premier of Tonga and heir to the Tongan throne, reached Sydney by air from London, on August 14, and left next day by air for Nukualofa. He told the PIM that he had had a very pleasant and helpful visit abroad and he had been especially interested in agricultural methods and machines which he had examined in America.

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JAP. THIEVES IN N. GUINEA WATERS

Australians Seize Little Ship in Hermits

ON August 4 or 5, an Australian naval craft went to the Hermit Islands (north of New Guinea nd west of Manus) and there rrested what has been described as Japanese sampan, 60 feet long nd carrying 44 persons, on a charge f stealing trochus shell and copra rom Islands in Australian territory. The vessel was taken to Lorengau Manus) for interrogation.

The Jap Captain disappeared the ight before arrival, and was reorted drowned. Mr. Tom Aitchison District Commissioner) alerted the atives, and the Jap was found shore, in hiding, and was returned) the ship.

The sampan was loaded with nell, and "stank to high heaven." he had an American authority to sh for trochus, as far south as the quator, but she was arrested three egrees south of the equator.

This followed a report that some me in July—apparently about 10th r 12th — a vessel manned by apanese called at one of the Ninigo slands (westward of the Hermits) hich is occupied by an Australian lanter, Mr. Gus Kuster. The apanese, after accepting Mr. Kuster's hospitality, raided his ores, siezed copra and trochus nell which he had on hand, and ailed away. His radio was out of ction, so he was not able to report ne incident for some two or three eeks.

Thereupon the Australian authrities directed, from Manus, an nmediate air and sea search of the hole area, with the result that ney picked up the sampan referred) in the Hermit group, about halfay between Mr. Kuster's island nd Manus.

Some of the Australian newsapers "played up" the theft of Mr. Kuster's shell, and the arrest of the sampan" in such a way as to uggest that Australia's tropical rritories are again being invaded y Japan, and that a dangerous and larming situation exists.

Some insisted that the sampan ame from a "mother ship."

The Australian Government romptly announced that the Aus-alian establishment on Manus is) be strengthened; and a bomber as sent north, in August, to be ationed there.

The fact of the matter is that ese tropical reefs apparently are) be subjected to sporadic thefts y wandering little ships, manned by apanese or Indonesians, or both, the same way as before the acific war. It is difficult to make ese Asiatics understand that idely scattered, isolated and inignificant little archipelagoes, like hose lying north-west of New uinea, are Australian territory and ust be left alone.

There is this difference, however. Before the war, many of these trochus-poaching Japanese were attached to the Japanese Intelligence organisation and were compiling data for the Japanese Navy. To-day, probably, they are only wandering and irresponsible poachers.

The irony of it is that between 1930 and 1940, when the Pacific Islands Monthly repeatedly reported the presence of Japanese poachers among these tropical reefs, and insisted on their significance, no one in Australia would take any notice. To-day, when the incidents have no significance other than theft, the Australian newspapers are excitedly discovering all sorts of dangerous and sinister things.

SUBMARINE AT EMIRAU?

THERE is no doubt, however, that there is need for close supervision over the activities of strange craft in Australian tropical waters. The Japanese are not dangerous now; but there very definitely is a threat from submarines based on Russian and Chinese north-west Pacific ports.

If World War III comes, the immediate threat to us in the Pacific will come from the fleet of ocean-going submarines which Russia has based on Vladivostock and similar ports, with the object of attacking our commerce in the Pacific.

For example, it is known that in the early part of this year a submarine appeared off the island of Emirau (north-west of New Ireland) and the party which landed on the island, and remained there for some time, comprised Asiatics and Europeans—and the latter are presumed to have been Russians. The visit was observed and reported by a European.

During the 1942-44 operations, the Americans constructed two big airstrips on Emirau, with runways 7,000 feet by 150 feet, and situated about 3,000 feet apart. They were well made of coral, and are still in good shape. Our Manus base is not very far away from Emirau.

There are other good airstrips on other islands in New Guinea waters which are now rarely visited. At Nissan (Green Islands), which is only 40 miles north of Buka and 100 east of Rabaul, there are two airstrips—one 7,300 feet by 150 feet, and the other 5,000 feet by 150 feet. They are well made of coral, but have not been used since the war.

These examples could be multiplied. Those islands airstrips could become very interesting if, in the event of World War III, it was possible for Russian submarines or raiding naval forces to bring into the South Pacific aircraft which could make use of them.

Sydney-Moresby

TOA Plan Twice-Weekly Service

ANOTHER Solent flying-boat for Trans Oceanic Airways arrived in Sydney from Britain on July 15; and it was almost immediately put into the Sydney-Moresby service.

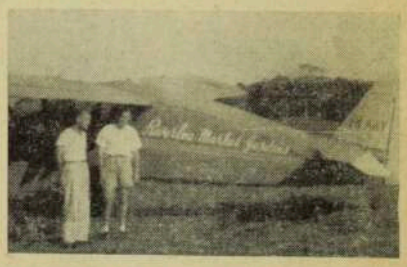
The Solent which was damaged in the Brisbane River several weeks ago has been repaired and, using both flying-boats, TOA, probably on September 5, will commence a Wednesday service to Moresby.

This will mean that, on Sunday and Wednesday evenings, the Solents will fly to Moresby, via Brisbane, and will return the same way on Mondays and Thursdays.

TOA plans to extend its present Sydney-Hobart service soon to four days each week; and, later on, with the arrival of a third Solent, the Sydney-Hobart service will be daily.

TOA's Hythe flying-boat is used on the Sydney-Lord Howe Is. service. The lagoon, there, is just a little too shallow to make the use of the bigger Solents practicable.

It was announced early in August that TOA were making arrangements to extend their service from Port Moresby to Rabaul, per medium of Mandated Airlines aircraft. In the past, Mandated Airlines have not had a regular connection to Rabaul. That line, however, has introduced two English De Haviland Dove aircraft, and it is proposed to use these to connect with TOA Solent at Moresby and thence fly on a regular schedule to Rabaul.



Two enterprising young men, using this plane (which is called Kiverlea Market Gardens) are supplying Madang, New Guinea, with excellent vegetables grown in the Central Highlands.
—Photo by Don Reed.

An Auster plane owned by the Catholic Mission at Wewak, New Guinea, crash-landed on the Maprik aerodrome late in June when the pilot overshot the strip. Father Kelly, who was flying the plane, escaped with minor injuries, but the machine was badly damaged.

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Divers' Search For Bullion Off Lae

Aftermath of Drover Crash

THERE are mysterious features about the loss of the Qantas Drover plane in the sea off Lae, New Guinea, in July, when the following people lost their lives—

The Bishop of Alexishafen, the Rt. Rev. Stephen Appelhans, 46, whose headquarters were at Madang. He was a native of Kansas, USA.

The Rev. Father William Bachus, 42, born in Brooklyn, New York, priest of the Morobe District.

First Officer John William Spiers, 30, pilot of the Drover.

Miss Helen Jean Connor, 27, of New South Wales, a recent arrival in Lae. She was engaged to marry:

James Wilson Palmer, 37, a radio technician with Radio Telecommunications, Lae.

Miss Frances Tindale, 30, of NSW, a friend of Miss Connor.

Kenneth Charles Macdonald, 31, building supervisor at Bulolo Gold Dredging Ltd.

The plane was making a routine flight from Bulolo and Wau to Lae. The weather was not very good and, as he approached Lae, the pilot was asked to lay off for a little while. He swung off over Huon Gulf, southwards, and completely disappeared, without a word.

The control officials at Lae, becoming anxious when, after minutes, they could not locate the Drover, raised the alarm. A search plane soon afterwards located wreckage on the surface miles south of Lae. Later, the bodies of Bishop Appelhans and Miss Connor were recovered.

In the following days, searching craft located the plane on the sea-bottom, 10 miles south of Lae, at a depth of 100 feet.

The Drover had been carrying bullion from the Bulolo goldfields—about £35,000-worth.

The Drover was regarded as a sound and trustworthy plane, and she had plenty of fuel. An inquiry into the accident is proceeding.

The generally-accepted theory is that, when the plane was banking for a turn over the Gulf, in thick weather, she was nearer the water than the pilot supposed, and a wing-tip struck the surface causing a crash.

Although most of New Guinea passenger transportation has been by air for 20 years, and flying conditions in New Guinea are far from ideal, the New Guinea air accident rate is phenomenally low.

SALVAGE OF PLANE

FIRST attempts by a diver to salvage the remains of the plane and locate the missing £35,000-worth of gold were abandoned at the end of July. Early in August other divers and equipment were being flown from Australia to try again. This second attempt had been undertaken by the insurance company with which the gold was insured.

The wrecked plane lies not far from the mouth of the Markham where a continuous flow of water pours into the Huon Gulf. This has helped disintegration of the plane.

The first diver found no trace of the five bodies nor of the missing bullion.

The second party of divers reported that they entered the fuselage of the plane on August 9, but found no trace of passengers, or bullion.

It is now presumed that when the plane hit the sea, the bottom was torn out and passengers and cargo were scattered.

BISHOP APPELHANS AND FR. BACHUS

THE Rt. Rev. Stephen Appelhans, Vicar Apostolic of Eastern New Guinea, was an American, and was consecrated a Bishop at St. Mary's Mission House, Techny, Illinois, USA, on November 30, 1948.

Bishop Appelhans was then 43—young for a Bishop. But at the same ceremony, a fellow American became the youngest Bishop in the world. He was the Rt. Rev. Leo Arkfeld, Vicar Apostolic of Central New Guinea, who was then 36.

Bishop Appelhans (right) photographed at Alexishafen with Mr. C. W. Mansell (Islands representative of Mungo Scott Pty. Ltd.) a few days before the Bishop's death.

These two young bishops took the place of Bishop Francis Wolf, of Alexishafen, and Bishop Joseph Loerks, of Central NG, who had been killed when a Japanese prison ship on which they were travelling was strafed by US planes in 1944.

In Australia, in 1944, Bishop Appelhans became director of the Mission of the Society of the Divine Word in New Guinea. He went to the Territory about 1945.

His was the task of rebuilding the fine mission station that had existed at Alexishafen before the war but which had been completely destroyed during the Jap occupation.

The Roman Catholic missions in New Guinea have followed the custom of the country and used air transport extensively—many of the younger missionaries (including Bishop Arkfeld) pilot their own planes.

A number of them have been killed in air accidents — Father Kirschbaum, a noted anthropologist, before the war, Father Joel Glover a couple of years ago, as well as now Bishop Appelhans and Father Bachus.

Father William Bachus, an American, also of the Society of the Divine Word, was attached to the Mission of St. Mary at Lae, and was loved by all in the district, Catholics and Protestants alike.

He was one of the first people to visit the Mt. Lamington area after the eruption in January.

Minister of State Visits Fiji, BSIP, Tonga

THE Rt. Hon. John Dugdale, U Minister of State for Colonial Affairs, spent two weeks Fiji at the beginning of August.

Two days were also to be spe in Tonga and he proposed to rea the British Solomon Island Prote torate, via Sydney, on August and leave Honiara again on Se tember 3.

An extensive programme w planned for him in Fiji and a in the BSIP where it is hoped will obtain a first-hand knowled of post-war conditions and possibl attend the 1951 meeting of the A visory Council.

Mr. Dugdale is a career po tician. He was born in 1905, w educated at Wellington College a Christ Church, Oxford and th was attached to the British Leg tion in Peking for 12 months.

Several years in journalism fo lowed and, in 1931, he became a tive in Socialist politics when became private secretary to M Attlee. He contested three Parli mentary seats without success du ing the 30's but became a Labo member on the London Coun Council in 1934.

He remained with Mr. Attlee un 1939 when he served for two yea with the British forces.

He was elected a Labour MP f West Bromwich in 1941 and thenc forth made colonial affairs a agriculture his main parliamenta interests.

In March, 1945, he became Pa liamentary Private Secretary to M Attlee. He was appointed to juni ministerial office in 1950.

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RABAUL MEETS THE NEW MINISTER

From Our Own Correspondent

RABAUL, Aug. 1.

THERE was a colourful scene in the tropical garden of "the house on the top of the hill"—the District Commissioner's residence at Namanula—late in July, when a representative section of Rabaul's population gathered at a party to do honour to Territories Minister Hasluck and Postmaster-General and Civil Aviation Minister Anthony—the latter accompanied by his piquant and charming wife.

The first thing we noticed about our new Minister is his youth, the lines of laughter round his eyes, and that air of frank friendliness which belongs to most West Australians.

After talking to him, one decides that here is a man who will not deliver any ill-considered judgments, or facile promises. When this Minister's decision is given it will be wise and fair.

The morning after his arrival, Mr. Hasluck left for Kokopo, to inspect the new town site, accompanied by Administrator, Colonel Murray, the District Commissioner, and other officials.

When asked by the Advisory Council that he should suggest to the Australian Government that it reconsider its decision to move the town to Rapopo, Mr. Hasluck said that although it was not his wish to alter the decision of his predecessor, and that plans were already in operation for the move, the idea of a different site was not wholly excluded.

A VARIETY OF REQUESTS

CHINESE Community representatives gave lengthy reasons to the Minister to support requests for more privileges and added status for the Chinese community—including equal rights with Europeans, equal pay, and the purchase of land on the same basis. They emphasised their anti-Communist feeling.

Members of the Rabaul and Kokopo Sub-Branch of the RSL urged that encouragement be given to plans to foster feelings of loyalty among Asiatics.

The Planters and Traders' Association requested that the Minister take steps to review the MOF copra contract (which Britain has broken by devaluing her currency); that monies taken from the planters and held by the Government be returned to planters; and that they be allowed to sell their copra on world markets. They also urged that the new Native Labour Ordinance be discontinued, and the old one reinstituted as a basis for working labour.

Mr. Hasluck said that consideration would be given to all these requests. But, in cases, even if granted, there would be great delay in introducing new measures, as this would involve new legislation.

Mr. Anthony, who arrived at Rabaul the day following Mr. Hasluck's arrival, spent the period of his visit inspecting airstrips, and conferring with DCA officials.

One wonders who organises tours of this nature. The time is obviously too short for the Minister to do anything except listen to the carefully-prepared statements of Public bodies—and take quite a lot of ear-bashing on the side from those with axes to grind.

LAUTOKA STORM

Arguments About a Wharf

SUVA, Aug. 1.

THERE has been a certain amount of liveliness on the Lautoka front, centred more or less on the new wharf project.

Lautoka's wharf is the private property of the CSR Co. and was used originally for the outward loading of sugar and the inward unloading of supplies for the sugar towns of northern and north-western Viti Levu.

As other population (not connected with sugar) grew, there was a call for port facilities not connected with the CSR Co. But CSR Co., in accordance with its well-known policy (its famous free-for-all railway, for example) has allowed almost anyone to use its Lautoka wharf at small charge, or without charge at all.

Long years ago the Lautoka community asked the Government to provide a public wharf. Like other public works in Fiji, there was endless argument and delay about the project. It was originally planned to spend £15,000 or £20,000 on a wharf. Then wartime conditions intervened.

After the war, £150,000 of the Development Plan money was earmarked for Lautoka's wharf.

Early last year, the British Government spent £2,000 in sending a consulting engineer to Fiji to plan a wharf for Lautoka. This functionery planned a quay-type wharf, with Customs sheds, at an estimated cost of £335,000. The Government was literally staggered, and insisted on sending the whole plan back to London with a request for a more modest plan and estimate.

Meanwhile, the impatient citizens of Lautoka, apparently not realising the difficulty that had developed, began to criticise (a) the Government, for failure to do anything, and (b) the CSR Co., because they suspected that the Co. was trying to sabotage the public wharf plan.

The argument of the Lautoka citizens is that a new public wharf for the town generally would involve substantial port fees, which the company, like everyone else, would have to pay, but which it now escapes because it owns its own cheaply-built wharf.

Members of the Lautoka Chamber of Commerce (President, Mr. A. E. Waddingham; Vice-president, Mr. C. A. Adams; secretary, Mr. A. J. Carfax-Foster) have been active recently in this matter. They are emphatic that there is likely to be a development boom in the wide fertile area of Viti Levu, which stretches from Nadi right around to Tavua; that already half the population of Fiji is found in these districts; that the excellent port of Lautoka, upon which this development should be based, is now gravely handicapped by lack of a suitable public wharf; and that some suspect that the absence of a wharf is due to unfriendliness on the part of Suva (which, they say, fears the growth of Lautoka) and of the CSR Co. (which, they say, for financial reasons does not want a new wharf).

The parties concerned have an effective answer to both these suspicions, and rather resent the criticism.

Consequently, when there appeared in the Fiji Times a somewhat critical statement, apparently sponsored by the Lautoka Chamber, there was swift reaction. Both the District Commissioner and the manager of the CSR Co. made strong representations to the Chamber of Commerce; and there then became evident some differences of opinion between officials of that body. The result was the resignation of the indignant secretary.

Actually, it is merely a teacupful of storm, and it soon will be forgotten. But it will achieve something if it convinces the powers that be that the Lautoka people are very eager to get on with everything that will assist the advancement of their big, rich district.

The Ba (Fiji) open golf championship, on July 22, was won by D. Phillip, with E. Allman (Lautoka) and J. H. Johnson (Lautoka) close up.

A commercial summary from London, published on August 3, said: "Wool is down by 60 per cent. Copra, a significant bellwether of the important fats and vegetable oils group, has fallen 40 per cent." Copra was quoted about £135, Stg., European port, some four months ago. It is now around £80-£100.

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WHERE 'SMITHY' LANDED

'Southern Cross' In Albert Park, Suva

ALMOST exactly 23 years ago—on June 5, 1928—the first overseas aircraft to arrive in Fiji, Sir Charles Kingsford Smith's Southern Cross, came in low and slow over the lagoon in front of Suva, touched down on the outer edge of Albert Park at 60 m.p.h., and raced for the hillside. The crew (Charles Ulm, co-pilot, Jim Warner and Harry Lyon) held their breath. A crash seemed inevitable. But the wizard "Smithy" somehow ground-looped the plane at the end of the Park and brought her safely to rest.

They had left Honolulu 34½ hours earlier, carrying 1,300 gallons of petrol, and had made the then extraordinary flight of 3,150 miles through continual tropical storms without accident.

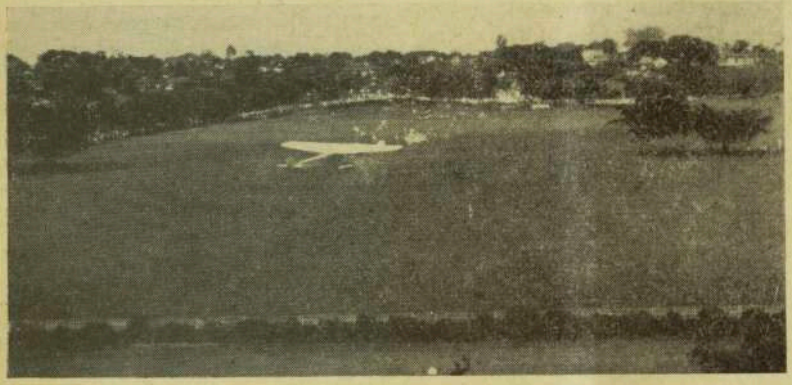
The landing in little Albert Park was a miraculous thing. They nearly "pranged" the Southern Cross as they landed, however, because "Smithy" did not know that the surface of the Park was about 12 feet below the surface of the surrounding land.

They could not take off from Albert Park with a loaded plane. So after three days' rest they flew the plane, empty, to Naselai Beach, filled up there with petrol from drums that had been lightered to the beach, and made the third hop to Sydney.

It has been decided to erect in Albert Park a memorial to the fact that Charles Kingsford Smith landed there at the end of the second hop in his great pioneer flight from San Francisco to Sydney. The memorial, designed by Australian artist Mary Edwards, will be 30 ft. high. On a base with red marble steps, the memorial in bronze will represent a young Fijian in ceremonial dress springing up to provide landing ground on his land for a silver bird, representing the Southern Cross.

Today, only 23 years after "Smithy's" great flight, nearly 1,000 aircraft, carrying over 20,000 passengers, call at Fiji each year. That is the measure of the amazing growth of commercial aviation in the Pacific.

Second and third class mail may now be sent by air from Australia to French Oceania. The fee is 1/3 for two ounces or part thereof. This class of mail includes commercial papers, printed matter samples, newspapers and small packets.

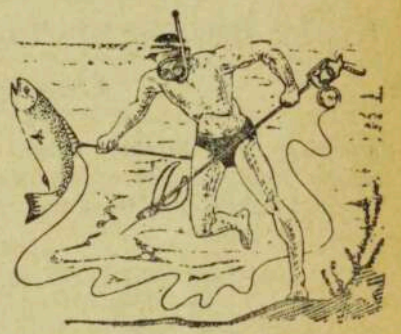


This photograph, taken by Mr. G. S. Chisholm on June 5, 1928, shows the Southern Cross just after it had landed in Albert Park.
—Photo kindly loaned by Mr. A. S. Smyth, of Apia.

CAPT. O'BRIEN TAKES FOOD TO NORFOLK

CAPTAIN GEORGE O'BRIEN, who is taking the 66-ft. auxiliary ketch Darnley to Vila, New Hebrides, called in at Norfolk Is. in August to deliver much-needed supplies.

Captain O'Brien who has delivered numerous small ships to New Hebrides in the last few years, usually sails via Noumea. He has gone considerably out of his way to relieve the shortage of sugar and flour on Norfolk Is.



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THE EDITORS' MAILBAG

The Chileans Flew To Easter

FROM a valued correspondent: "You ask for the origin of that queer report of a few months ago that the Chilean Air Force had turned up in the Lau Islands, Fiji. I don't know—but it may have something to do with the stir that was caused in Valparaiso when Captain P. G. Taylor announced that he would make a pioneer flight from French Oceania across to South America.

"The Chileans said that they could not allow the honour of making this first flight go to a foreigner. So they put down a 3,000-ft. strip on Easter Island (Chilean territory); and they stationed three ships at points equi-distant on the 2,500 miles between Valparaiso and Easter; and then they loaded 14 high-ranking officials onto a big amphibian, and took off.

"By skilled navigation, the grace of God, and hopping from station-ship to station-ship, they found Easter Island, and got down OK on the new air-strip. Probably you heard, away over there in the west, the echoes of the celebrations which attended this achievement of the Chilean Air Force, and thought they had arrived in Lau.

"When they tried to leave Easter airstrip, they couldn't get the amphibian off the ground. So they took her into water, and tried again. But the wheel receptacles had filled with water, which added about 1,200 lb. to the lift; and she wouldn't leave the water either. While they struggled, the sea got nasty, and they did-in a wing.

"So they hauled the amphibian ashore—and returned to Chile by ship. Whatever they had planned, they never got nearer Fiji and Australia than Easter Island.

"When Bill Taylor, without aid of station-ships or anything else, found lonely Easter, and flew on to Valparaiso, they greeted him very warmly, and showered honours upon him. But in the records of Chile, at any rate, the famous Taylor will not be shown as the first man to fly across that vast empty ocean between the Marquesas and South America."

A Message From "Little Willie"

ON July 20 we received, through Count Goedicke van Asten, a resident of Tonga, a message from Prince Wilhelm von Hohenzollern, a resident of Germany:—

"Thank you for that very interesting book, 'Where the Trade Wind Blows.' I read and enjoyed every line of it. My compliments to the authors, Judy Tudor and R. W. Robson . . . If I could put back the hands of Father Time, I should visit those lovely islands of the South Seas (Samoa and New Guinea) that should have been ours, but which we lost through bad advice and bad advisers."

Before World War I, Prince Wilhelm was Crown Prince Frederick Wilhelm, heir to the throne of Imperial Germany. To distinguish him from the Kaiser (Wilhelm) he was known throughout the English-speaking world as "Little Willie"—a name bestowed on him by his uncle, Edward VII of England.

On July 21, Sydney's chief newspaper carried the heading: "Little Willie Dead." Prince Wilhelm, aged 69, had passed away just about the time we received his message.

Mr. F. T. Goedicke (who recently succeeded to the Dutch title of Count van Asten, and whose boyhood friend was Kaiser Wilhelm) has just attained his 90th birthday. He was among the savages in Kokopo, near Rabaul, while New Britain was still a no-man's-land, about 1880.

The Password is Beer

THE second annual ball of the New Guinea Ex-Servicemen's Club is to be held in the Sky Ballroom, at 166 Phillip Street, Sydney, on the evening of Wednesday, October 24. The Secretary's circular to members says, inter alia: "So far we have acquired a portable bar, three waiters, two 18's and one or two other things, the sooner you let me know that you will be there the better chances we will have in laying in a stack of beer."

There are no references to ladies, but presumably there will be dancing partners there.

One is reminded of the old war-time story. Digger was in a tramcar in Paris, and Mademoiselle tried to catch his eye. She was charmingly persistent, but Digger looked out of the window. As he left the tramcar, he leaned apologetically over Mademoiselle and said: "Sorry, Miss, you did yer best—but my 'obby's beer."

Patrons of the Club are Dr. E. T. Brennan and Mr. J. C. Mullaly. Secretary is Mr. A. G. Pagett of 8 Slade Road, Bardwell Park, Sydney.

Memories of the Well-Loved HE

Old hands of the Papuan service love to tell stories of HE (their invariable, affectionate name for the late Sir Hubert Murray). Here are two, collected from recent letters.

There had been a bad show up in hills somewhere, and an official (call him Smithers) was in trouble. and Leonard Murray arrived in Laurabada at a coastal port make inquiries. One of the first called in for interrogation young Jack Hides, who had something of the incident. Th Hides's account.

HE: What's the matter Smithers, Jack?

Hides (confused): Well, sir, a you know ——"

HE: Does he drink?

Hides: No. Oh, no, sir.

HE: Does he smoke?

Hides: No, sir.

HE: Does he—you know—wh mean—does he, m'm'm—does molest the women at all?

Hides: Oh, no, sir.

HE (resignedly): M'm'm'm well, I suppose that accounts fo All right, you can go.

:: :: ::

Someone down South had go idea that we could grow Cow as a staple native food, and cut out expensive importation rice. I was RM on the North coast, and I was one of those had to try out the brain-wave

The Laurabada came in, and walked up the hill with me.

"How are you getting on with Dahl (Cow) Peas?" he asked.

I reported that I was having success. I had done my best them, but they would not grow

"All right—don't worry," said "Don't tell anyone I said so, you can forget the damned th The niggers don't like them, way. Wouldn't eat 'em even i could get a good crop."

And so back we went to "produce of Assam (imp)," and local taro and the home banana.

Entomologist

I MET the "beetle bloke," Pen here, last week (writes a bourne correspondent). You remember him as the entomo who did work for Levers in Pacific several years ago. He been doing a job for the Vict Government at Merbein—still ing insects of some kind—bu tells me he is going to Londo the near future.

Air Services for French Pacific Territories

THE General Manager of Tahiti—the newly-formed line with headquarters Papeete—reports that many t lers are showing an interes this new means of reaching famous French-Polynesian r Air Tahiti's plane flies from Pa to Aitutaki, in the Cook Isl once a month; and it connec Aitutaki with the weekly plane Auckland and Suva, sent out by Zealand National Airways.

For years, Tahiti suffered t port isolation. Its only re

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Fiji Area Gets Water After 6 Years' Fight

ON July 30, following 30 years of discussion, argument and frustration, the Governor of Fiji (Sir Brian Freeston) formally opened the Rewa Water Supply, by which 6,000 people, living in Nausori, part of the Rewa Delta, and Bau, now get water by reticulation from a hillside above Nausori.

The water is pumped by electric motors from the Rewa River, and is cleared and purified in a series of settling tanks, and then stored in a reservoir of 180,000 gallons.

The plan was formulated about 1920, but no agreement was reached for 20 years. Then a select committee recommended something like the present plan, but without the inclusion of Bau—it was thought that the old 80,000 gallon tank at Bau could be repaired and used. Then the war intervened. After the war, a £75,000 plan was approved.

Ever since then, the Public Works people have fought steadily for materials and staff. When eventually the work was completed, it had cost £120,000 and taken three times as long as estimated.

It is hoped eventually to increase this water supply to serve the whole Rewa Delta, and 17,000 people.

Power is provided by AC generators operating off 60 hp diesel engines.

When completed the scheme will entail nearly 20 miles of mains, from 9-inch through 8-inch to 3-inch. A special 3-inch pipe is being laid to Bau Island.

The new supply will be of inestimable benefit to the community and may have a marked effect on vital statistics, particularly on the incidence of infant mortality. Already there is evident a keen desire to get on to the new supply, by all those anywhere in the vicinity.

Miss Murial Bishop left Brisbane by flying-boat in early August for Port Moresby. From there she will go to Kanosia estate where she will marry **Mr. Douglas Campbell.**

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shipping line is Messageries Maritimes, whose 3-monthly vessels, running between Marseilles and Sydney, via Panama, always call at Papeete. Air France and other French interests several times promised a trans-Pacific airline; but the facts of geography are against them, and all their plans have failed.

French Oceania is at the extreme easterly end of the South Pacific island groups. A French plane, to get there from the west, must pass through the various British territories; if from the north, it must use Honolulu. British and American airlines already have dragged every available penny of business out of those groups—the French have not a chance.

On present indications, most of the inter-Territorial flying business in the South Pacific is going to be divided up between the Australian company, Qantas Empire Airways, and the New Zealand company, Tasman Empire Airways, with smaller concerns, like Trans Oceanic Airways and New Zealand National Airways, coming in for smaller shares. New Caledonia (French) probably will be serviced entirely by Qantas, and French Oceania by Tasman.

Our Problems Were Old In 1917

A MUCH-appreciated parcel of old documents to hand from our old newspaper friend Percy S. Allen, who was editor until 1921 of "Stewart's Handbook of the Pacific." This list of titles reminds us of some very important, but long-forgotten events in the Pacific:—

Samoa and Pacific Islands—A Paper written by Coleman Phillips for Premier Seddon of New Zealand, in 1894, and printed and laid before NZ Parliament. Strong arguments in favour of bringing Samoa under the British flag. (This was before Germany acquired Western Samoa. Samoa later was divided between Germany and United States. Britain was bought off with the "Southern" or "British" Solomon Islands.

British and Australian Trade in the South Pacific—A Report on 150 printed foolscap pages, dated 1917-18, by the Interstate Commission of Australia.

Visit of New Zealand Parliamentary Party to Cook Islands, Samoa, Tonga and Fiji, 1920—A document of 74 foolscap printed pages reporting a "glorious Islands picnic for politicians."

Papua—Annual Report for 1920-21.—The late Sir Hubert Murray at his best. Curiously enough, there is a long section on rice cultivation at Mekeo. Thirty years ago!

Report (1914-15) of Australian Royal Commission on Mail Services and Trade Development Between Australia and New Hebrides.

Papua To-day—a Paper read before the Royal Colonial Institute by J. H. P. Murray in 1923.

It is remarkable, as one looks through these ancient reports, to see how the problems which were agitating the public mind 30 years ago, in relation to the Pacific Islands, are still cropping up, as lively and insoluble as ever.

One notices, for example, that in 1917 Mr. J. M. C. Forsayth, "former British Consul at Herbertshohe, German New Guinea," repudiated the suggestion that natives were being exploited, and said that the Germans in New Guinea, and the British in the Solomons, would not permit the alienation of any land bearing coconuts. All coconut-bearing land belonged permanently to the natives.

An El Dorado In Pies

HAVE you heard the story of Arnie Hayes, of Moresby, who has made a fortune out of pies in less than three years. A recent visitor writes exuberantly on the subject of Arnie's success.

"Mr. Hayes," he says, "arrived here with the proverbial two-bob He had no job and no friends. But he noticed that the natives were loaded with Australian currency, and had nothing to do with it. Arnie raised enough capital to buy an outfit for making coffee and pies.

"You who have seen the native labourers surrendering themselves body and soul to lolly-water can understand their reaction to well-seasoned meat pies. Arnie wasn't too proud to hawk his own pies in his own push-cart.

"That was about 2½ years ago. Today, Arnie Hayes owns two trade stores and a flourishing retail business. He rides in a nice car, which he did not get on time-payment. He has just purchased a block of land alongside the Papua Hotel, and I'm told the price was £5,000.

"Arnie himself told me his cash balance at the Bank. I can't believe it. But all the outward and tangible evidence does indicate that Arnie is rich. All in 2½ years. That CAN happen in a country where there is no income tax."

Pastor Ormond Speck and **Mrs. Speck**, of the Seventh Day Adventist Mission, were on leave in Perth, WA in early July. Their mission station is at Ambunti, 250 miles up-river from the mouth of the Sepik, New Guinea.

The old home of Sir Charles Rosenthal, on Norfolk Island, has been purchased by Mrs. Gandy, who has returned to make her home there again. The place has been refurnished, and is now one of the most attractive on the Island.

MR. W. H. TAILBY

Retirement of Cook Islands Chief is Reported

From Our Own Correspondent

MANGAIA, July 1.

INFORMATION received on the radio indicates that this group will shortly be under the administration of new RC, at the official GHQ (Rarotonga).

Mr. Wm. H. Tailby, formerly Inspector for the Island Territories Dept. (and prior to that Customs Officer at Rarotonga), has held the post of RC since the retirement of the late Judge Ayson, some years back. It is stated that ill-health—probably due to his long service, of nearly 26 years, in the Islands—is the cause of Mr. Tailby's remaining in New Zealand.

Speculation is rife about the probable successor. Several judicial and administrative officers of Rarotonga are known to be eligible. However, the NZ Government may send its own selectee to the Islands.

Mr. Tailby has had a successful career, in which his outstanding ability as an organiser and administrator was always evident. It would not be realistic to imply that his rule was popular with all sections of the community. He met with frequent opposition, and even press attack; but in spite of this, none of his opponents ever impugned his integrity, while his adherents knew him as a very straight, if somewhat stern, administrator. He did the people of Rarotonga many ex-officio good turns, and was a frequent visitor to the local hospital. Mrs. Tailby, keenly interested in native welfare, was Commissioner for Girl Guide organisations in CI, and also looked after the locals invalided in Rarotonga Hospital, who will remember many kindnesses from both.

The older group of CI officials is rapidly thinning out. Stephen Savage, Registrar of High Court and Maori scholar, died during the late war. Judge Ayson also passed away. Dr. E. P. Ellison is living in retirement in NZ. Mr. Tailby is the remaining official still active, of the post-Annexation period from World War I onward. He is a veteran of that war, in which he served with the NZ Forces. A son and daughter reside in NZ.

The Lautoka-Nadi area of Fiji has a poor local telephone service; and, on the trans-island service, it sometimes requires four hours to get a call through to Suva. Lautoka Chamber of Commerce is appealing to Government for relief. An automatic system for Lautoka-Nadi is projected. 40 persons are on the telephone waiting list.

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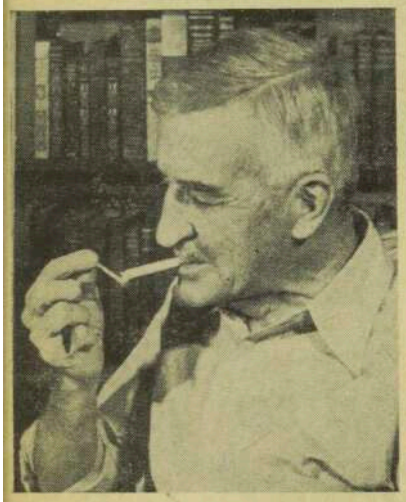
TRIBUTES TO JAMES NORMAN HALL

Tahiti Mourns The Passing of a Lovable Man

ALL sections of the people of French Oceania — Europeans, Tahitians and Asiatics—were united in their sincere grief at the death, on July 5, of James Norman Hall, famous American author. As a young American airman, he fought for France in World War I in the renowned Lafayette Squadron; as a young journalist, he settled in Tahiti, and married a charming daughter of the French-Tahitian community; as a world-famous writer, he (with his friend Charles B. Nordhoff) brought endless valuable publicity to Tahiti; and as a kindly man and a loyal, unassuming friend he was esteemed, respected and loved by everyone in Tahiti.

The demonstration made at his funeral by every class, from the Governor to the poorest fisherman, showed the regard in which Hall was held.



A recent photograph of James Norman Hall.

An article in the Tahiti newspaper, Bulletin de Presse, on July 24, paid a deep and moving tribute to the famous author. It referred especially to his great services to France.

There have been many interesting incidents. For example, the American flag which draped the coffin was supplied by Oscar Nordman, who was one of Hall's first Tahitian friends. When Hall first went out to the Tuamotus, in 1921, Nordman was supercargo in the Bluenose schooner Percival S. Parks, in which Hall made the voyage; and when Hall wrote his book "Faery Tales," based on that voyage, he amusingly presented Nordman as the drunken supercargo who played marbles with the native boys and got into much mischief.

When Hall's well-loved daughter Nancy, now Mrs. Rutgers, of Honolulu, arrived in the yacht Vega in July, just too late to see her father alive, it was Nordman's daughter Anatila who presented the flag to Mrs. Rutgers, as a token of their love and friendship.

James Norman Hall is gone, but he never will be forgotten in Tahiti. In the fame he won, and in the love he inspired in the people, and in the fact that he was buried in a spot of his own choosing, there is a similarity between the life and death of Hall in Tahiti, and of Robert Louis Stevenson in Samoa. It was not unfitting that the French newspaper, ending its tribute to Hall, should have quoted Stevenson's famous epitaph:—

"Here I lie where I long to be—
Home is the sailor, home from the sea,
And the hunter home from the hill."

(Continued on Page 19)

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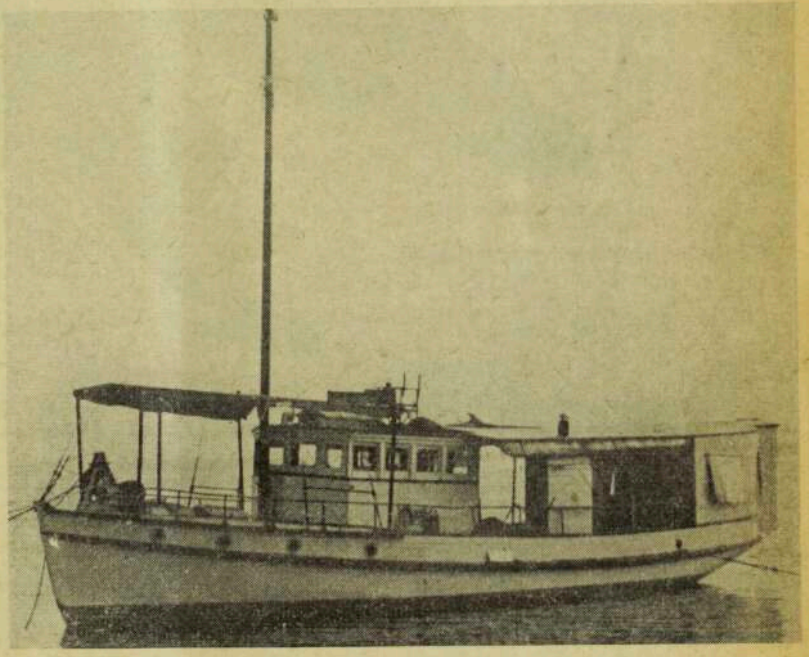

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CONTINUED FROM PAGE 17.

Pacific's Most Famous Literary Partnership

By Eric Ramsden, in Wellington "Post"

IT is curious that death should have claimed James Norman Hall and Marshal Henri Petain within a few days of each other. One, a successful novelist, died in Tahiti, which had been his home for the past 25 years, while the other, disgraced, senile, and almost forgotten outside his island prison, off the French coast, had long outlived his glory.

It was of Hall, then serving in the Escadrille Lafayette, that Petain wrote during the First World War: "Brilliant pursuit-pilot, a model of courage and spirit, who recently brought down an enemy plane, met a glorious death in combat with four monoplanes, one of which crashed in flames."

But the Marshal was wrong. Though Hall's death was reported on more than one occasion, he lived to join forces with another American, Charles Nordhoff (also of the Escadrille) and formed the most famous literary partnership the Pacific has known.

Success came with the trilogy "Mutiny of the Bounty," "Men Against the Sea," and "Pitcairn's Island." But both served a stern apprenticeship over many years. It was not until their books were filmed that wealth came. Apart from his collaboration with Nordhoff, the more industrious Hall wrote at least a dozen books. "The Far Lands," a Polynesian epic, appeared only a few months ago.

These writers, who had so much in common, provided a marked contrast. Nordhoff once told me that unless they collaborated money always eluded them. Hall was by far the better craftsman. Nordhoff supplied the romantic flair and drive, and Hall the thorough research that formed the background to their work.

IN KITCHENER'S ARMY

Born in Colfax, Iowa, and a graduate of Grinnell College in 1910, Hall was in England during the First World War, and served for a period in Kitchener's Army, later transferring to the French.

Nordhoff was born in Engand of American parents, returned to the States as a child, and graduated from Harvard. Both were born in the same year—1887.

In Tahiti they lived at opposite ends of the island. When they worked on a book they took an office in Papeete and observed regular hours. But there were long periods when Nordhoff fished, and Hall indulged in his favourite hobby of mountaineering.

Nothing provided a greater contrast than the manner in which they looked after their books. As wealth came to Nordhoff he added room after room to his home until in time it resembled a series of railway carriages. At the far end of his house was what was called the library. There the tropic pests that riddle books had a completely free hand.

Hall, on the other hand, sprayed his books from time to time, and kept them in perfect order. It was well that he did so, as the important Bounty bibliography which the authors accumulated was in his keeping.

From the thatched bungalow in which he worked, Hall once pointed out to me, in Matavai Bay below, the bank on which the Dolphin, the first British ship to visit Tahiti, grounded. The neighbourhood of Arue was redolent of history.

I knew Nordhoff at the pinnacle of his success. He was a most likeable man, exceedingly popular in Tahiti, but his own enemy. Failing eyesight—a result of too many fishing expeditions on the reef—and the shock of a domestic tragedy drove him from the island to die in California in 1947.

Now death has called Hall, his partner and friend. With the recent death of Robert Dean Frisbie, also an American and a protege of Hall and Nordhoff, the Pacific lost another figure of literary importance.

As Nordhoff's menage terminated tragically, neither did sorrow pass by Hall. One of his children caught some strange tropical complaint

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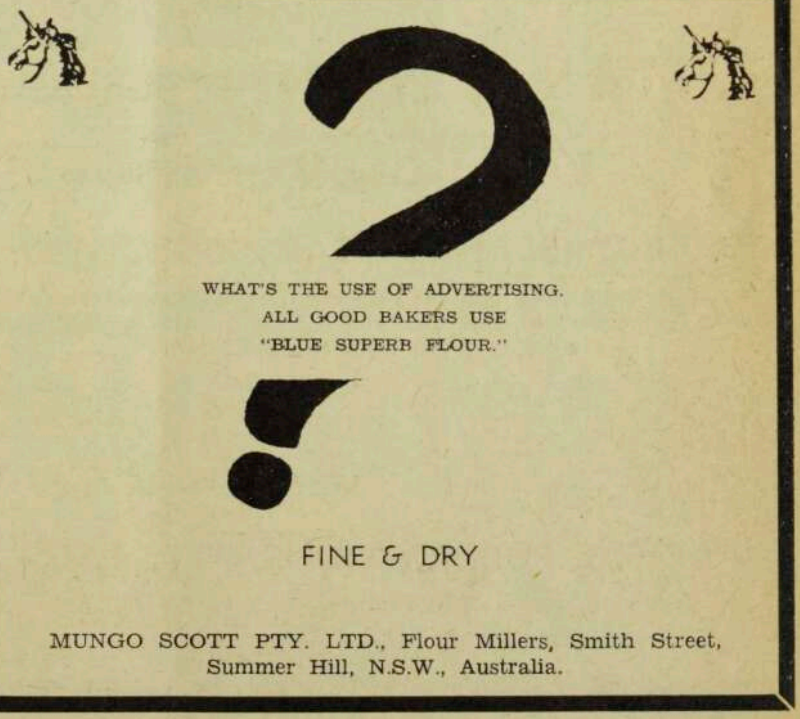

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that necessitated long residences abroad. . . .

HIS LAST ACT

One of Hall's last acts was to write a series of articles, in which he quoted from Frisbie's letters, and the proceeds went to a fund for the maintenance of Frisbie's children.

Hall never indulged in excesses: he lived quietly at Arue, with occasional trips abroad, living, as he said, far more intently in books than he did in real life. Tahiti he regarded as "a grandstand seat to observe the workings of a mad machine age."

Hon F. W. Doidge, New Zealand Minister for External Affairs, who has had Ministerial charge of New Zealand's Islands Territories, has been appointed New Zealand High Commissioner in London. He knows London well; he was a high executive of the Beaverbrook press for 15 years after World War I.

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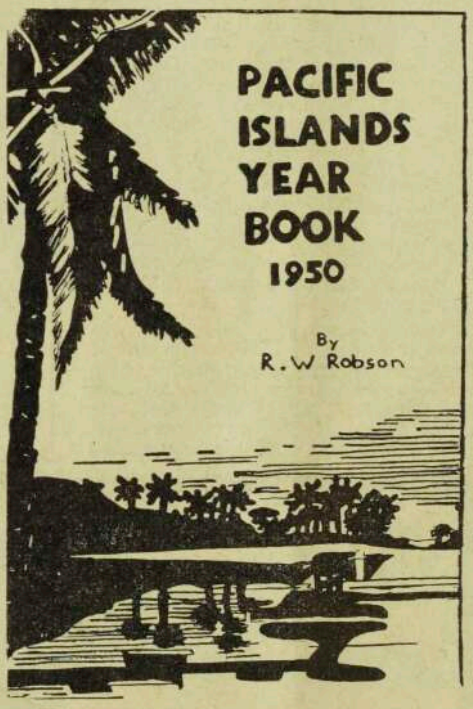

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Norfolk Is. Gets NZ Market

From Our Own Correspondent

NORFOLK IS., July 30.

MANY years ago Norfolk Island experienced a banana boom, but when New Zealand prohibited their import—for political reasons—many hundreds of acres of cultivated land were allowed to go back to bush. (Australia, of course, does not want our tropical and semi-tropical produce which would compete with mainland growers).

Now, thanks to the representations made in the first instance by Mr. J. Howse, MP, on the question of a possible market in NZ being established for Norfolk-grown bananas, citrus fruit, etc., permission has been given by NZ for the importation of fruits, vegetables, plants, seeds and cut flowers from Norfolk Island.

Certain conditions have been imposed, chief of them being compulsory inspection of citrus orchards each year, to determine if they are clear of Mediterranean, Queensland or oriental fruit fly. There must be a yearly declaration by the Administrator that fruit fly does not exist and finally there will be an inspection of export fruit in registered packing sheds.

Captain Holm of the Holm Shipping Line has offered a ship from New Zealand to Auckland every two months but it is felt that a more frequent service will be necessary before growers can take full advantage of the New Zealand market. Between April and November, at a time when local New Zealand supplies are unobtainable Norfolk grows fine beans, tomatoes etc. A ship only every two months would not warrant large-scale planting, however. New Zealand should be able to absorb fruit and vegetable shipments at fortnightly intervals.

Cheap air freight is another possibility—and this would be particularly valuable for the cut flower trade.

Much appreciation is expressed locally for the action of Mr. Howse Parliamentary Under-Secretary for the Department of Territories, who took the initiative in beginning negotiations with New Zealand.

New Zealand is a natural market for the produce of Norfolk Island which has for years been virtually denied any means of living from the products of its soil—Australia did not want them and New Zealand would not have them.

(Continued Next Page)

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MEETING OF GROWERS

Following the advice that New Zealand was prepared to import our fruit and vegetables, a meeting of growers was called by the Administrator on July 24. This was exceptionally well attended.

The Administrator, Mr. Alex Wilson, was unanimously voted to the chair, and an open discussion on the problems involved in taking advantage of the NZ offer took place.

On Mr. Wilson's suggestion, it was resolved to investigate the possibilities of air freighting, as it was felt that bad weather might at any time hold up a consignment of produce—the Island's lack of an all-weather port being a serious disadvantage.

The local Agricultural Officer, Mr. Chapman, was asked to push ahead with arrangements for fumigation of fruit, and a committee of growers was elected to organise a trial shipment of bananas and oranges to NZ at an early date.

Mr. Wilson promised to do his best to secure a Commonwealth subsidy on imported fertilisers and emphasised that the Administration would back to the hilt, any serious movement to improve the Island's economy.

DEATH OF MRS. MAY MULLINS

THE death occurred very suddenly on Nauru Island, recently, of Mrs. May Mullins, wife of a well-known engineer in the service of the BPC. Mrs. Mullins was the daughter of Mr. Ernest Stephen, an early trader on Nauru, and she had lived all her life there, and was very popular. The attendance at her funeral was a remarkable demonstration of the esteem in which she was held.

Mr. P. Jackett, of Ventura Trading Co. Pty., Ltd., will leave Sydney on August 31 for Papua-NG on a business visit.

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NADI MAKAMBO CLOSED

Expense and Discomfort For Airlines' Passengers in Fiji

SUVA, Aug. 2.

ACCORDING to reports received in Sydney from Fiji, a lively four-cornered war is being fought there over the facilities—or lack of them—provided at the Nadi International Airport, in North-west Viti Levu.

All the important airlines—and especially those carrying passengers between Australia, New Zealand and North America—use the Nadi airport, for the maintenance of which New Zealand is responsible. It is a good air-strip; but, so far as passenger amenities are concerned, it has been only fag.

Ever since Nadi came into use internationally, passengers have been catered for at the Makambo. Makambo, originally, was a huge high hall, of more or less native construction. Under the one roof there was a dining room, a lounge, a bar, and extensive store-rooms and kitchens.

Passengers from waiting planes could rest there, comfortably enough. The majority were not asked to remain overnight.

As time passed, Nadi became an overnight stop on some airlines. Accommodation had to be found. This was done by building near the Makambo a number of little wooden hutments, enclosing a bed, a dressing-table, a shower, and the lot screened in. It was not first class, but it sufficed.

Then it was decided to put the international airport at Suva, and no further improvements were made at Nadi. By the time the Suva decision was reversed, and attention re-concentrated on Nadi, the amenities had deteriorated. Trans-Pacific travellers, in any event, did not think much of Nadi, a featureless spot in the middle of a large, almost barren plain.

THE latest development seems to be the worst yet. Nadi airport is actually under the control of the South Pacific Air Commission, of which both New Zealand and Fiji are members; but New Zealand is the managing member.

The major air companies, quite properly have been criticising the amenities at the airport. New Zealand has retaliated by closing down the Makambo, and thus compelling all stop-over passengers and air-crews at Nadi to seek refreshment and accommodation at Nadi (an Indian village, two miles away) or at Lautoka (the sugar town, 16 miles away).

There is a modern hotel at Nadi, and a good, well-managed hotel at Lautoka, both owned by the Ragg organisation, Northern Hotels, Ltd. The service is quite acceptable when they get there; but both passengers and airways managers complain strongly of the inconvenience and expense of getting there—especially when only a short stay is scheduled.

The New Zealand Government now is in negotiation with the airways companies, and trying to arrange for passenger amenities in a modern airport building, for which they shall be jointly responsible.

Other interests are opposing the plan for providing tourist and hotel facilities at the airport, and it is thought this is being done for the sake of Northern Hotels, Ltd.; and it is being resented accordingly.

Meanwhile, considerable activity is being shown at the airport in building residences for staff and airlines personnel. It is intended shortly to delimit the airport by a considerable area which at present is not used and is not required.

The interest which is getting the worst deal in this battle—except, of course, the unfortunate passengers!—is the Government of Fiji. If there is one thing that Fiji wants more than another, it is tourist traffic. One way to attract tourists is to give the through air-travellers a pleasant glimpse and favourable impression of Fiji, in amenities, service and hospitality at Nadi airport. The Fiji Government has been trying to do this, by stationing an

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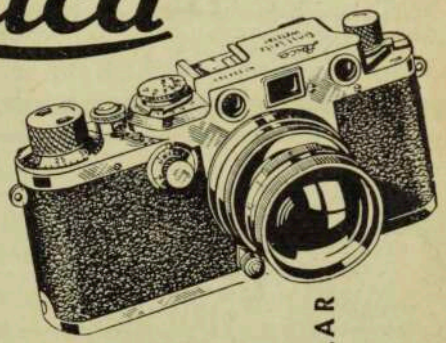

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active tourist official at Nadi, to assist the travellers.

All this has now been defeated by the sour New Zealand management, and the uncooperative arguments between the other interests concerned, which have culminated in inconvenience and discomfort for the weary airline passengers.

Old two and one franc coins are being withdrawn from circulation in Noumea following the arrival of the new aluminium coins of the same denomination.

Planting Possibilities In P-NG

British Expert Looks Them Over

From Our Own Correspondent

P. MORESBY, Aug. 1.

THE plantation agency firm of Francis Peek and Company (headquarters in London) is showing an interest in Papua-New Guinea possibilities, and has had Mr. J. Lincoln, its plantation supervisor in Indonesia make a preliminary survey.

He went to the Central Highlands and visited the Administration's high-level experimental agricultural stations, had a shrewd look around Madang and the Golgol Valley, then Rabaul, and finally rubber plantations in Papua.

He agreed that there were good possibilities for plantation development in the Territory but that the Islands generally were not nearly so rich agriculturally as Indonesia.

There were, he said, very good areas which could be developed, but a lot of the country was too rough and inaccessible.

Mr. Lincoln was favourably impressed by the Central Highlands but expressed the view that a road to the coast was essential before it would be economic to establish plantations for such crops as tea, cinchona and coffee.

Since the experts say that it would cost about three-quarters of a million pounds to get a road built, it seems that the Highlands will be reserved for the energies of a future generation of Territory residents.

Mr. Lincoln naturally said very little about his estimate of the Territory's potentialities, reserving his comments for a report to his firm's London office. But what he did say about present day conditions in Indonesia and the problems facing European plantations there, indicated that their owners might well be looking for less troubled fields to which they could transfer their activities.

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Guilty on Two Charges

Former Suva Postmaster

IN the Supreme Court, Suva, in mid-July, John Herbert Wiley, ex-Postmaster at Suva, was sentenced to 18 months' gaol on each of two charges of fraudulent falsification of accounts.

He was acquitted of a third charge of larceny by clerk or servant of His Majesty's Government.

Mr. W. G. Bryce, Fiji Solicitor-General, who conducted the Crown case said that a board of survey during January disclosed a deficit of £300, which Wiley stated must have been removed from his safe when it was unlocked. He had paid in £100 of his own money and made a false entry concerning the £200.

An entry in the Postmaster's cashbook showed that £200 had been sent to the post office at Lakemba. This was a false entry—£200 had never been requested by Lakemba; it was an amount far in excess of their needs.

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NO SOLDIER SETTLEMENT

RSS&AILA Plan Apparently Lost in Departmentalism

THE Administration of Papua-New Guinea has for long been considering proposals for opening up areas of vacant land in Papua and New Guinea, for settlement by ex-servicemen of World War II, but there still is no indication that any practical plan has been put in hand.

A project for the settlement of servicemen on areas suitable for cocoa-growing has been advanced by the RSS&AILA; sub-committees of the Port Moresby and Lae sub-branches have made specific suggestions to the Australian Minister in Charge of the War Service Land Settlement; there have been "talks" between the servicemen's organisation and the Department of Territories; and everything seems to have become bogged down in the Departmental files.

The Director of War Service Land Settlement and the Department of Territories, in 1950, sent two representatives to Papua-New Guinea to inquire into the machinery needed to set up a local organisation for War Services Land Settlement. They were Mr. Snelgrove, Deputy Director of the first-named, and Mr. Woods, special research officer of Territories Department. They had an extensive tour at the public expense and, presumably, they reported to someone; but nothing more has been heard of them, or of the general plan.

Can anything practical in the way of increased European settlement in the Territories be expected while the Administration is dominated by people whose main thought in development is to "prevent the white man from stealing the black man's land?"

Mr. Douglas Chisholm, son of Mr. and Mrs. Gordon Chisholm of Western Samoa was married at the end of July in Sydney to **Miss Maureen Smart,** of Aberdeen, Scotland. Miss Gwen Chisholm, sister of the bridegroom, went to Sydney from Samoa to be bridesmaid at the wedding.

NEW TEAL SERVICE TO TAHITI

Survey Plane Busy in July

From Our Own Correspondent

PAPEETE, July 10.

A TASMAN Empire Airways flying-boat, with a survey party in charge of Mr. I. A. Scott, arrived here on July 3. Flights have been made to many points around Tahiti; and on July 9 the party, with the British Consul here, left for Raiatea and Bora Bora.

As already announced, TEAL are planning a regular service to Tahiti; and it is hoped that, as a result of the data which has been accumulated on this survey, the service will begin in November or December.

The TEA plane is scheduled to leave here again, on its return flight, on July 13.

A Naval division of 50 New Guinea natives is being formed for service with the Australian Navy.

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The Month in Papua-N. Guinea

From Our Own Correspondent

PORT MORESBY Aug. 1.

MORE AND BETTER ELECTRICITY FOR MORESBY

THE prospects for a full power supply in Port Moresby are on the up grade.

There are three new generators in the Konedobu power house, one with all the pieces assembled under the same bit of roof.

This is the Ruston-Hornsby, a slick piece of machinery now being assembled by the agent's engineer sent from Sydney.

He expects to have it turning over by mid-September.

The other two engines are Crossleys, already set up and awaiting delivery of the alternators which arrived in Sydney for transshipment early in July.

Satisfactory progress is being made on the new switchboard to carry the high loading rate from the three important engines, and the powerhouse itself has been extended and improved.

It looks as though Port Moresby residents should be fairly free from blackout troubles when all this new gear gets into use—even now, we are far better off than friends Down South in Sydney.

And, of course, for the future there is the Rouna Hydro-Electric scheme. Even this seems to be moving, with tenders closing for equipment, and stacks of paper covered in engineers' drawings.

MORE COASTAL SHIPS

AT last Canberra has been jolted into doing something about the coastal shipping service, and the jolts have produced two 300-ton wooden ships.

One has been coaxed out of the grip of the Army authorities for a seven-month spell in Territory waters; and another of the same type is to be released from Naval reserve for an indefinite period.

The ex-Army job will be on the coastal run some time in August, but it will take a little longer to get the Navy ship into service again.

Meanwhile the Kelanoa is still perched on a couple of coral nigger-heads along the New Ireland coast. The Production Control Board is seeking some salvage firm who might be interested in tackling the refloating job. All hope for this ship has not yet been abandoned.

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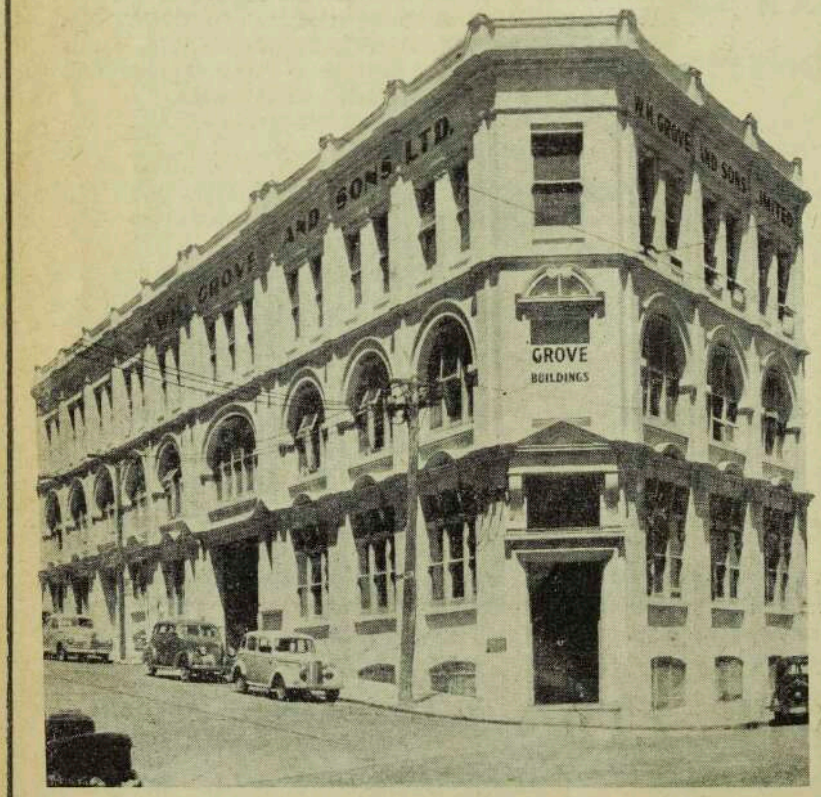

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Another 300-tonner is back in the news. This is the Kelaua which has been waiting in the queue for replacement parts and repairs since somewhere around 1948. It tangled with a reef at Kar Kar Island, was towed on a Cook's tour around the Islands and finally reached the Steamships slip at Port Moresby in July of this year. By the time this is in print, the Kelaua should again be making itself useful on the coastal runs.

The improvements to the shipping service were announced during a visit to the Territory by the Board's Chairman, Mr. J. C. Archer, who is also the First Assistant Secretary of the Territories Department.

He did the rounds of Port Moresby and Rabaul waterfronts with the Deputy Chairman, Mr. Ian McDonald, on his first trip to the Islands since 1949.

"RETIREMENT" OF GOVT. PRINTER

MR. WALTER BOCK, the Government Printer at Port Moresby, officially retired on July 11, as he had reached the compulsory retiring age.

Next morning he was back in the office shaking hands with himself in the capacity of a Temporary Government Officer.

He has forgotten more things about Port Moresby than most of its present residents will ever learn, for he first set foot in the town in 1912. He admits that his first impression of the "capital" was not too favourable, but after 39 years he thinks that it has a lot of advantages over present day Australia.

He is still as spry as a spring morning, and his decision to stay on at the job has been welcomed by his many Moresby friends.

NEW FLYING-BOAT

BY Christmas Qantas Empire Airways will be operating a Plymouth flying-boat around the Territory in conjunction with its Catalina service.

This aircraft is one of four purchased by QEA which were formerly used by the BOAC on the Britain-Singapore-Hong Kong route. The Plymouth is already in Sydney but has to be specially fitted for Island use.

NEW TRAFFIC REGULATIONS

THE postwar Rafferty's Rules on traffic went into the discard on August 1 when the new Traffic Ordinance came into effect for the whole of the Territory.

This was a reform long overdue. Anything mechanically propelled on four wheels has been permitted to rattle its way around imperilling the lives of other road-users. And there was nothing the police could do either to stop natives swarming over trucks like ants on an anthill, or check dangerous driving by Europeans or natives.

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lations which should get some order into road traffic.

DIRECTOR OF AGRICULTURE WANTED

ONE of the latest key Administration jobs to go into the "Help Wanted" column is that of P-NG Director of Agriculture, Stock and Fisheries.

The successful applicant will get a salary ranging from £1,346 to £1,436, and the closing date has been set at December 31, 1951, in order to allow time for replies from countries beyond Australia.

There are some knowledgeable people who think that the Government needs to look no further than Konedobu for the right man.

And their view has been reinforced by high praise from overseas experts. In fact one outstanding authority invited to the Territory to advise on a key crop, remarked that he had found himself learning rather than advising after meeting a certain well-known official at Port Moresby.

QUAKES AND VOLCANOES

ON the evening of July 16 an earth tremor was felt simultaneously at Lae, Madang, Wau, Port Moresby, Hishu and Yodda.

It did no more than rattle a few pieces of crockery, and in Port Moresby was not so violent as the tremor which occurred early in March.

There have been a few regional tremors at Popendetta, and Mt. Lamington has been sending debris avalanches down the side of the crater dome.

The volcano has also been sending up dust clouds, and pumice has once again been drifting over the countryside.

However, there is still no indication of renewed large-scale activity.

DOCUMENTARY

A COMMONWEALTH documentary film entitled "Australia in New Guinea" is to be screened at all the major centres in the Territory as soon as a 16 mm copy is available.

It was given its Territory preview in Port Moresby on July 10 to what, of course, was a highly critical audience.

On the whole, most people agreed that it was a pretty fair effort, although there was a rather heavy overlay of propaganda in some portions of the feature.

Processing costs, of course, are a big factor, but the same film in colour would have ten times the publicity value.

ROAD SMASH

LADY Luck was abroad in Port Moresby in the early hours of July 16 when a jeep and a three-ton truck tangled on the Koki Road.

They collided, jumped over the sea-wall and landed a few yards from rocky outcrops, but the eight occupants of the two vehicles shook themselves out of the wreckage and counted nothing more than a couple of fractured bones.

Four were admitted to hospital and the other four were sent home with a few bruises and abrasions.

AERIAL MAPS

AN RAAF Mosquito aircraft arrived at Port Moresby early in July to carry out a photographic survey.

The plane crew were also instructed to complete the gaps in the aerial photographic map of the Mt. Lamington blast area if weather permitted.

The major portion of the blast zone was photographed by a RAAF Mosquito from Australia earlier this year, but certain sections could not be completed due to the constant drift of the cloud crater over these areas.

A map complete except for these small areas, has already been issued by the Department of Interior mapping section.

BETTER MAIL FACILITIES

THERE are now 86 private mail boxes at Port Moresby, and 600 each at Lae and Rabaul.

These boxes are proving a great help in reducing the mail queue at

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the Port Moresby post office, but many more are still needed.

The slowness with which manufacturers can make them available, however, puts the delivery date a good way off.

PROMOTION

TUCKED away in a long list of Commonwealth Public Service promotions published in a recent Commonwealth Gazette is the name of Mr. E. A. F. Head, the Territory's Public Service Commissioner.

This notice announces Mr. Head's promotion to Public Service Inspector at Perth.

When seconded to the Administration as Public Service Commissioner he was Assistant Public Service Inspector at Adelaide.

This little notice caused a lot of speculation among members of the Administration here. At the time it appeared in print, Mr. Head was in Australia selecting additional Territory staff.

One school of thought points out that he was seconded to the Administration in September, 1949, for a four-year period, and regards the promotion as a routine jump in status against the day when his term in the Territory is completed.

The other view is that Mr. Head may have decided that Perth is quite a nice place to live and that the thorns in his path are not as sharp or numerous as in Papua and New Guinea.

DR. N. H. WHITE, the Assistant Public Health Director, has temporarily departed the Territory on long leave. He will visit Britain and take a course in Tropical Medicine at London University. He will not be back at his office desk for about a year.

NG LEGISLATIVE COUNCIL

Strong Feeling in Rabaul

From a Special Correspondent

RABAUL, July 28.

BOTH the Planters Association and the Chamber of Commerce here are planning to make a very strong protest to the Minister for Territories about the proposed Legislative Council, when he arrives here shortly.

We think it is an outrageous thing that our elected representatives should be outnumbered by the officials and their nominees by about 23 to 3.

It is recognised, of course, that these proportions were fixed years ago, when the Act or Ordinance was adopted by the Chifley Government on the recommendation of Mr. Ward. But that does not lessen its iniquity, and we shall do all we can to get an amendment.

Unless the Administration is prepared to give the non-official sections better representation, it is unlikely that any man of standing in the Territories will accept nomination or seek election as one of the three "elected" representatives.

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Recurrently, you read of the loss by fire in an Islands community of copra ready for shipment, sheds, driers, plantation bungalows and contents, buildings, picture shows—none is immune. How often have the owners stood helplessly by and watched the assets of their life's work become ashes—because of lack of fire-protection equipment.

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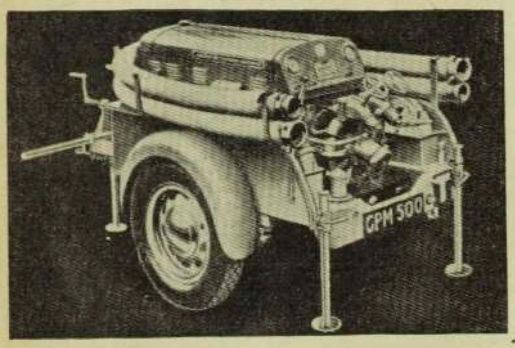

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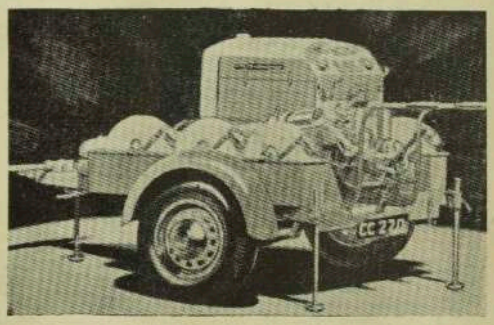

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OLD PLANTERS IN FIJI

An old reader in NSW has kindly sent us this old photograph of a group of planters in Labasa, Fiji, in 1910. Few of them are alive to-day. The men, from left to right, are:—

Standing.—Leslie Pring, Arthur Brooks, George Riss, Bill Brooks, Rupert Palmer.

Sitting.—Charles Hill, J. M. (Monte) Kemmis, Edgar Masters, Fred Brooks.

NG WOMEN'S CLUB STILL GOES MARCHING ON

THE New Guinea Women's Club of Sydney held its annual general meeting on July 19.

In her report, the President, Mrs. M. L. Foxcroft discussed the activities of the successful year just completed, and paid particular attention to the fact that the Club celebrated its 10th birthday a few months ago.

She paid tribute to Mrs. H. H. Page, who was founder of the Club and president for the first five years of its life; and to her gallant band of helpers who did so much for the women folk of New Guinea in the evacuee years.

In the past year, said Mrs. Foxcroft, the average attendance at weekly Thursday morning meetings was 20, which proved that the Club was still a very necessary institution in the lives of members.

Country membership of the club has increased and there is always a welcome for any New Guinea residents who, while on leave in Sydney, care to drop in for morning tea on Thursdays.

During the year, New Guinea widows had received an increase in their pensions and in cases of sickness and need, financial help had been given from the Clubs' special fund. Flowers were sent and visits paid to members who had spells in hospitals.

A pew, suitably inscribed, has been presented to All Souls Memorial Church, Lae. And, on January 23 and July 1, homage was paid to the gallant men of New Guinea at ceremonies at Sydney Cenotaph.

Several successful social gatherings — including children's and adults' Christmas parties and the 10th birthday Party — were held during the year.

The general funds of the Club, at the end of the financial year, showed a credit balance of £316. The Prisoners-of-War and Civilian Internees' Fund, for which the Club worked so hard in the war years, has now a credit balance of £45. During the current year grants of assistance were made to the total of £300.

Fiji is feeling the economic cold breeze, like all other communities. The prices of flour, bread, sharps, meat and rice have just risen—bread is now at 1/- per large loaf. Beef rose 1½d per lb, pork by 4d and rice by 2d.

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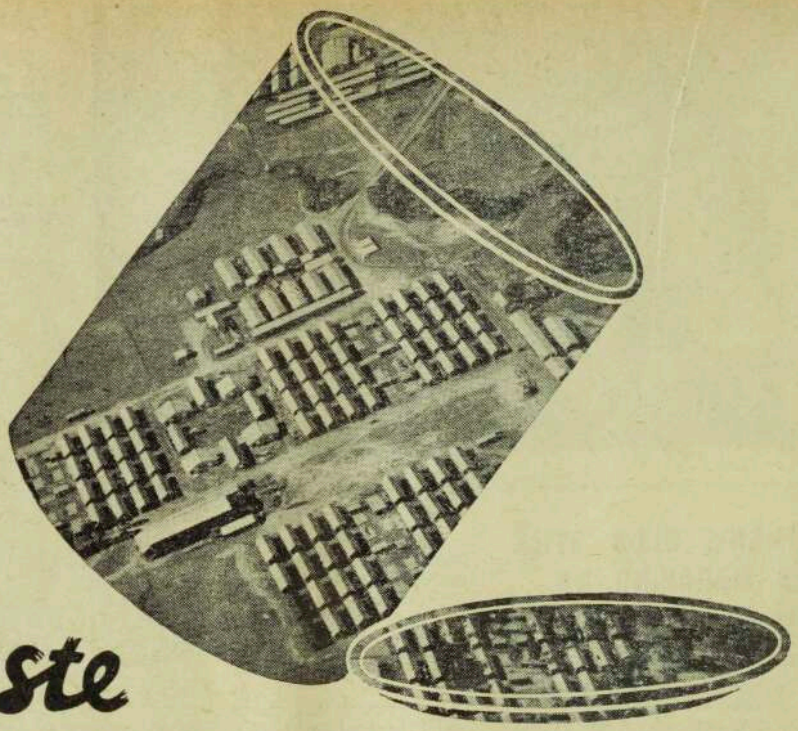

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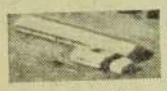

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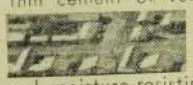

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ANOTHER £3 FOR P-NG PLANTERS

But Stabilisation Fund Continues

PAPUA-NEW GUINEA planters are to get £3 per ton more for their copra, from August 1, and the deduction from their returns for the Copra Stabilisation Fund, formerly £5 per ton, will be reduced to £2. The Australian Territories Minister, Mr. Hasluck, announced this in Moresby on July 25. Although the PNG Stabilisation Fund is now far over £1,000,000, it will continue.

Copra marketing was the subject of a submission the Minister made recently to the Australian Cabinet. He said he was guided largely by the view that the long-term interests of the industry and of the Territory would be best served by assurances of stability at a reasonable price level. He also had to recognise the fact that Britain had contracted to purchase the whole of the export surplus, subject to the reservation of Australian home consumption requirements, for nine years from March 1, 1949.

The Government intended to keep the Australian market open for normal supplies of PNG copra during the period of the UK contract. Irrespective of any downward trend in the open market prices, the Territory copra crop should be guaranteed its market both in the UK and in Australia for the next seven years.

Copra would continue to be supplied to Australian crushers at the British contract price.

Representations made by planters regarding their claim for an adjustment of the British contract price in view of Sterling devaluation, would be the subject of further discussion with the authorities concerned.

The new price paid by the Production Control Board from August is £57 per ton (a net increase of £2/15/- per ton on July prices, after allowing for additional export duty and contingencies).

The discount of £1/7/6 per ton for Kokopo copra, transhipped to Rabaul, and 12/6 per ton on smoked grade, continues unchanged.

Mr. Hasluck is seeking the views of the industry regarding long-term marketing and stabilisation plans, and has asked planters' associations to supply more detailed information regarding their costs of production, to assist him in future discussions.

Madame Mary Jane Lloyd, of Sydney and England, was married on June 14, at the Temple, Noumea, to **Captain Charles G. Legras,** of Noumea, New Caledonia.

ORIGIN OF GAME OF PUA

(A Letter to the Editor)

IN an article on the game pua, published in the PIM for October, 1950, I wrote that "the record throw for the island is 1,096 ft. (over half a mile) . . ."

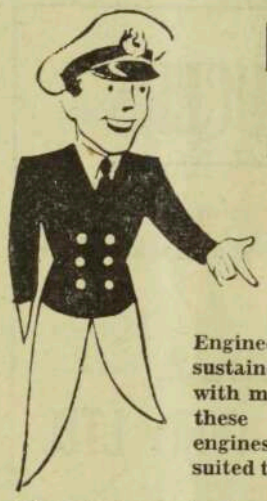
Your correspondent, Jack Neale, challenges the above statement and says that 1,096 ft. is under a quarter of a mile. Mr. Neale is right of course.

Mr. Neale also doubts my assertion that the game of pua originated in Aitutaki. Here again I may be wrong. If any of your readers can give information on the place of origin of the game of pua it would be of interest.

I am, etc.,
JOHN ROLLEY.

Tahiti,

The great increase in offences committed by traders in country districts, by buying inferior quality copra and cocoa has caused Western Samoa's Chief Judge to issue a warning from the bench that in future offenders will be punished by cancellation of their buying licenses instead of by money fines as at present. Some traders are making large profits from the purchase of inferior cocoa-beans.



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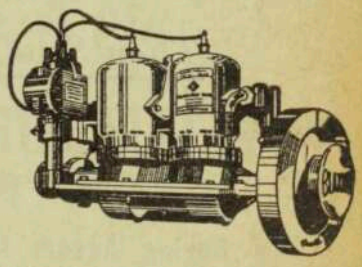

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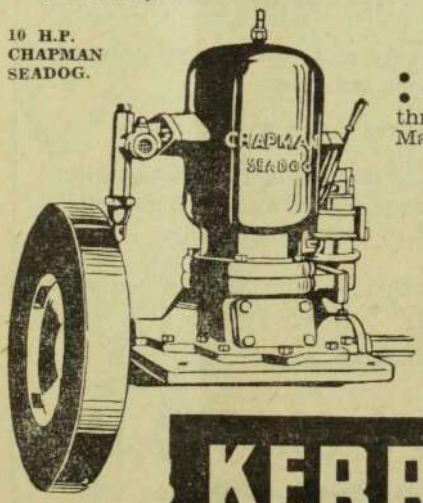

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Mr. Lex Lannoy, an X-ray technician in the Papua-New Guinea Administration, and **Mr. Les Hastings**, a member of the P-NG District Services Dept, left Melbourne in July on the Oronsay to attend the Scouts' World Jamboree in Austria. Both are leaders of the Scout movement among Chinese, Malay and native boys in Papua-New Guinea.

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RABAUL CITIZENS AGAINST RAPOPO MOVE

Australian Government Asked to Stay its Hand

THE articles in recent PIM's, wherein it was stated that Rabaul's European citizens were now reconciled to a move to the proposed new town at Rapopo, near Kokopo, appear to have caused much comment in Rabaul. The majority of residents, it seems, see no point in the move to an area without wharf facilities and also in a volcanic zone, and the last meeting of the Advisory Council was devoted largely to a discussion along these lines.

A motion was put to the meeting and unanimously carried that: "Having regard to the many difficulties associated with the problem of moving the township of Rabaul to the proposed site of Rapopo, and the unsuitable aspects of the proposed new town and wharf area, that the Australian Government be asked to reconsider its decision to build a new township and that portion of the money allotted for the building of same to be made available for the re-conditioning of the roads giving egress to the present town, and the draining and preparing of these roads, having in mind the possibility of heavy falls of rain associated with volcanic disturbances; and that it is the considered opinion of this Council that the area known as Nonga and embracing the land from the foot of Tunnel Hill to Tavui Point (close to outskirts of the present town), would be a suitable place for the re-location of the township of Rabaul and that consideration be given by the Administration to the siting of Government offices, retail business houses and the present population in that area. It should be serviced by suitable all-weather highways, surfaced and drained."

The resolution was proposed by Mr. J. L. Chipper and seconded by Mr. B. B. Perriman.

It was Mr. Chipper's contention that the lack of an all-weather port at Rapopo made the proposed site of the new town impossible and that if it were imperative that a move from Rabaul be made, a new locality altogether should be chosen for the main town of New Britain—the coconut plantations which were the greatest economic factor on the Gazelle Peninsula were past their peak of production and if extensive replanting were not done soon production would gradually fall off over the next few years. The Kokopo district was also in a volcano-zone and the slopes of Mt. Varzen, behind the proposed new town, presented much the same appearance as Mt. Lamington does to-day.

He said:

"We have been visited by experts who, ex officio, have told us that the

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building of the port at Kokopo presents almost insurmountable obstacles.

"We find that these visitors do not take any heed of the considered opinion of residents and business men on whom the development of the Territory rests. As we have been told to-day, by representatives of the Production Control Board, not only is no heed taken of our arguments, but they are misrepresented in discussions in Australia, where the people of Rabaul are represented as being quite satisfied with the port facilities to be built at Kokopo."

HE said that small ships were still the life-blood of the Territory and that if these small ships were compelled to use an open roadstead at Kokopo, within two years the beach would be littered with wrecks. "To tell us that (in the event of bad weather) we can up-anchor and seek shelter in Rabaul reflects on the intelligence and capability of assessing the situation of the people who tell us so."

He said that never had there been such a shortage of the necessary materials for building a complete town. Figures supplied by Mr. Perriman suggested that four million cubic yards of soil would be needed in the new Kokopo wharf area alone—and there was an acute world shortage of all heavy earth-moving equipment. Delivery delays were from nine months to two years and some of the well-known American manufacturers were not taking further orders.

As an alternative to the Australian government's proposal to build at Rapopo, he suggested that the harbour facilities should be retained at Rabaul and that the residential, business and commercial areas be built in the Nonga area a few miles from the present town of Rabaul—it would be almost as close to the wharf area as Lae is from its wharf at Milfordhaven. In this way, New Britain would retain its present fine harbour at Rabaul and the Australian taxpayers would be saved many millions of pounds.

(Continued on page 37)

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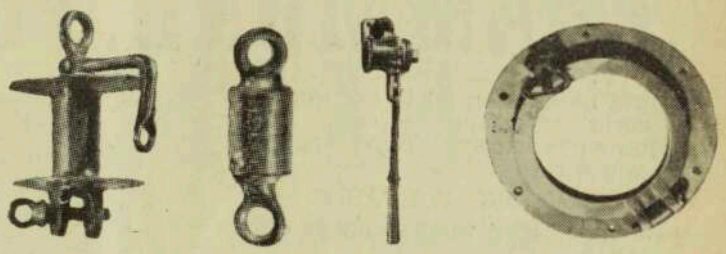

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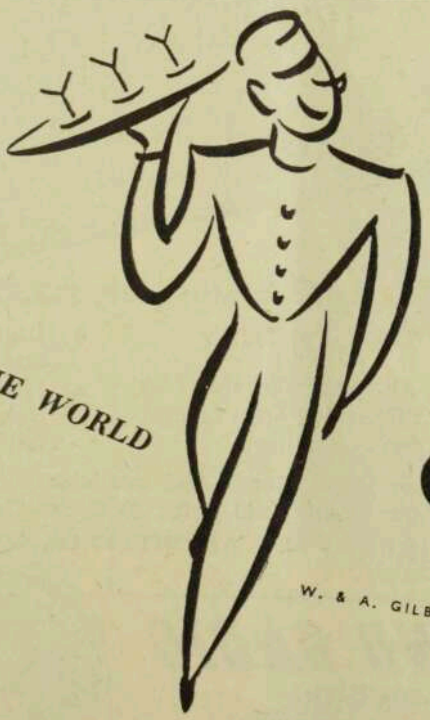

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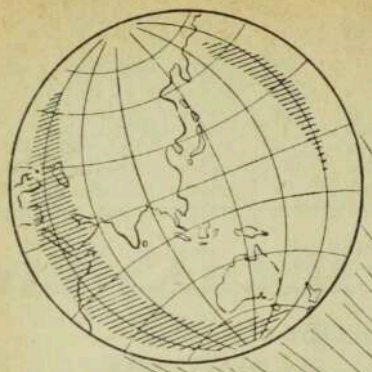

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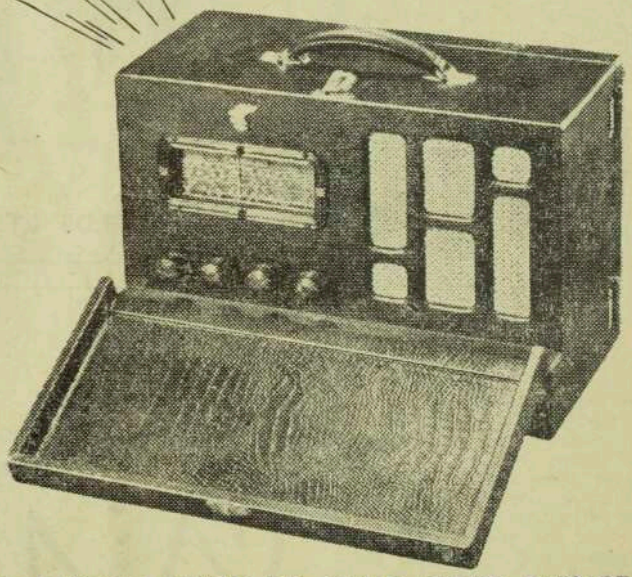

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VARIOUS members of the Council spoke in support of the motion. Mr. Perriman said that the main reason for the move was the question of safety. He himself had found the earth tremors at Kokopo much more severe than at Rabaul.

According to Dr. Fisher's statement, Rapopo would be nearer the line of fault than Rabaul. "It is of the utmost importance that we should receive, from the Administrator or the Minister, a copy of this report, and also the report of Dr. Stein. We are entitled to know what these reports contain."

Mr. Don Williams of Vacuum Oil Company moved that, as it was considered that the move to Rapopo was purely a face-saving device, a plebiscite should be taken of people at Rabaul, after seeing Dr. Fisher's report.

Mr. Don Barrett said that overseas ships would have to confirm that they are agreeable to using the Port at Rapopo. As yet no such confirmation has been received.

HIGHER EXPORT TAX SOUGHT ON CALEDONIAN METALS

THE New Caledonian General Council, in view of the increased world prices for nickel and chrome, has rejected a proposal to increase taxation on tobacco and other goods purchased by the local population and will instead increase the export tax on minerals.

Instead of the estimated 70,780,000 francs (42,580,000 from nickel and 28,200,000 from chrome) suggested by the Administration, the Council has adopted a proposal made by M. Parazols and seconded by M. Mariotti, recommending a revenue from this source of 78 million francs. It is argued that with the higher world price of nickel and chrome the industry can well afford to pay this tax.

The price of Caledonian chrome of tenure 48 per cent., for example, has risen to 25 instead of 22.50 dollars per ton.

After debate, the New Caledonian General Council has agreed to recommend that export of nickel to Japan should be allowed on the same free market basis as that for iron and chrome. Before the war, Japan bought these minerals from the French Colony and also operated mines there on her own account.

Following a request for a review of the public service and civil service salaries made by the New Caledonian assembly, France has sent out **M. Mazoudier,** Inspector of Colonies, who will report back to the French Government.

Memorial to Victims of Satapuala Air Crash

From Our Own Correspondent

APIA, July 5.

A MEMORIAL to the seven members of No. 5 Squadron, Royal New Zealand Air Force, who lost their lives in an air crash at Satapuala air port last December is to be erected shortly at Magiagi Cemetery, Apia.

The memorial is to take the form of a stone pylon bearing a memorial plaque.

The RNZAF Catalina had taken off for an official flight from Samoa to the Tokelau Islands when the disaster occurred. The people of the Tokelau Islands have contributed £35 towards the cost of the memorial. Employees of the Public Works Department of Western Samoa, the Assistant Engineer of which, Mr. H. Cole, was one of the survivors of the accident, have provided free labour for its erection.

The retiring Governor-General of New Caledonia, M. Cournarie, the president of the General Council, Monsieur Bonneaud, and other prominent citizens of Noumea were recently present at a reception to the newly installed Consul of Indonesia in Noumea, M. Soesetio who arrived in the Colony in May. He has since been joined by his wife and family of five. He was formerly a member of the Indonesian Ministry of Public Works and visited Noumea in 1950 as a member of the Indonesian labour mission.

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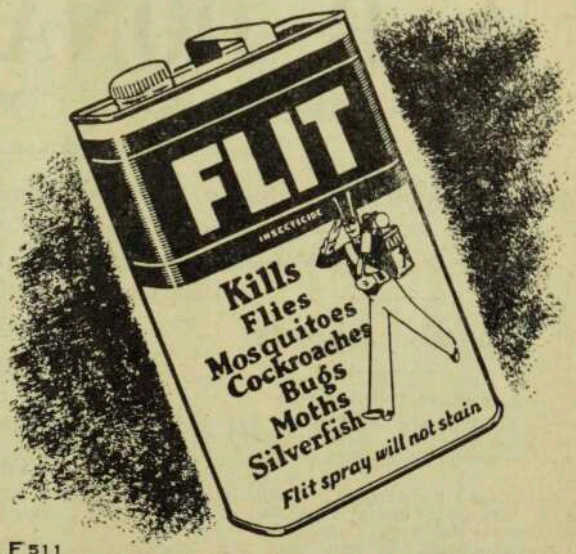

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Captain A. S. Fitch, of Neutral Bay, Sydney, was married in July and, in early August, he and Mrs. Fitch were in Alice Springs, in the centre of Australia. They are making a leisurely journey overland by car, to Darwin. Some three years ago, Captain Fitch retired from the managing-directorship of Steamships Trading Co., Ltd., of Papua, which he founded, and brought successfully through the war. The first Mrs. Fitch died in London last year, when she and Captain Fitch were on a visit to Europe.

:: :: ::

Pastor E. C. Lemke, of the SDA Missionary College at Bautama, Papua, was in Perth, WA, on leave in July.

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MORESBY ROMANCE

Miss Ivane Champion and Mr. Harry Plant, both of Port Moresby, who recently have announced their engagement. The photo was taken at Miss Champion's 21st birthday party.

—Papuan Prints.

Mr. Alex Berry of Kavieng, New Guinea, was in Queensland on holiday in early July.

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SOCIAL TROUBLES IN FRENCH OCEANIA

American Visitor is Critical

So many travellers have praised the charms of French Oceania, and of Tahiti in particular, that it is almost astonishing to find one who is sharply critical. Mr. Joe K. Ross, of Albany, New York is a wealthy American business man who travels widely and observes closely. He found in Tahiti some conditions which did not please him, and he said so, in forthright fashion. At our invitation he has written this article, embodying his views.

MY impressions of Tahiti are that it is, geographically, all that the books say it is. But, otherwise, a New Zealander, Australian or American could have a much better time, at far less expense and inconvenience, in his own territory.

I waited for months to complete visas and arrange ship accommodation to Tahiti. After arriving here, one must wait months for easy accommodations from Tahiti.

Outside of the climate, there is little to warrant the time, expense and trouble of such a long journey. I frankly cannot see the wisdom of bringing tourists to French Oceania when the hotel, shipping and amusement facilities are so limited, as compared with such places as America, New Zealand or Australia.

The "free-love" system of Tahiti, and the opportunity for and encouragement of loose living, are shabby substitutes for the decent things that any desirable tourist likes to find.

I have visited several outlying islands. On certain of them the Chef de Post is doing largely the work that any ordinary office girls could do better—selling stamps, and other inconsequential routine duties. Yet these islands are crying for dental and medical service, health, education, even of an elementary sort, to wean the new generation at least away from the native charlatans or would-be doctors.

Natives are seeing planes and listening to radio news from other places; but they have not sufficient money even to buy bare necessities of clothing and shelter. And the Chef de Posts are doing nothing about it!

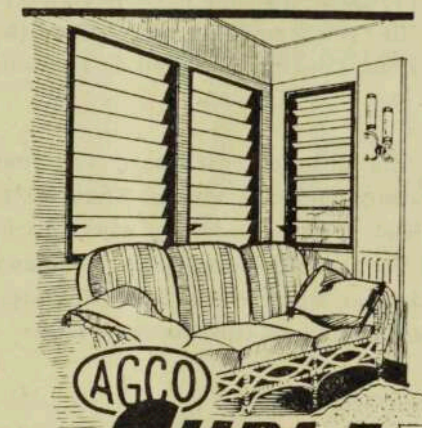
They do not even show the natives how to raise chickens, pigs or goats more efficiently or how to make their own soap from coconuts, how to provide better for their own food consumption.

As I see it, it is a deplorable situation and an inexcusable way to treat these people. One cannot pass it off by saying they won't work, nor accept proffered medical, dental or other advice. They never will, unless greater intelligence and effort is shown in starting to educate them.

ON one island, Bora Bora, there are about 40 splendid children —sons and daughters of American servicemen, many of them officers. What is to become of this group of kids, for example? Already they are having their teeth yanked out at the first toothache and, unless some provision is made for their education, they will not be the credit and help they could be to French Oceania.

As I watched some of these children at play I could not help wishing that some of them could be given scholarships in New Zealand, with the proviso that they devote their lives to work in French Oceania, as doctors, teachers, clergymen, agriculturists, engineers . . . not to make the community "modern" but at least to make it healthful, decently nourished, and yet preserving natural charm and beauty.

I certainly would not favour a French education—because I understand that out of every 100 students sent to France for study, 60 per cent. fall victim to wine and women, and 30 per cent. revert to their old native ways. Only 10 per cent. prove the success hoped for. This may also be explained by improper selection of candidates.



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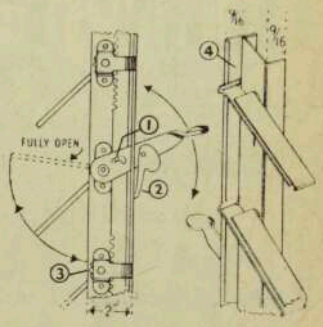

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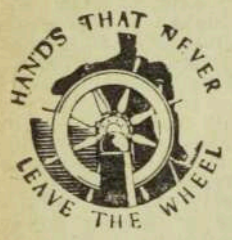

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Nevertheless, from many years' work, as well as the hiring of thousands of men and women, I would dare say that there are some fine-calibre youths whose abilities will be dissipated unless something is provided for them in the way of educational or vocational opportunities. At present, these 40 "American" kids on Bora Bora and adjacent islands are regarded by the natives only as a good means of "mixing the blood." Even cattle are segregated so as to get quality.

It seems to me that, instead of a Chef de Post who is a glorified office worker and mail and wireless clerk, there should be an administrator who can look to the water, health, and occupational needs of the people in a constructional way, and not hide behind the lame excuse that the natives don't want it and won't appreciate it. Anyone who says this—and every Frenchman I have spoken to has said it—is either too ignorant, or too dishonest to face the facts and correct bad conditions.

I suggest scholarships tenable in New Zealand because I have visited New Zealand, and know the kind of training young men and women would get there, as compared with France, which I have also visited. I can visualise some of these "American" girls on Bora Bora as teachers and nurses. No doubt many of their fathers' people were professors, lawyers, doctors, etc. At the present time, the native women teachers in the elementary schools are certainly sad examples of what a teacher should be morally and otherwise.

In leaving Tahiti and the Islands, I leave friends who have been very kind and hospitable to me. Never have I enjoyed greater friendliness and generosity among any group of people in such a short period. The old Polynesian friendliness and hospitality made these islands world-famous, and those qualities of character are badly needed in our world to-day.

The shortcomings of the Administration here are the same as in every other country, although in different aspects. The difference here, it seems to me, is that they can be more quickly and easily corrected; and, if the Administration does not do it quickly and efficiently, there shortly will be leaders among the natives who will cause far greater complications than at present are warranted.

An instrument for telling time by the sun, moon or stars, which once belonged to Captain James Cook, was recently sold in London to a New Zealand art collector. The instrument is called a clepsydra sun dial or orrery, and is in a case inscribed "Captain Cook, Anno 1750."

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From Our Own Correspondent

APIA, July 1.

THE cashier of O. F. Nelson & Co., Ltd., of Apia, recently appeared in Apia High Court before Chief Judge C. C. Marsack, charged with failure to account for £1,869/3/4 during the period between October 1949 and September 1950.

The accused, who conducted his own defence, pleaded "not guilty" and said that he could give no explanation as to how the shortage had come about, but that he had not used the money for himself, and that he and his family were living very poorly—mostly on bananas.

Although he had been aware of the shortage all the time, he had not reported it because he was afraid of losing his job.

He had failed to keep his books up to date and had therefore made it difficult to discover the shortage which was eventually found by the auditor.

The Chief Judge, in pronouncing sentence of one year's imprisonment, commented that accused had practised deception by hiding the shortage. On the other hand, there had been some slackness by his firm in the checking of their books.

DEATH OF MR. JAMES WHITFORD

MR. JAMES WHITFORD of South Santo died on July 10. He had been an inmate of the Hopital Francais for more than a week when it was thought necessary to transfer him to Vila where there are more facilities.

Qantas made a special flight with Mr. Whitford and the doctor, but as the plane landed at Vila, Mr. Whitford died.

Aged only 46, he had travelled extensively and was engaged in trading. He left a wife and a young family—the youngest only a few months old.

Thirty guests attended the party given by **Mrs. Doris Booth** of Bulolo, NG, at her Brisbane flat on July 21. Guests of honour were **Miss Isabel Fletcher** who is now staying with Colonel and Mrs. J. K. Murray in Port Moresby, and **Mr. and Mrs. A. F. Gollnick** and their son.

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Captain C. O. Anderson and **Mrs. Anderson** recently returned to Apia, Western Samoa, in the MV Thor I after nearly three years in North and South America. Captain C. O. Anderson is a well-known identity in Samoa where his services as a master mariner were in great demand.

Seventy-six American Samoans, formerly members of the Fita Fita Guard, are now serving with the United States Navy in Hawaii. The Fita Fita Guard was disbanded when the American Department of the Interior took over from the USN in American Samoa.

GIANT SNAILS IN USA

THE United States Pacific coast—this time, Portland, Oregon—has had another giant snail scare. They got in amongst goods shipped from Guam and caused panic among customs inspectors who, however, appear to have located and destroyed all the pests.

The US Federal Bureau of Plant Quarantine has had a busy time since the reoccupation of former Jap-held islands in the Marshalls and Caroline Groups.

So far, they appear to be winning Operation Snail, but the danger will continue so long as any of the pests remain in the Islands.

Although the giant snails were firmly established in New Britain and New Guinea by the Japs during the war, and still flourish there, there has been no record of their having reached the Australian mainland. It might be thought that if they so readily migrate to the Pacific seaboard of the United States they would also find the Queensland coast to their liking.

A new Crown Solicitor and Public Trustee, **Mr. W. F. Wilson**, arrived recently in Apia accompanied by his wife and three children. He has served many years in the office of the Legal Division of the Public Trust Office, Wellington, NZ.

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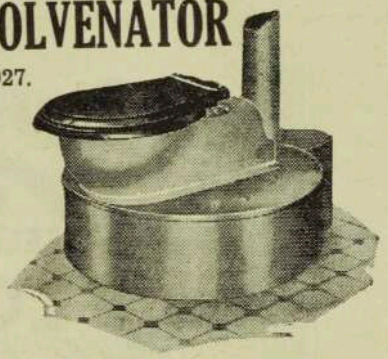

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IN DEFENCE OF THE SMALL SHIPS

(A Letter to the Editor)

DURING recent years, criticism has been directed at the small ships operating in the Papua-New Guinea area. By way of a change, something may be said in favour of these vessels. At the risk of appearing peculiar, I will attempt to justify the existence of the ships employed in clearing the Papua-New Guinea plantations.

I have been closely associated with small ships in this area for six years, and have commanded several. I can present an angle that has too often been disregarded.

While a considerable number of the Europeans employed in these vessels are Southerners, with no great interest in the Territory, the majority of them are genuine Australians, prepared to do their job as well as they are able, with the means at their disposal. Nobody is more concerned than these men that the facilities are not all that could be desired.

The planter's main worry is the accumulation of copra at the plantations. He should remember that many of these vessels were taken over from the Armed Forces and, in order to assist the planters in their rehabilitation, were operated (at freight rates which originally were so low as to be almost ridiculous) far beyond their capabilities. I know of one vessel, powered by a Ruston Hornsby engine, which by the maker's directions, must be overhauled every 2,500 hours, which has more than 7,000 operating hours to her credit, and is still not able to lay up for an overhaul. Under such conditions, an engine may surely be forgiven if it refuses to function perfectly, and results in the laying up of the vessel.

I would like to draw the attention of the planters to the fact that men are hard at work aboard this vessel (to quote her as an example) both on deck, and in the engine room, in order that she may remain in operation, and assist the planters to get rid of their copra.

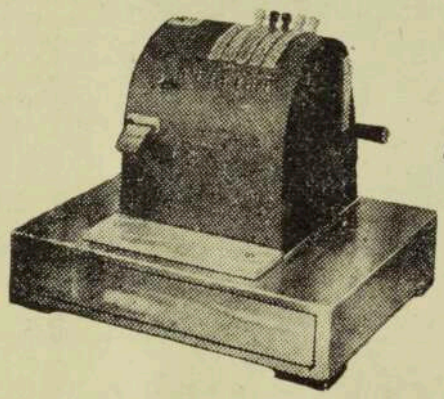
DAMAGE by seawater appears to be another bugbear of the planters. I have no hesitation in saying that it is most exceptional for copra to be damaged while in the ship's hold by seawater, and that the "leaky bilges" are, in almost every case, fully controlled by the ship's pumps. Damage by seawater, while the copra is in the vessel's surfboats, is another thing, and in many cases could be considerably lessened if the planters employed more care in the loading of these boats while they are ashore. It has been my own experience to witness plantation natives stumbling through the surf and depositing bags of copra, which are already wet, into the boats.

Most certainly, the boats leak; and as they are of necessity continually driven aground on coral reefs to load, this is not to be marvelled at.

The point might be brought up here, that a ship is not responsible for her cargo until it is at the ship's side; but if this ruling was adhered to, very little copra would leave Papua-New Guinea plantations. I am under the impression that it is the responsibility of the planter to get his copra to the ship's side, and the use of the ship's boats is a courtesy, and by no means an obligation.

We have inexperienced native labour aboard ships, and consequent mishandling of winches and boats. Incompetent labour is a condition general in the Territory at present, and is by no means confined to ships. Little reflection shows that a Sepik Kanaka cannot be transformed, in the narrow radius of time allowed by the Native Labour Ordinance, into an expert winch boy or seaman. Every planter has his own troubles in this regard.

LACK of consideration is shown by most planters to the masters of vessels, in regard to the marking of reefs in their anchorages.



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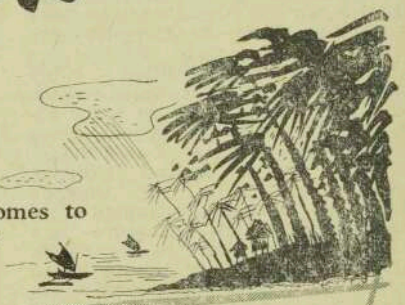

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Most plantation anchorages are encumbered with reefs, and in the majority of cases, planters disregard the efforts of a vessel attempting to enter their anchorage, even though the vessel may obviously be in difficulties. But they are only too ready to complain, should the ship depart for a better-marked or safer anchorage. I have, on more than one occasion, arrived off a plantation after dark, and have been forced to lie off and on all night in full view of the planter, when canoes with lights aboard could easily have shown me the way in. This is not true in every case. Some planters mark their passages most carefully, but it is the exception rather than the rule.

I do not wish to argue that the Papua - New Guinea Shipping Service is a model of efficiency. But I am endeavouring to dull the barbs levelled at it by planters who are only too ready to criticise—and not constructively—the efforts of an overworked and poorly equipped arganisation.

Many planters, owing to high prices of island produce, are at a peak of success to which they are not accustomed, and may have obtained, as a result, a distorted view of Islands events. It would do no harm were they to reflect upon just how much of their prosperity is due to the efforts of the men who bring them their ships, inadequate though the service may be.

I am, etc.,
ISLANDS SHIPMASTER

RECORD PHOSPHATE EXPORT FROM OCEAN, NAURU

IN the year ending June 30, 1950, the export of phosphate rock from Ocean Island and Nauru reached an all-time high—1,285,990 tons—about 4,500 tons higher than the previous highest figure, reached in 1939-40.

During 1950, 1,826,234 tons of phosphate was distributed in Australia and New Zealand, the balance made up of supplies from Christmas Island and Pacific sources. The British Phosphate Commissioners report that all requirements were met and some reserves built up.

This was, of course, before the acute world shortage of sulphuric acid developed. Without sulphuric acid it is impossible to turn the phosphatic rock to what is known in agriculture as superphosphate.

It takes about one ton of sulphuric acid to produce three tons of super. The repercussions of the sulphur shortage on the phosphate industry can therefore be calculated.

The full weight of the sulphur shortage has not yet been felt in Australasia where farmers are still getting reasonable amounts of artificial fertilisers but experiments are already being carried out for obtaining alternative sources of sulphur—formerly it was obtained cheaply from the United States which, in view of defence stock piling, is now limiting exports.

Mr. W. D. Forsyth, who retired from the post of Secretary-General of the South Pacific Commission in June, to resume service with the Australian Department of External Affairs, was residing in Canberra in July. He and his family appeared to be enjoying the Antarctic temperature, as a contrast to the conditions experienced in Noumea for two years. It is understood that Mr. Forsyth is to be posted to an important diplomatic position abroad.

The Pacific Islands Society

(Founded 1937).

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at History House, 8 Young Street, Sydney, on the fourth Wednesday of each month, at 8 p.m.

Address for correspondence:—

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Freight charges between Australia and the New Hebrides have been increased by 175 per cent., and Messageries Maritimes has also increased freights between Noumea and Sydney by 25 per cent. Freight for general merchandise is now 1,150 francs a ton; and for rice, flour, sugar, potatoes, salt and other essential foodstuffs 950 francs.

A large number of Samoan residents who have been unable to return to the Territory by the Island vessel Matua owing to the New Zealand wharf strike, should get passage soon, as seamen, stewards and cooks have now returned to work. The Union Steamship Company is giving preference to Islands residents on passenger waiting lists.

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During the recent long New Zealand waterfront dispute, the NAC planes have been the only means of passenger transport between Samoa, Tonga, Cook Islands and New Zealand.

It is expected that by the end of this year, NAC will have clocked-up 1½ million miles on its Pacific regional services.

Fall in Price of Cocoa

From Our Own Correspondent

APIA, July 15.

THE SS Sonoma of the Matson Line is expected end of July to lift a cargo of 400 tons of cocoabeans from Apia produce sheds for the American market.

The price of Samoan cocoa has recently dropped from £280 to £300 per ton f.o.b. Apia to £250 per ton.

A fairly good crop of cocoabeans has just been harvested.

The market for desiccated coconut has also shown a falling tendency of late; 750 cases of this line were shipped by MV Matua in July.

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News Notes From Buka Passage

From Our Own Correspondent

MR. RALEIGH FARLOW, who has been District Commissioner in Bougainville, NG, left in May on transfer to Kaveing.

There was a gathering in the Sohano Club prior to their departure, to say farewell to Mr. and Mrs. Farlow and to wish them luck in their new sphere. Mr. Farlow has been in charge of the District since September, 1946.

Residents were happy to welcome Mr. Malcolm Wright, who is to be our new District Commissioner. It is generally felt that we are fortunate in having the services of one of his experience and energy as D.C.

During the recent war, Mr. Wright did a fine job and well earned his D.S.C.

Mr. Colin Maclean, who has been in charge of the District pending the arrival of Mr. Wright, has earned the gratitude of those with business at Sohano by his pleasant and efficient manner in dealing with affairs.

As District Officer, he now resumes charge of the Buka Sub-District.

Mr. Don Colley, district manager of Choiseul Plantations Ltd., has gone to Sydney for furlough. He is President of the local R.S.L. Sub-branch. Mr. Macgregor is in charge at Soraken during his absence.

Mrs. M. Campbell, of Raua Plantation, has been up on a visit but has now returned to Melbourne where she intends to reside in future.

The older residents miss the kindly presence of Mr. C. I. H. Campbell, who was so well known, over such a long time, in Bougainville. His sudden death last September came as a shock to all.

Mr. Maurice Needham, formerly of Papua, has been managing Raua for the past 20 months.

News comes that Mr. Bernie Parer, formerly of Torokina, has purchased San Remo Plantation in the Talasea district from Mr. Ken Douglas.

Mr. Cyril Gleeson is prospecting in the mountains at back of Kieta, and has hopes of striking something worth while. Mr. Alick Heatherington, at present in Australia on sick leave, is his partner in crime.

Even if they do not make a pile, the cheery Cyril and dour Alick will get a lot of amusement out of "giving it a burl."

The mountain air is in itself worth going after.

Mrs. Jack Ellis, of Arawa Plantation, is returning home after a trip to Australia, which has been most thoroughly earned. During the trying period of rehabilitation after the war the Ellis couple had much to put up with, but stuck it out. He is president of the Bougainville Branch of the Planters' Association of New Guinea.

MR. KERRY LEEN, Mrs. Leen and the younger Kerry are now well established at Sohano. The older Kerry is at present on patrol in the Buin Sub-district, assisting in maintaining the quarantine placed on that area as a result of a poliomyelitis outbreak.

An old Territory man now with us is Sub-Inspector Ron Clammer, who is in charge of police activities in the District.

A recent inmate of the European Hospital at Sohano was Mr. A. Smith, who has been managing Tinputs Plantation for the past few years. He was ill for some time, but has now recovered and has gone to Australia for a change. Being one of a hardy breed it is expected by his friends that he will quickly regain his health, energy and enthusiasm.

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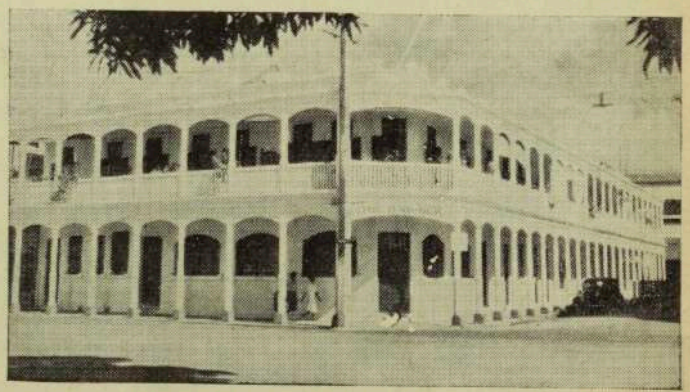
SUVA, FIJI



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Mrs. Elma Good is still managing her Kessa Plantation, in North Buka, with the energy and efficiency that earns the admiration of all who visit that nicely situated place.

It is no light task for a woman to put up with the isolation, lack of amenities and run a line of native labourers as Mrs. Good has been doing for the past two years.

There was a considerable gathering recently at Sohano when meetings of the R.S.L. Sub-branch and the Bougainville Branch of the Planters' Association took place. The meetings were held in the Sohano Club House.

Jack Ellis and Robin McKay were in from Kieta way, Paul Mason from Inus, and Mrs. E. Good and Fred Archer from Buka.

These people, together with the Sohano residents, gave the island a busy appearance.

Mr. Colin Maclean, as Administration Official in charge, assisted greatly by making transport available for the outside people. This was much appreciated.

A meeting was also held of members of the Sohano Club, of which Mr. Colin Maclean took charge as president. Ways and means of improving the Club facilities were discussed, and the matter of erecting a new building was considered. It is hoped to make the Club a feature of social life at Sohano and to provide two bedrooms for visiting members.

EARLY in June, the copra shed at Kekere Plantation, 25 miles south of Kieta, was completely destroyed by fire.

The copra destroyed amounted to 900 bags which were awaiting shipment. The plantation is owned by Mr. J. M. Joyes of Iwi Plantation, Kieta, but is managed by Mr. Geoff Gaskell.

The cause of the fire is not known but thought to be owing to the carelessness of some native employee, either with fire or a lighted cigarette. Once well alight there was no hope of saving either shed or copra.

In view of the series of fires in district copra dryers last year, those plantations with big accumulations of copra are feeling rather uneasy, and are keeping as close a watch as possible on their sheds.

Owing to the shipping shortage many plantations have had to make use of temporary buildings for storage and that increases the risk of fire.

Miss Diana Stanfield was recently married to **Mr. Jim Grose.** The ceremony took place at Piera, the plantation home of the bride's parents in New Ireland. The bride's sister, Mrs. Peter Murray, was matron-of-honour.

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LEGISLATIVE COUNCIL FOR PAPUA-NEW GUINEA

Some Angles of Proposed Election System Still Obscure

THE Papua-New Guinea Legislative Council now is being formed, and may hold its first meeting in November. The Australian Minister for Territories (Mr. Hasluck) made this announcement in Moresby at the end of July.

Provision for the creation of this body was made years ago, in the Papua and New Guinea Act. It is to consist of:—

The Administrator	1
Officers of the Territory ..	16
To be elected	3
To be nominated by the Administrator (3 to represent the Missions)	6
Natives to be nominated by the Administrator	3
Total	29

For some years, because the non-official civilians were completely without representation of any kind, and without any means of appeal against bureaucratic harshness, there was urgent need of the Council; but there was no Council, and no reason given by Canberra.

In the absence of any other explanation, it was generally believed that the hold-up was due to the present Administrator insisting on the appointment of natives to the Council, while other interests were reluctant to take this step. In his statement, Mr. Hasluck said:

"One of the preliminary problems to be overcome was the nomination of the three native members; but I have received the assurance of the Administrator that it will be possible to obtain well-qualified candidates for appointment.

"It will be necessary to hold general elections to choose the three members representative of the general community. A draft Ordinance has been prepared and discussed with the interested departments in Australia, and will be further discussed with the Administrator and officers of the Administration during my present visit.

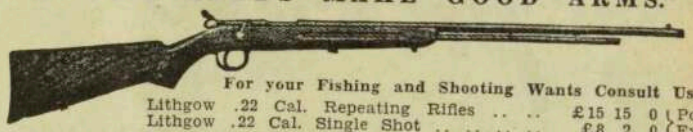
"The principal proposals are that the Territory be divided into three electorates, namely, Papua, New Guinea mainland, and New Guinea islands. Each will return one member.

"Any qualified person who has resided in the Territory for 12 months immediately preceding the date of election will be entitled to enrolment and the requirement for candidates will be 3 years' residence in the Territory immediately preceding the date of election. Elections will be held every three years. The arrangements in respect to rolls, polling and the scrutiny of the count will follow closely the model of the Commonwealth electoral laws.

"After the ordinance has been promulgated, the Administrator will fix the dates for the closing of nominations.

"The members of the Council will not be paid a salary but allowances and expenses will be authorised in

"OUR HANDS MAKE GOOD ARMS."



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FRENCH CHAMBER OF COMMERCE IN AUSTRALIA

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respect of time spent on the work of the Council."

EDITORIAL NOTE

IT is not clear from the statements whether there are to be any racial distinctions in relation to persons qualified to vote. Are the Europeans and the Chinese, in this respect, on an equal footing? If so, is there to be a preferential, transferable vote?

From the Minister's choice of words, it seems that the natives, whose term of residence generally exceeds three years, will not have a vote, irrespective of their educational qualifications. In view of what has just happened in New Caledonia, this should be made very clear.

What is the position of the literate Euronesian? Does he, for voting purposes, rank with the Europeans or the natives?

Quite a number of such points should be cleared up. Of course, the three elected representatives will have no power at all in a Council of 29, of which 26 are officials, or nominated by officials. But as the three will be the only official spokesmen for the non-official classes, it is desirable that they be the best three men available.

Mr. and Mrs. A. G. Smyth, of Apia, who have been on a visit to Australia, left Sydney on the Monowai on August 10 to connect with the Matua, for Samoa, on August 25. Fiji and Samoa, which suffered considerably as a result of the New Zealand strikes, will again have a break in the Matua service. The ship is being withdrawn for survey on her next return and there will be no September sailing.

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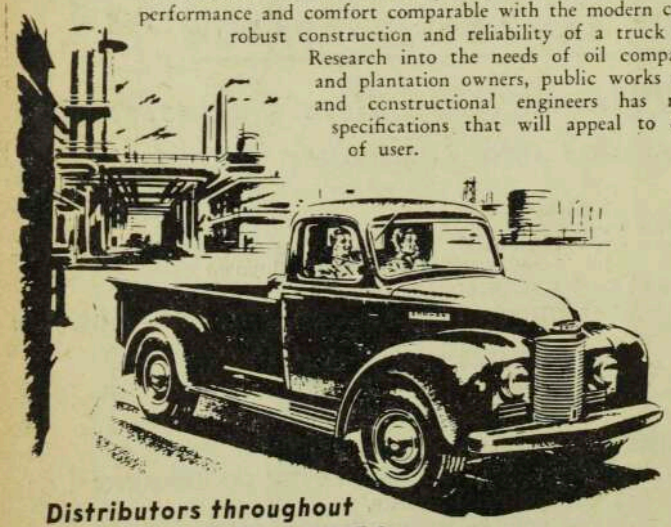

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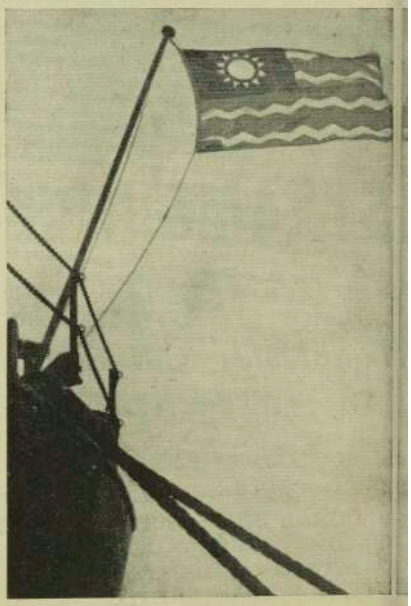

The flag of the Chinese mercantile marine was seen in Fiji for the first time when this ship, the Union Trader, arrived at Suva on June 21, with more than 2,000 tons of cement from Japan.

Built in America in 1945, the vessel was acquired by a Chinese shipping company now operating in Formosa. She has a gross tonnage of 3,000 tons. The captain officers and crew are all Chinese, loyal to the National Government in Formosa. After discharging the cement, which was badly needed in Fiji, the vessel loaded with bananas, coconut meal, rice, bran and other produce for shipment to Auckland.

—Photo by F. R. Charlton.

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NEW WHARF AT SAMARAI NO USE TO LITTLE SHIPS

AFTER much expenditure and bitter striving, the Works and Housing Department erected a good wharf at Samarai, Eastern Papua, to replace that destroyed by fire in wartime.

But only the men who run the big ships are happy about it. There is outspoken discontent on the part of the people who run the small ships along the coasts and among the islands—and they outnumber the big ships by scores to one.

No provision whatever has been made at the new Samarai wharf for the little ships. Copra is the staple product of Eastern Papua, and the copra is brought into Samarai in little ships. When the little ships lie alongside the new wharf, the top of the wharf, nearly all the time (there are queer, irregular, whirling tides in China Strait) is away above them—too far off to allow the handing up of bags of copra.

Somewhere beside the wharf, there should have been a floating pontoon connected to the wharf by a ramp, onto which the copra could have been unloaded at any state of the tide. There is nothing of the sort. So the little ships go elsewhere for unloading; their copra is dragged painfully ashore; and the smallboat-owners' opinion of the wharf-planners and builders is expressed mostly in terms of brimstone.

Noumean cyclists, **Raymond Sens** and **Jean Richards** will compete in the Goulburn-Sydney road race to be held on September 22.

Australia seems to have suspended the export of butter to New Caledonia, and Noumea housewives have been unable to obtain this article of which French households are big users. Shortages of rice and sugar are also feared.

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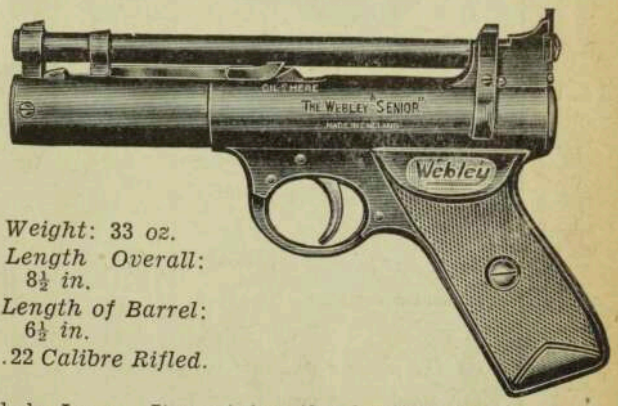

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(3) The cocking of the Pistol by means of the barrel has been enormously facilitated by the addition of a **patent** double joint, which assists in the leverage to such an extent that any young person can easily operate it.
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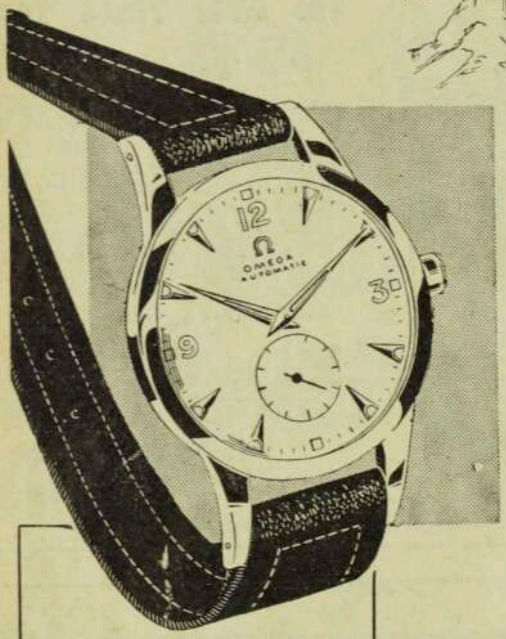

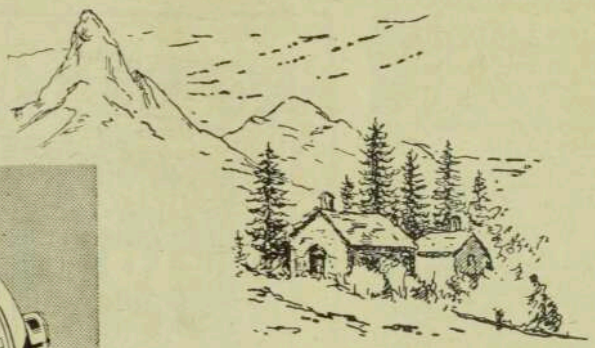

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TAHITI'S CHINESE

French Awareness of Difficult Problem

From Our Own Correspondent

PAPEETE, July 24.

A PROPOSAL which emanated recently from Paris, that facilities should be provided for the naturalisation of Chinese residents in French Oceania, has caused a stir.

There is strong opposition to the proposal on the part of the French, the Tahitians and the French-Tahitians. They have pointed out that, in Tahiti, the Chinese maintain their own community, and do not mix. As one leading Tahitian businessman says: "They stay with their own race. A Chinaman will always be a Chinaman. Anything that resembles a Chinaman is another Chinaman!"

Deputy Pouvanaa a Oopa has announced that he is strongly opposed to the naturalisation of the Chinese, whose continued presence menaces the future of the Territory. He is looking forward to the day when all Chinese will be shipped away from Tahiti—just as, a few years ago, they were shipped away from Samoa. He and M. Coulon, Concillor of the French Union, have made strong representations on the subject to the French Government.

EDITORIAL NOTE

In 1946 there were 48,000 French and Tahitians in French Oceania, and 6,385 Chinese, whose numbers had grown from 3,989 in 1926. While there is considerable intermarriage between French and Polynesians, there are very few Chinese-Tahitian unions. Chinese born in Tahiti have no local status; they are subject to naturalisation laws, just as if they were born abroad. The Chinese are industrious and thrifty, and a large proportion of the artisan services and retail distribution is in their hands.

When the Germans held Samoa, they had about 4,000 Chinese labourers there. When New Zealand took over, in 1914, repatriation commenced. By 1931, there were only 916 left. When war came in 1939, and repatriation ceased, 600 remained. After 1945, repatriation commenced again. Now, there are about 150 in Samoa and most of them, for various reasons, will be allowed to remain. About half of them have married Samoans; and there is a small, but growing, vigorous and influential community of Chinese-Samoans.

The Tahitian Chinese community is like that of New Guinea—it is self-contained, almost segregated, commercially important, and its repatriation does not now appear to be either economically or politically practicable.

JET PLANES FOR CPA

BY next year Canadian Pacific Airlines expect to have the fastest aircraft in the world on the Sydney-Vancouver service.

This was announced in Vancouver in mid-July.

Two of the planes will be De Havilland, jet-powered Comets.

The planes will use the same route as at present—that is, via Honolulu, Canton Island and Fiji. Total flying time will be about 20 hours.

Commonwealth Bank Opened in BSI

From Our Own Correspondent

HONIARA, July 24.

THE Honiara Branch of the Commonwealth Bank of Australia opened in Honiara, BSI, on July 23.

There was a short ceremony in the morning at the opening of the Bank in its just-completed new building, a converted Quonset hut. In the evening the manager, Mr. D. Wiley, the Bank staff, and Mrs. Wiley invited Honiara residents to a cocktail party.

The Bank of New Zealand celebrated the 75th anniversary of its establishment in Fiji on July 17. On that day in 1876, a branch of the bank was opened at Levuka. A branch was opened in Suva in 1878. The bank's newest Fiji branch is at Lautoka—opened at the end of July, 1951.

FIGHTING AMERICAN GOVERNOR GOES TO WASHINGTON

THE very energetic new Governor of American Samoa, Mr. Phelps Phelps, who took over from the Navy Department only recently, is next month going back to Washington, to protest against the cuts that have been made in his appropriations.

As soon as the United States committed itself to the enormous cost of stern re-armament all finances were revised and the Eastern Samoa budget was cut to 400,000 dollars less than it was under the Navy; and since then it has had a further reduction.

The Governor says the removal of the naval station has removed also an important source of revenue for the Samoans—they worked in various ways for the Navy. Now, the whole 17,000 of them must depend for their needs upon the export of 2,000 tons of copra per annum. Unless there is a sympathetic revision of the figures, the whole economy of the Territory will be dislocated.

He is especially anxious to proceed with programmes of education and health; and he emphasises that the loyalty of the Samoans (demonstrated by the presence of Samoan soldiers in Korea, and remarkable Samoan contributions to the American Red Cross) must not be weakened.

The engagement has been announced of **Miss Margaret Florence Heape**, daughter of Mr. and Mrs. B. Heape of Port Moresby, Papua, to **Mr. George R. Whitmarsh.**

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RABAUL ROUNDABOUT

From Our Own Correspondent

RABAUL, July 20.

SAILOR'S OUTING

A VISITING member of the crew of MV Citos recently had a rather expensive day out in Rabaul.

On the third day that the vessel was in port he appeared before the District Magistrate on three charges. Namely, driving a motor vehicle without a licence, driving whilst under the influence, and driving a vehicle without the consent of the owner.

He was convicted on the three counts and fined a total of £45.

MORE NATIVE ART

THERE was an interesting exhibition of native art in the pleasantly situated Reimber village Council House on the North Coast, on July 12.

The exhibits consisted of paintings, carvings, mats, and elaborately carved kundus. Prize money amounted to £40.

The winning painting was a striking example of native art—two long panels decorated with a pleasing design in natural native paints. These were "death sticks" which stand outside the Haus tamboran into which no mere female may enter, on pain of death.

The kundu which was awarded first prize was native art at its best. Made of wood, highly polished, it was decorated with a human hand in bas-relief, and a stylised design of twining lizards.

The exhibition was a result of the District Commissioner's wish to encourage native forms of art, which he had feared might have been lost or forgotten.

He spoke to the gathered natives and explained that he was happy to see their interest in the arts of their ancestors, and that he hoped the competition had encouraged them to go further with this worthy project.

Only in the house building competition, which was primarily an effort to encourage the building of better and more decorative dwellings, had he been disappointed.

Special sing-sings were performed by the villagers in honour of Mr. and Mrs. Macarthy and their guests.

In one dance the natives all carried tall carved sticks, decorated with designs and figures representing every phase of native life.

One of the most striking of these was a design of two clasped hands, each wrist decorated with a life-like wristlet watch! Another represented a monkey, sitting on the stick, grinning with very realistic teeth, and entirely covered with real possum fur.

The obvious interest of the natives who took part in the exhibition, and also the interest of the guests present, would indicate that this side of native life, is one which is well worth while encouraging.

ON June 23, at the Rabaul Hospital, a second son, Donald James, was born to Mr. and Mrs. Les Corbett.

Miss Pamela Palfreyman, who went South recently on leave, has announced her engagement to Mr. John G. Best, eldest son of Mr. and Mrs H. Best, of Sydney. Pamela is the only daughter of Mr. and Mrs. T. Palfreyman, late of Rabaul, and Mr. Best is taking the place of Mr. Tony Taylor—P-NG vulcanologist.

On July 11, at Nonga, Mr. J. A. Barrett, of the PMG Department, in the course of his duties, came upon a strange looking snake in the grass.

Without hesitation he grabbed a sarif from a native standing nearby, and decapitated the snake.

It turned out to be a deadly taipan.

ANOTHER SHIP LOST

NEW Guinea Company's eighty-five ft. trawler, Madang, is the latest small ship to come to grief in these waters.

Telephone 136. Telegrams: "AKUN," RABAUL.

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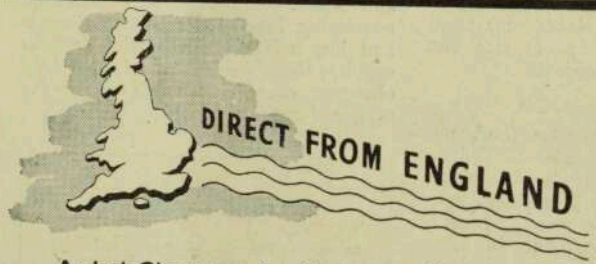

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She'd never heard of

HIDDEN HUNGER

Doctors and Nutrition Experts agree

that although we are blessed with an abundance of food, "Hidden Hunger" is far more common than most people realise. They say also that you can satisfy your hunger by having three meals every day—and still not satisfy your body's needs. When we eat the wrong kind of foods, or not enough of the right kind, then we suffer from "Hidden Hunger"—and our system is hungry for certain essential food elements in our daily diet. This means that while we may not feel actually ill, *we are never really well*—and seldom look our best.

Horlicks guards you and your children against "HIDDEN HUNGER" because it induces sound sleep, and gives you balanced, easily-digested nourishment.

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NERVOUS INDIGESTION

As well as being a balanced food-drink, Horlicks has the added advantage of helping digestion. Taken between meals, it relieves nervous indigestion, and so makes sure that you get the full benefit from your daily food.

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HIDDEN HUNGER

In ½-lb. and 1-lb. TINS

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HI-5

When in mid-July she was five days overdue on her return voyage to Rabaul from Madang, a MAL plane made a search for her and discovered her on a reef off Sand Island, in the Witu Group. Plane crew observed the ships' personnel apparently living ashore in improvised shacks.

Blake line vessel, Talasea, under the command of John Livingstone was asked to investigate and assist.

Talasea reports that the Madang will in all probability be a total loss; she is badly holed in one side, and well up on the rocks. All cargo, it is hoped, will be salvaged.

SAILORS IN FURS AND FEATHERS

MOST small ships in New Guinea waters carry a ship's cat, either as a mascot, or for purely utilitarian purposes.

Often they are the property of one man in the ship's company, and one hears strange stories of devotion between Master and pet.

The most devoted of them, I think, was the ex-RN type, and his small white feline friend. The little cat was accustomed to sleeping on her master's bed. All went smoothly until master began to use a mosquito net. To this the cat took violent exception, and in the course of time the net had been torn to shreds by her angry claws.

"Well," the owner of the cat told us philosophically, "there was nothing else for it. I just had to get rid of it.

"What, the cat?"

"No, no," was the astonished reply, "the net."

Stranger than any ship's cat was the rooster I saw strutting possessively around a small vessel the other day, an admiral-like glint in his eye.

He had been brought on board originally for the Master's table. But after two days on board, which Rudolph Rooster spent diligently chasing and devouring cockroaches, it became evident that the roasting dish was not to be his fate. He was appointed Chief Cockroach Destroyer instead.

Sometimes in port he ventured ashore for a limlimbur, but has never been known to miss a sailing. On two occasions he fell overboard, and the vessel promptly put about and hauled him on board.

The complete absence of cockroaches on the ship testifies to the vigilance of Rudolph.

But recently he was presented to me, because sadly enough, it appears that a rooster cannot be housebroken.

As I carried him off the ship, I noticed how unusually bald he appeared aft. Glancing back at the grinning crew lining the ships' rails, I discovered that Rudolph had served a dual purpose on board. Each black woolly head was decorated with more than the usual number of shiny tail feathers.

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Three Killed in Samoan Bus Smash

From Our Own Correspondent

APIA, July 27.

ONE of the worst road accidents in Western Samoa occurred on the morning of July 26, 12 miles out of Apia, when a bus crashed off the road, killing three of the 22 passengers and injuring the others, some seriously.

The bus, owned by G. Kerslake, and driven by a Samoan, Fu'e Naea, was on its way from the East Coast to Apia when it left the narrow coastal road and crashed 30 ft. down to the beach. It turned over several times.

The driver escaped unhurt. Three passengers—Mrs. Sepelini Oge, daughter of Chief Seumanutafa Lolini, of Apia, and two others—were killed outright. Eight passengers suffered major injuries and another 10 were later treated at Apia Hospital for minor injuries, but were discharged after treatment.

One Samoan woman passenger, Teuila, had jumped off the bus before the crash occurred when she noticed that the bus was dangerously close to the edge of the road.

After the crash she summoned help from members of a road gang of the Public Works Department working nearby.

They gave first-aid to the victims and took them on PWD trucks to the Government Hospital at Apia.

Two of the injured are in a serious condition. The accident is at present being investigated by the Apia police.

Death of the Rev. James Fisher

THE Rev. James Fisher, who has been vicar of Bracknell, Berks., England but who was formerly with the Anglican Mission in New Guinea, died recently in the United Kingdom.

He is survived by Mrs. Fisher and two daughters.

SAMOAN COCOA BEANS FOR USA

From Our Own Correspondent

APIA, July 27.

FOR the first time this year a large consignment of Samoan cocoabeans has been shipped to the United States market.

The SS Sonoma called on July 27 to lift 450 tons of cocoa from Apia sheds and left the same day for San Francisco.

The prices offered previously by US buyers had compared unfavourably with prices offered by English, Australian and New Zealand purchasers. As a result, an acute shortage of dollar funds exists in Samoa at the present time and merchants and importers are unable to import even essential goods like timber and canned fish from the USA and Canada.

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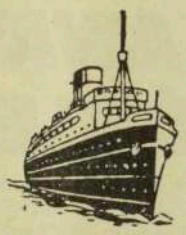

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Tenders for exclusive cutting and milling rights for the Trans-Busu timber area (near Lae, NG) closed on August 10; deadline was charged from the original date of July 6. The successful tenderer will have about 70 million super feet of timber at his disposal.

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NEW STAMPS FOR W. SAMOA BUT NOT FOR P-NG

WHILE New Zealand is madly cashing-in on the besetting weakness of stamp collectors, by printing frequent new issues for her Island territories, Australia apparently has shelved the idea of giving Papua and New Guinea stamps of their own.

A few months ago, the Department of Territories showed signs of doing something in this direction but nothing has been heard of it since. Before the war both territories had their own issues but since then they have used Australian stamps.

The only Australian territory with a stamp of its own is Norfolk Island. Sale of these stamps to philatelists has been highly profitable and has provided some revenue for an island that has no visible means of support.

As far as P-NG is concerned it would take more than stamp sales to get it out of financial red ink but as the Territory is Australia's most important possession, some residents feel that it deserves a stamp of its own.

FOLLOWING the recent issue of new Cook Islands stamps, it has been announced that Western Samoa is also to have a new pictorial set. There will be ten values from ½d to 3/-, and the issue is to be produced in the United Kingdom.

It is expected that they will be on sale early next year.

Retirement of Mr. R. F. Ott

From Our Own Correspondent

APIA, July 27.

ON his recent retirement from the service of the Government-owned cocoa plantation as manager of the Central Group Cocoa and Rubber Estates for the past 21 years, Mr. R. F. Ott, one of the pioneer planters of Western Samoa, was honoured by his colleagues and representatives of the Government.

A farewell function was held on July 13, at the office of the New Zealand Reparation Estates, when Mr. Ott was presented with an address and an engraved silver tray.

He came to Samoa in 1907, as overseer for a German plantation company, and was appointed manager of the Central Group of the NZ Reparation Estates in 1930.

A sincere tribute to his work as manager was paid to Mr. Ott by the general manager of the Estates, Mr. D. R. Eden, who spoke of him as the "grand old man of Central Group" who had brought the plantations to a high standard.

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150 Years of Service

Fr. Boch, the Rev. J. Goldie and Dr. Fox

WHEN the Rev. J. R. Metcalfe gave a broadcast at Honiara, BSI, recently he said that the chief topic of conversation among the people of the Western Solomons was the departure from their midst of two European leaders who had assisted in the great changes of the last 50 years.

He was referring to Rev. Father A. Boch, of Faisi, Shortland Islands and the Rev. John F. Goldie, of Roviana.

Father Boch had just left the Solomon Islands after a long term of saintly service.

He was skilled in medicine and always ready to help both European and native.

He would be long-remembered for his deep devotion to his Church and for his lovable character. His sphere of influence had been limited by the geographical position of the Shortland Islands and the imaginary political line drawn between the Territory of New Guinea and the BSI.

THE Rev. Mr. Goldie had come to the BSI in 1902, a little earlier than Father Boch.

His sphere of influence ranged over the whole of the Western Solomon Islands. His work and that of his helpers had had repercussions throughout the Protectorate through the young men and women who had been trained in the mission schools.

Soon after Mr. Goldie arrived at Roviana in 1902, a party of head-hunters returned to Munda beach with their gruesome trophies from a raid on Choiseul.

And, by way of contrast, it could be mentioned that Willie Paeia, the leading Government native clerk from the same tribe as those warriors, had recently completed 25 years of stirling service and had been given a seat on the Advisory Council.

When Mr. Goldie went to the BSI it was still the era of sailing ships, and their little vessel had drifted to and fro waiting for the wind to give them a haven.

Now residents of BSI could board a plane at Honiara or Barakoma (Vella Lavella) and be in Sydney next day.

ANOTHER veteran of the missions was the Rev. Dr. C. E. Fox, of the Melanesian Mission (Anglican) who had arrived in the Islands a few months after Mr. Goldie and had played an outstanding part in their development.

Dr. Fox apparently had no intention of leaving the Islands, said Mr. Metcalfe, but his name should be mentioned when paying tribute to the veterans of other missions.

Death of the Rev. J. H. S. Hurse

THE Rev. J. H. S. Hurse, a missionary of the Presbyterian Church in the New Hebrides, died in Melbourne, Victoria, on July 18.

Mr. Hurse, who was only 34 had been ill for a long time. He was flown down from the New Hebrides about 12 months ago as a stretcher case.

During the war he served with the Australian Field Ambulance and later as a RAAF wireless-navigator.

Mr. E. Kriewald, of Port Moresby, Papua, was in Brisbane on holiday in early July.

Mr. Christian Rothe, who has spent 40 years with the CSR Co.—some of them in Fiji—retired from the general-managership recently. His successor is a New Zealander, **Dr. Roy Harman.**

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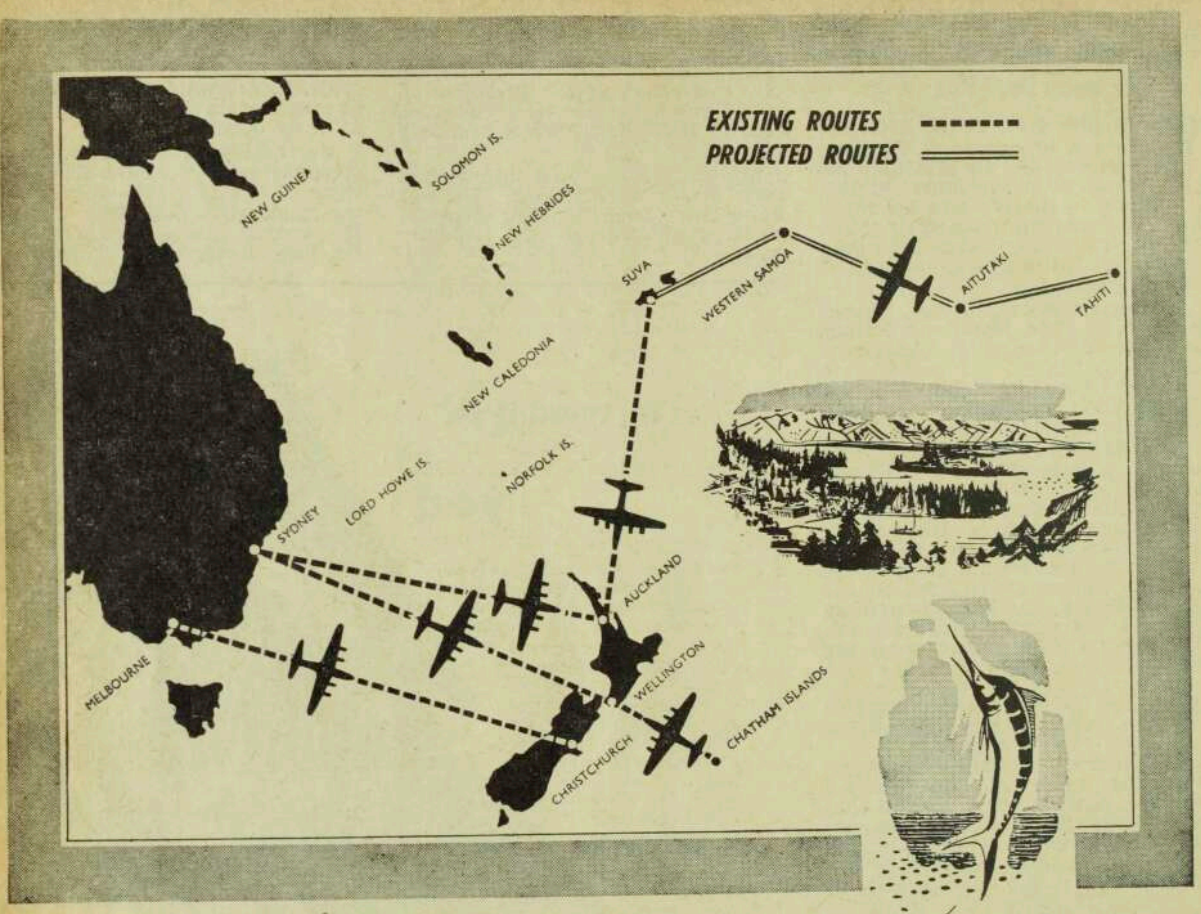

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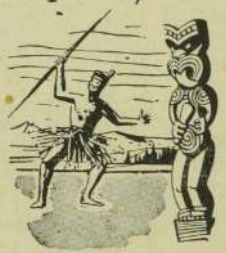

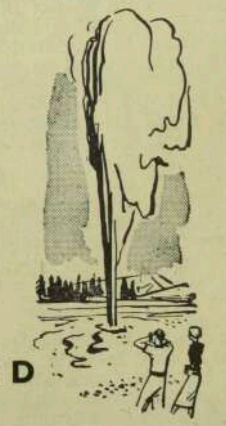

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MAGAZINE SECTION

Football Fever

By Rob Wright

Rugby football, invented presumably to prevent the blood of our ancestors from congealing in Northern European winters, has been transplanted to the humid South Seas. It is played in most of the Island territories, but nowhere with such enthusiasm as in Fiji. At present, a representative Fijian 15 is touring New Zealand—a country which prides itself on producing some of the toughest Rugby footballers in history. Rob Wright, in story and picture, here tells us something of how Rugby came to the Fijians and how they now are taking it to the New Zealanders.

Pre-tour practice.

FIJIANS gazed with wonder and astonishment at the first Rugby played in Fiji. What thoughts passed through their minds will never be known, but it is almost certain that the unusual sight of a seemingly crazy bunch of Europeans chasing one another around in the hot sun, kicking a leather ball, left a lasting impression on the native.

It is possible that the requisite approach to the game raised that latent spirit of the chase, to which Fijians, a scant half-century before, had very energetically applied themselves (usually with a club or spear in hand).

At all events, the fact that they took to Rugby like ducks to water, was sufficient proof of their newfound interest.

RUGBY'S debut in Fiji coincided with the erection of a building which has become one of the best-known hotels in the Pacific—the Grand Pacific Hotel. In fact, there is a tie-up between Rugby, the "G.P.H." and Aucklander Paddy Sheeehan, for it was the latter, heading the construction unit that built the hotel, before World War I, who first introduced the game to Fiji.

The 1914-18 war years took toll of the original band of European footballers, but it remained for the veterans who returned to the Colony after the conflict to coach the first Fijian fifteens, and it is due to their enthusiasm that today there are so many fine Fijian players in the game.

The barefoot era, in which the native footballer with a complete disregard for his toes, could outkick and out-run any opposition, has gone, and has been replaced by the modern concept of a Rugby player—complete with boots.

The periodical visits to New Zealand by footballers, cricketers, and athletes, has given tremendous impetus to all branches of sport in the Colony, and the men selected recently to represent Fiji in New Zealand during the current season go with the knowledge that they will learn much, and be able to pass it on to the many hundreds of their compatriots, thus perpetuating the game in Fiji.

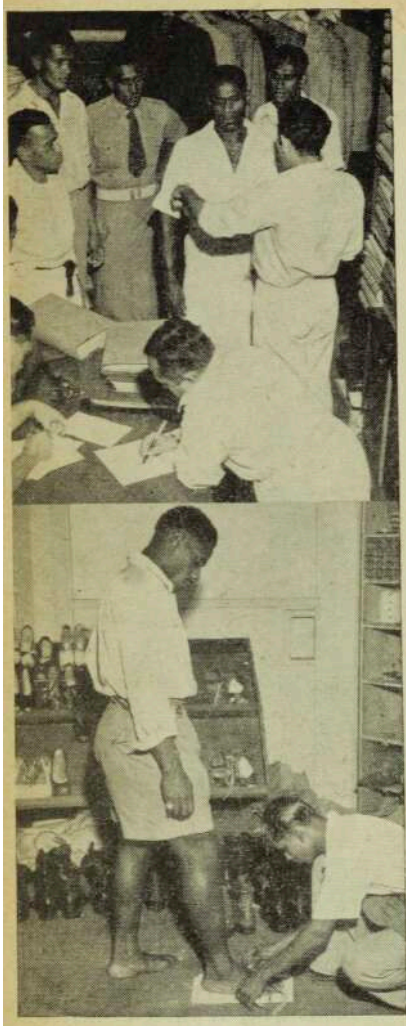
THE representative team for 1951 was chosen from members of the senior Rugby fifteens in annual competition on the island of Viti Levu—in all, about 25 teams. The Northern Districts chose a team of players from the well-populated centres of Lautoka, Ba, and Vatukoula, and sent them against a similar team chosen from the South.

The selection of representatives was made after a series of matches had been played between these two teams.

The 25 men chosen were immediately quartered in Suva and an intensive period of training begun. This included blackboard demonstrations, instructional movies of English Rugby, and field practice.

But, in addition to the training, the men had to be outfitted with warm clothes and sandals—they were leaving a warm tropical climate for the rigours of a New Zealand winter. Many of the men had not been accustomed to footwear—with the exception of football boots. And there were also many administrative problems to be overcome.

Two weeks before leaving Fiji, the men were given final leave to their villages. Some of them from outlying islands were unable to make the journey in the time, so remained in Suva. And at least one man from the mountains of the interior had to be given an extra day for the journey. His was a rough path; fording streams and



Indian tailor (top photo) runs tape over team members preparatory to making warm outfits for the chilly South. Off the field, the players wear grey flannel sulu, black blazer and sandals. They were also issued with thick overcoats. Many players do not wear shoes—and their broad feet presented some problems for the shoemakers (lower photo).

pushing along muddy bush tracks.

But every man was back in Suva at the specified time.

And when their tour begins, New Zealanders will see a class of Rugby which is perhaps a little unorthodox and not played entirely from text books.

But it will be played by men who love it for the sheer joy of being able to run, and pass, and kick a ball.

This is Rugby from under the palms.

Book Review:

With Clune to the Country of Dangerous Dan McGrew

WHAT is there left for anyone to say about another book by Frank Clune? According to the list in the front of his latest, this is the 33rd that he has had published.

What was said about the first 32 can also be said about the current volume. If you are a Clune fan you'll like it, anyway; if you are not, you won't read it.

I was there at the conception of this one: Mascot overseas air terminal, in Sydney. April 25, 1950. "That's Frank Clune," someone said. "He's off to Alaska to get material for another book."

While trans-Pacific travellers were processed, I sat in the grim waiting room and cogitated on a suitable title for the coming opus (as Frank himself might call it). In view of the well-known Clune love of alliteration, "Alas, for Alaska," seemed a sitting shot—but at that stage, the plane took off and I forgot the project until now, 15 months later, when we have the result of that Clune journey, labelled—you'd never guess!—Hands Across the Pacific.

He did not go to Alaska, anyhow (except Skagway), but to the Yukon —via Fiji, Canton, Honolulu and the rest of Canada.

It doesn't matter a great deal whether you like Clune's books or not. You have to accept the fact that, with the exception of Ion Idriess, he is the only Australian who has succeeded in making book writing pay—and that is what counts.

According to himself, he has a supreme contempt for literary critics and other intellectual "pansies"—as well as BBC, ABC or CBC radio announcers—therefore he probably sheds few tears when the highbrows find little to admire in his work. They are written for the Clune readers of whom there are obviously sufficient to make the business profitable.

When the ebullient Mr. Clune is not travelling or writing, he is a taxation consultant and accountant. I cannot believe, therefore, that the writing part of the business is just an altruistic desire to instruct his fellow Australians.

Of Robert W. Service, who was the Yukon's own poet way back in the Gold Rush days (he wrote Dangerous Dan McGrew), he says. "Any fool can write an obscure poem that means nothing and nobody wants to read. but two million men paid cash over the counter to buy Robert Service's books of poems..."

That is probably the Clune philosophy on the business of writing books. Why not? Successful American authors write for the American public and make real money. The majority of Australian writers are more concerned with their sacred Art—and starve.

Critics, literary and otherwise, are always big with their own self-importance, but produce nothing. The Clunes can afford to laugh.

BUT to Hands Across the Pacific: It abounds in the usual Clune observations and cliches (such as: "Distant hills are blue, distant fields are green; but home is where the heart is and there's no place like home. Travel broadens the mind and narrows the bank balance; but it is worth while to get out of the rut and see how other people live.") There are tables and statistics and side excursions into history—the author is always ready to stop in mid-career and re-tell the stories of such people as Captain Cook, or Kingsford Smith or Bully Hayes. And if you want to know anything at all about the Canadian Pacific Railway and its other offshoots, such as the Canadian Pacific Airlines and its hotels, there are the minutest details concerning meals and wing spans and engine ratings.

There are all possible details of the Hawaiian sugar and pineapple industries and Canadian timber and pulping; and the full story of the Yukon gold rush of '98-04 is re-told —and is probably quite new to millions of citizens who missed the Rex Beach era of American novelists.

Clune's passion for details and figures is prodigious—accountant's training probably—and there are many dissertations on such things as the international date line, the equator ("that purely imaginary line around the terrestrial globe's girth"), dollar restrictions, the superiority of commercial broadcasting stations, anthropology and the treatment of aborigines.

The book is, in fact, stiff with facts and observations, with some of which you will agree and with some you will not.

And, in the latter category, I humbly place the Clune theory as to why Dawson City's buildings are all off the level. Mr. Clune says that it is because the ground freezes to about 10 feet in winter, then, when the thaw comes, the ground heaves in hummocks: "The expansion of ice into water creates one of Nature's most irresistible pres-

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TERRITORIES TALK-TALK

By Tolala

ONCE again we read of P-NG administration work being "speeded up" and "streamlined" as another ministerial hand takes over the controls of the Territories and starts out on a tour of those areas under his charge.

These cliches have become so time-worn that there is little wonder residents up there have become somewhat cynical and view these "hand-outs" with jaundiced eye.

Exactly what Minister Hasluck meant when he said "I hope to see much closer contact between the Territory and Canberra," must be left to the imagination. It would be hard to have closer contact between these two centres than has existed in the past.

At least ever since Sir Hubert Murray passed on, as regards Papua; and since Tom Griffiths left in New Guinea. For those two administrators were certainly not "yes" men, nor did the Territories then suffer in that respect.

A little more Papua-New Guinea and a little less Canberra would make more people up North happy more of the time.

(Continued from Previous Page)

sures, almost equivalent to the expansion of water into steam. Expand or bust is water's law as temperatures rise."

If this is so, then (to use a Cluneism) I was led up the garden path when I was taught, in my schooldays, that water expands on freezing—one-eighth or one-ninth, or thereabouts—and that this is how nature breaks down rocks into soil, etc., etc.

My instructors could be wrong—and in this, I feel that Mr. Clune, who has no respect for the orthodox, would certainly concur.

THE author is aggressively Australian, and proud of it but, in comparison with his earlier books, some sort of doubt seems to have crept into this one as to whether the Australian way of life today measures up in terms of enterprise, national pride and individualism with that of the people of the North American continent, who know what they want and are going right after it.

Interpolated throughout the book, after descriptions of what Canadians and Americans are actually achieving, is the advice "Wake up Australia."

You can say that again, Mr. Clune.—JUDY TUDOR.

(Published by Angus & Robertson, Sydney. Price, 17/6.)

I SEE that the new Legislative Council is to have its first sitting in November and is to consist of 29 members. There will, of course, be the usual Administration (or Canberra) majority.

It will be interesting to see whether it functions more successfully—as a public mouthpiece—than its predecessors in Papua and New Guinea before the War. Legislative Councils were never really popular institutions with non-official residents, owing to the frequent practice of railroading Canberra dictates through the Chamber, willy-nilly.

It makes good reading for the UNO, however, to see that the Territory has its own Legislative Council.

:: :: ::

OSMAR WHITE — well-known author and Pacific war correspondent—recently published some rather alarming facts about the general deterioration of former Allied air bases and roads in the Pacific areas.

He refers to the Pacific Defence Pact and Australia's earmarking of £200 million for war preparations next year, and then mentions that when the war with Japan ended, Northern Australia was ringed with great naval, military and air bases costing thousands of millions of pounds.

In nearly every instance, he says, they have now gone back to the jungle in New Caledonia, New Hebrides, the Solomons and New Guinea.

More millions down the drain?

:: :: ::

A NEWS-FLASH from London recently referred to over £100 million earmarked for the relief of Korean refugees.

It has been collected or promised by the UN member countries.

I have never heard of any assistance being offered by UNO members to New Guinea after its long occupation by the Japs and severe strafing, despite the fact it was a Trustee territory.

Australia had to foot the bill and, from the proposed Peace Terms, it seems that she is not getting much in the way of reparations. There is, of course, the strategic value of the vanquished foe becoming the new ally against Communism. But must individual claimants against the Japs reduce that down to pounds, shillings and pence?

:: :: ::

NOTICED in last month's PIM (page 31) where the Hanuabada natives have instituted a form of village tax for local amenities. It amounts to over £1,400 a year, which shows a step towards self-support.

But turning to the next page, my eye caught the story about the anthropologist who was worried about the economic position of the Hanuabadans.

I don't think he need worry too much over Hanuabadan economics. What about some of our own centres in Australia? They are problems which need ironing out by some expert.

:: :: ::

IF the time ever comes when the bonds of red tape that strangle P-NG are cut, and Australia is seeking a man to carry the responsibilities of Territories' administration with a free hand, it could find no better person than Sir Raphael Cilento, with his vast tropical knowledge, legal qualifications and post-war experience with the various United Nations activities. He is back home in Brisbane now.

:: :: ::

MY old friend Bill was unburdening his soul to me the other day, as we sat on our stainless steel tubular chairs at the glass-topped tables in a Sydney caravanserai, sipping our drinks.

For six months he had been vainly trying to have an additional room put on his Sydney suburban bungalow, and he spoke of the ramifications of permits. contractors, material, labour and he was still exactly where he had started. No amount of money could solve his problems.

(Apparently he did not know the right bloke, who knew a bloke.)...

The years slipped away and in my mind I saw us both seated on the verandah of his large native-material home on his Buka trading station.

"I think I'll put another room on this place," Bill had said, and calling his store-boy, explained his requirements—mangrove piles, adzed bush planks for the floor, river sac-sac for the walls and sac-sac "true" for the roof.

I went away and returned some few days later. The additional room was completed. "What did it cost you?" I asked, as he looked up from daubing pot. perman. on a meat case.

"Three quid for labour and four pounds of tobacco for the material." he replied. "And everybody happy?" I queried. "Everybody happy," he replied . . . .

"Do you remember—" I began across the glass-topped table. "Yes, I was just thinking of it," said Bill with a faraway look in his eye. "I remember alright. But this," he waved his hand to include the modern fixtures of the lounge and the whole of Greater Sydney. "But this is Civilisation and Progress, and the natives are learning, too, don't make any mistake," he added bitterly.

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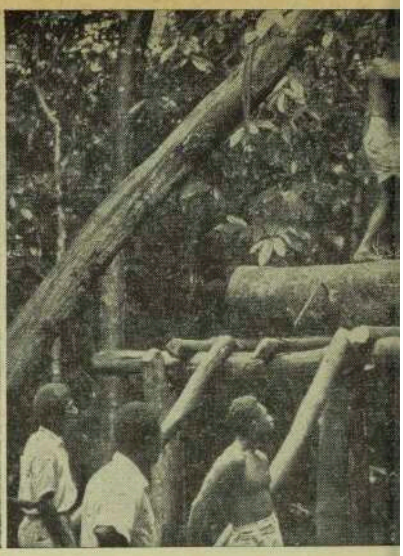

Moturiki Tries Community Dev

ALTHOUGH experiments in what is called "commodity development" are common enough in the British colonies in Africa, the experiment now being undertaken on Moturiki, a small island off the coast of Viti Levu, Fiji, is the first of its kind in the South Pacific.

Moturiki is a South Pacific Commission project. The Commission made a grant of £1,500 to help things along but the rest of the responsibility rests with the Fijian Government and the Moturikians themselves.

The idea behind community development seems to be to send a team of cheer-leaders into a backward community to metaphorically shake them up and to show them how they can best improve their own lot.

Fortunately for the engineers of the scheme, Fijians always seem easily enthused by Government projects and the Moturikians, early in the experiment, quite gladly promised to give half the proceeds of their copra to financing development.

Such unbridled generosity was not permitted however—it appears that the islanders were in arrears with the old tax collector already, and it was not considered a good thing to let the experiment interfere with their "normal obligations."

The Moturikians therefore were given an interest-free loan from the Commission grant. It is hoped that they will be able to repay it within five years.

One of the greatest obstacles to progress is the interference of tribal custom; time out to explain why and how also is a time-waster.

But by and large, the experiment is now in operation and progress has already been made—as can be seen from the photographs.

Of great interest to observers will be the long-term results—not the

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opment

diate results. Most Islanders be kept up to scratch while is someone in authority to them along. When all super- is withdrawn, however, it is a different story.

TURIKI was chosen for the experiment because it is an island; it has a population of it is capable of some agri- al development; markets are ble for cash crops; the com- y is not progressive and has tradition of subjection to the of neighbouring islands; and was room for improvement in and sanitation, housing, education, use of land and self-help generally.

An all-Fijian team of organisers was sent to the island—a leader, a woman instructor of homecrafts and handicrafts, an assistant nurse for maternity and child welfare, an inspector of public health and hygiene, a field assistant from the Department of Agriculture and a carpenter and house-builder. Its work was planned in three stages—a sociological survey of the entire community, a training period, during which local leaders will be trained to replace members of the team, and the campaign itself.

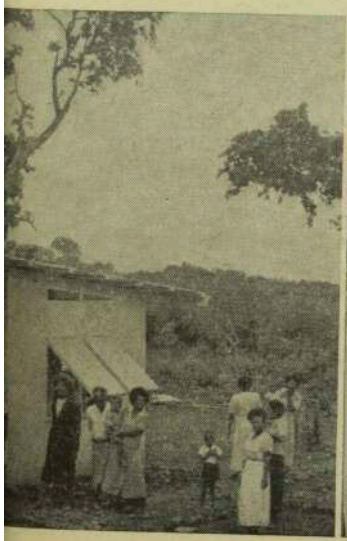
In the agricultural field, coconut plantations are to be rehabilitated and drying and storage facilities

(Continued on Page 66)

PHOTOGRAPHS

(By Fiji Public Relations Office)

Above left: First lap of the journey to Suva—this boatman will row you over to Wainiloka, on the west coast of Ovalau, from which point it is a matter of bus, launch, bus. Centre: Moturikians learn how to whip-saw timber for building. The process is much like pit-sawing, but instead of digging a hole, the log to be sawn is dragged up on to a platform. It is probably more comfortable that way in a country of high rainfall. Right: Village of Nasesara, headquarters of the project. Leaves drying on the ground are voivoi, a sort of pandanus used for basket and mat-making. Below left: Eliki Seru, leader of the team of experts, speaks to Suva over the newly-installed radio-telephone. Centre: The new maternity clinic and dispensary being inspected by villagers from all parts of the island. Right: One of the first local projects to show results was the women's handicraft group shown here making mats, baskets and tapa.



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Tropicalities

ALTHOUGH most Sydneysiders who went along, in early July, to David Jones' Galleries, to the exhibition of art from Sogeri Government School in Papua, were interested or even impressed, it caused a couple of the fair city's Art Critics real pain.

Striking their usual verbal attitudes in columns of fine print, they bemoaned the passing of the noble savage and missed the point of the exhibition altogether.

Granny Herald's pet critic wrings his hands thus:

"This is not only a psychological revolution, which strikes at the very depth of tradition, which tries to civilise abruptly that which has lived in the distant past, but it is a corrupting influence which effeminates so that a race may finally lose all character, all identity for the sake of "absorption."

"If a race has to die through the march of progress, let it die gracefully, or brutally, but do not pervert it. Do not bring a tired and decadent art to a people far superior in their own expression."

There is a great deal more in the same vein and even less lucid.

In conclusion, he says: "It appears that this is the result of only 18 months' tuition, another few years and all but the most hidden regions are lost to us."

Sad, isn't it? But have you ever thought what a world composed entirely of art critics—or even artists—would be like?—MAC.

:: :: ::

THE sporting-judicial personality is no other than Ernie Britten, formerly Magistrate, Rabaul, and more recently on leave in Australia.

Severely bitten by the golf bug years ago, Mr. Britten has never completely recovered. This accounts for the somewhat mixed title of one legal-looking tome lying before him. It is not clear whether he is quoting from one of his many interesting cases, or is merely studying how to keep his head down.

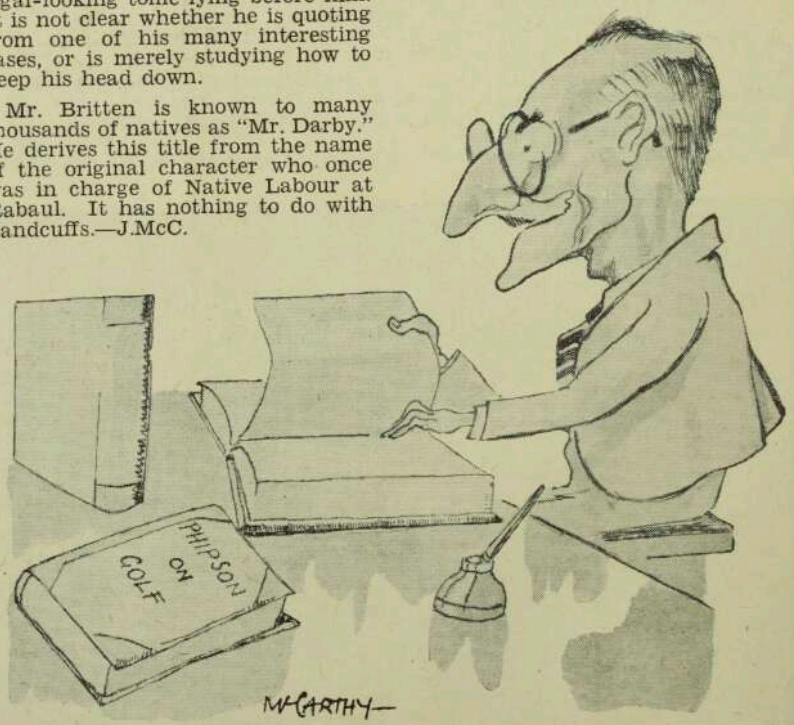
Mr. Britten is known to many thousands of natives as "Mr. Darby." He derives this title from the name of the original character who once was in charge of Native Labour at Rabaul. It has nothing to do with handcuffs.—J.McC.

A BIG American breezed into the PIM office in Sydney in July, and asked for the exact location of Barber Island. He was shown the Pacific Islands Year Book map, which has Barber Island at the intersection of 170 West and 10 North.

"Look," he said. "I'm Captain Peter Barber, and my grandfather sailed the Pacific a long time ago. If an island was named after him, I want to know about it. Twice I've sailed my ship around that point, and there's no island there—not even a sandbank. Either produce that island, or recall that map."

The PIM staff searched frantically through the data on which the map was built. They found only an older map, showing Barber Island in that position; but no authority for the older map. In the same region the old map shows St. Clement, San Pedro and Veno Islands. Anyone ever heard of them?

Captain Barber came from Florida with his friend, Millionaire Richard John Reynolds, and the latter's two sons. They decided to take a look at Australia. They did it by hiring a TAA 28-seater airliner for £400 per day, and spending five days hurtling across New South Wales, Queensland, Barrier Reef and Northern Territory, before taking off for Singapore. Captain Barber probably was back in Florida, drinking mint juleps, before we had ceased our vain hunt for Barber Island.



MOTURIKI

(Continued from Page 65)

provided; rice growing is to be tried out, three young men are to be trained in the instruction and care of livestock; yams are to be exploited as a cash crop, and an agricultural education officer will establish a Young Farmers' Club at the school and arrange for the development of experimental food plots and a tree nursery.

A complete medical examination has been made of the population, and a maternity clinic has been erected from material provided by the Fijian Administration.

Appropriate forestry measures will be taken, concerned chiefly with the proper cutting and marketing of firewood.

Proper sanitation is being introduced, while housing improvement will proceed at first by enlisting the co-operation of a family and using one set of buildings as a model. Water supply is also to receive attention. A senior student of a school for homecrafts and handicrafts will assist women's occupations.

Radio-telephone communication has been installed and Moturiki residents can now get in touch quickly with the outside world.

To travel from the island to Suva, however, still means involved travel: Row-boat to the west coast of Ovalau, bus to Levuka, launch for the 25-mile voyage to Londoni and then a 40-mile bus trip to Suva.

ARLETTE PUREA REASIN, described as "the wife of a Tahiti planter," got herself prominently into United States newspapers in July, when she claimed £60,000 from RKO Studios, in Hollywood.

When Thor Heyerdahl, the Norwegian scientist who drifted on his raft Kon Tiki from South America into French Oceania, was in Tahiti on his way home, he took some movie pictures in Papeete. There was a "welcome party," for the visitors, and Mrs. Reasin and another attractive Tahitienne presented a native dance, which Heyerdahl filmed.

Later, Heyerdahl wrote a book, and RKO made a film of the great adventure; and the Norwegian's pictures of the dance in Tahiti were incorporated in the big picture, and shown all over the world.

Mrs. Reasin went to USA and complained that the picture of her in the native dance—which she never had authorised—damaged her social position.

The court, after lengthy argument, decided that Mrs. Reasin's social position was still intact, and dismissed the claim.

:: :: ::

SERAGLIO (SULTANS, FOR THE USE OF) DEPT.: If you really want to see yourself quoted in Australian newspapers, don't give reporters dreary stuff like copra statistics; whip out something on the exotic side, with a hint of naughty, naughty doings and you can be certain of a place on the front page.

A young man from Samarai, Papua (who, like another reader recently, will probably claim that he was just chatting idly with a reporter) got all the Brisbane and Sydney editors breathing hard in late July, when he told them about King Cameron's island paradise on Kitava (Trobriand Group) where the planter "lives the life of a Baghdad sultan—complete with six young maidens who attend his every wish."

This story of tropical lushness ends with the advice that "Any single young white man is welcome on Kitava Island."

For heaven's sake, since when have the Trobrianders been so fussy? Why draw the line just because a man happens to be married?—J.T.

:: :: ::

TIMI wanted to give his pal, Tanga, who was a very devout churchgoer, a birthday present—said Tanga being one of the few Islanders who know the day and year of their birth.

After some trouble Timi secured a copy of the local translation of the celebrated Rarotongan Bible of 1895, which is still the current edition here.

But the problem of an inscription on the flyleaf was the trouble. His English was limited and a simple Maori inscription seemed inadequate. Finally he turned to a European friend for assistance. Timi should have known better—the trader was by way of being a "bit of a wag."

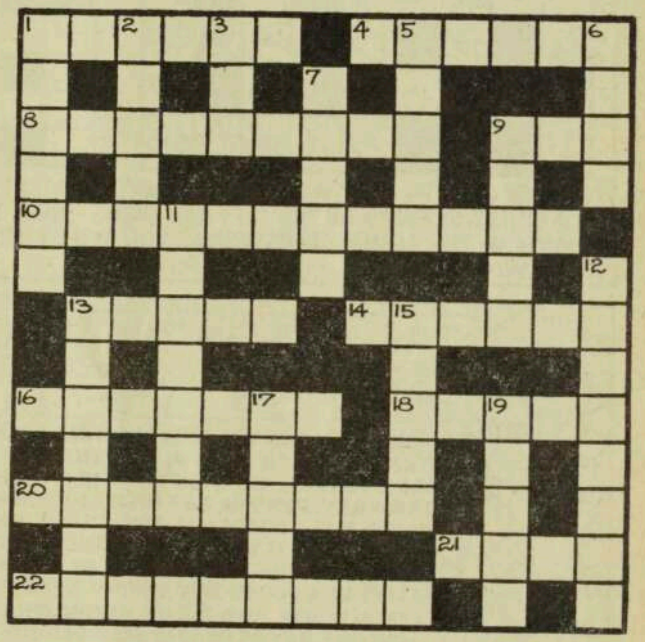
When the birthday came, the Bible was duly handed over and Tanga was exceedingly pleased—his old Bible had just about had it. And when he saw the inscription on the flyleaf he was even more pleased, although he knew not the meaning of it.

All CI-ers write a good, round hand and on the fly-leaf Timi had inscribed: "To Tanga, with the compliments of the author."—E.G.

(Continued on Page 70)

PIM Crossquiz—No. 20

(Solution on Page 72)



ACROSS

1.—Who was the lover of Venus?

4.—What name was given to the Germans' biggest gun in World War I?

8.—What is the name of the most famous legendary forest-outlaw known since the XIVth century?

9.—What is the term for a Russian village community?

10.—Under what name was known the Maharaja of Nawanagar when he was a member of the Sussex county cricket team?

13.—In Greek mythology, what is the name of the blood of the Gods?

14.—Where did Noah's Ark land after the flood?

16.—What is the official report of proceedings in Parliament?

18.—Who was the woman whose seven sons were killed by Apollo and six of her seven daughters by Diana?

20.—In which American State is Duluth situated?

21.—Which English historian is known as "the Venerable"?

22.—Which universal language was invented by Dr. Zamenhoff?

DOWN

1.—Who was the goddess of dawn?

2.—Which famous Hungarian painter is well established in Australia?

3.—What is the name of an atom, carrying electrical charge?

5.—What is the name of the German seaport in Dollart Bay on the River Ems?

6.—What was formerly the capital of the Mogul Empire situated on the River Jumna?

7.—In North America there lives an animal closely related to, or the same as the elk. What is its name?

9.—What is the rank of an officer between a captain and a lieutenant-colonel?

11.—Who was the great lexicographer whose life was written by Boswell?

12.—Who was the English King whose surname was "the Unready"?

13.—Under what name are known the sloping types?

15.—Which ancient Moorish town is 42 miles north of Gibraltar?

17.—What is the name of the district and mining town situated on the River Ebbw in Monmouthshire?

19.—Who was the notorious informer against Roman Catholics during the reign of Charles II?

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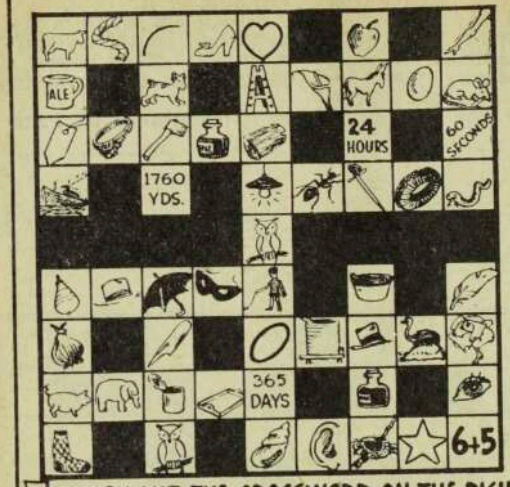
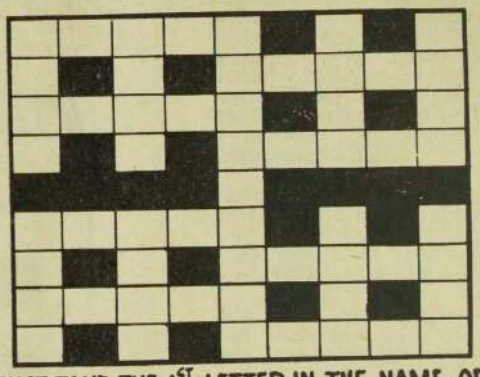
FROM Pictures TO Words





TO WORK OUT THE CROSSWORD ON THE RIGHT JUST TAKE THE 1ST LETTER IN THE NAME OF EACH OBJECT PICTURED ON THE LEFT AND WRITE THESE LETTERS IN THE CORRESPONDING SQUARES IN THE BLANK CROSSWORD. YOU WILL FIND THAT THESE LETTERS WILL FORM WORDS IN THE FINISHED PUZZLE.

THE MEN IN THE WOODS.

LONG LONG AGO THERE WAS AN OLD MAN NAMED STRAWNIE WHO LIVED IN THE CENTRE OF A DEEP, DARK FOREST. HE DIDN'T LIVE IN A HOUSE LIKE AN ORDINARY PERSON, BUT INSTEAD WANDERED ROUND THE FOREST ALL DAY, AND AT NIGHT HE CURLED UP IN THE TOPMOST BRANCHES OF A FRIENDLY TREE. IT WAS NOT BECAUSE HE DID NOT WANT TO LIVE IN A HOUSE BUT SIMPLY BECAUSE HE HAD NEVER SEEN A HOUSE AND DIDN'T KNOW WHAT ONE WAS LIKE.

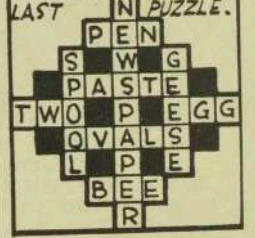
NOW ONE DAY AS HE WAS SCAMPERING THROUGH THE FOREST HE SAW SOMETHING VERY STRANGE. IT LOOKED LIKE A HEAP OF STONES COVERED WITH DRIED GRASS.

HE CREPT UP TO IT AND PEERED INSIDE. THERE HE SAW AN OLD MAN JUST LIKE HIMSELF, GENTLY ROCKING IN A CHAIR. WHEN HE SAW STRAWNIE LOOKING AT HIM, HE JUMPED UP AND RAN TOWARDS HIM.

"OH I AM SO GLAD TO SEE YOU," HE SAID IN A PIPING VOICE. "I HAVEN'T SEEN A SOUL FOR YEARS AND I'VE BEEN SO LONELY".

STRAWNIE TOO HAD BEEN LONELY AND IT WAS NO TIME BEFORE HE WAS ALSO SITTING IN A ROCKING CHAIR, AND THE TWO OF THEM WERE DECIDING HOW THEY WOULD LIVE TO GETHER IN THE TINY HOUSE OF STONES AND STRAW.

ANSWER TO PUZZLE LAST



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TROPICALITIES

(Continued from Page 67)

NOT long ago, when I was South (writes a New Guinea planter) I was asked whether I ever had seen any substantial evidence of Communist activities in New Guinea. I said I had not.

A few days since, I was in Wong You's trade store in Kieta, Bougainville. There, on a counter, was a large package of big folded pamphlets. I picked up one and examined it. It was red-hot Commo stuff—Communist propaganda, if I ever saw it.

Naturally, I was interested. I wanted to know where it had come from, and what they were doing with it.

The store manager is Wong You's brother, and he was away in Australia on a health trip, and the store was in charge of a native. The native said that they bought scrap paper from South whenever they could get it, and the purpose of that package was to "round 'im something" (wrap up purchases). The pamphlets were suitable for that.

One pamphlet was called "The Great £ Robbery," and purported to show how the masses were exploited by the capitalists. The other was an attack on MacArthur, described as a bloodthirsty tool of the ruthless capitalists. One native in a thousand might be able to read the things; and not one in ten thousand could understand, even if he could read. So I suppose the wrapping-paper explanation is correct.

:: :: ::

OUR Skippers may have a tough time in these waters wrestling with reef, wind and tide . . . but what of the old days?

The following extract from the New Yorker of September 30th, 1944, interested me:—

"Chancellor James Kent, a nineteenth century American authority

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on admiralty law, drew up what came to be regarded as the standard legal portrait of the Master of a vessel: 'He should have,' says the Chancellor, 'the talent to command in the midst of danger, and courage, and the presence of mind to meet and surmount extraordinary perils. He should be able to dissipate fear, and calm disturbed minds, and inspire confidence in the breasts of all who are under his charge, in tempest as well as in battle. The Commander of a ship must give desperate commands; he must require instantaneous obedience. He must watch for the health and comfort of the crew as well as for the safety of the ship and cargo. It is necessary that he should maintain perfect order, and preserve the most exact discipline under the guidance of justice, moderation, and good sense.'

"When a mate on the Joseph Crabtree, who had run across the Chancellor's comments while thumbing through a volume of sea-law, quoted the passage to Captain J———, not long ago, the Master's reaction was not one of pure pleasure.

" 'That hammer-headed old bastard,' he remarked, 'sure expects a lot from a merchant stiff!'."

Feel that this might tie in with Captain Goya Henry's comments on NG boat-crews, as published in July PIM.—RR.

:: :: ::

ACCORDING to calculations made in Tokio, 670,000 Japanese servicemen are buried somewhere in the South Pacific islands—400,000 soldiers and 260,000 sailors.

The Japanese Government proposes, after the Peace Treaty is signed, to send into the south a fleet of "grave registration ships," whose purpose will be to bring the Jap war dead from the mass graves in New Guinea, Tarawa, Saipan, Guadalcanal, and wherever they can be located.

It will be a colossal task. There was a certain orderliness about the burial of American and Australian servicemen. The Allies were advancing, so they could collect their dead in small temporary cemeteries, for later removal to central burying places. The American dead have been long since transferred to their homeland, while the Australians remain in very beautiful, well-maintained cemeteries in New Guinea.

But the retreating Japanese could do nothing like that; and the advancing Allies simply buried them where they found them—mostly in small unmarked graves in the jungle. Countless thousands of them disappeared in places like Munda, Bougainville, the Bulolo slopes opposite Wau, the jungles around Sattelberg. Scores of thousands went down with the transports when the Allied airmen caught them in the Coral and Bismark Seas. The Japanese along the northern New Guinea coast collected their dead in a vast burial-ground at Hollandia.

Ever since the war ended, the Japanese Government has postponed action; but now it is said to be under fire from relations of the missing men.

Another report says that an estimated 2,000 Japanese servicemen are believed to be living still among the natives of the more secluded islands of the Pacific.

NATIVE Girl Guides from Port Moresby will be present at the GG Jubilee International Camp, to be held near Sydney, in August.

All Australian newspapers are publishing—evidently with some regret—that, although at home the girls wear only grass skirts, and badges in their hair, in Sydney they will be wearing an overall.

Wili Paia, 25 years an Administration clerk in BSI, flew from Sydney to London in July as BSI representative to the Festival of Britain.

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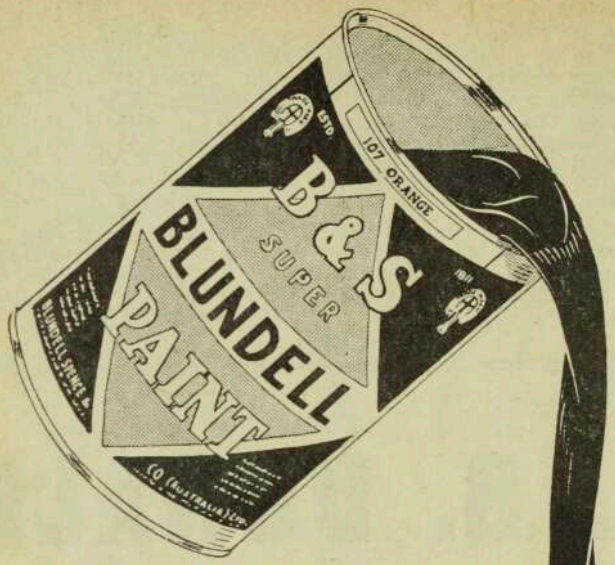

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Prospects of Trochus Shell Market

WHEN the Sydney merchant, Mr. Don Reed, of the William E. Reed firm, visited New Guinea last month, he found that trochus fishers were in the doldrums. They could not get offers of more than £100 to £140 Australian per ton for their shell, although the market in Sydney was reported to be around £200.

Mr. Reed says that he found that the chief reason for the "depression" in Samarai and Lae was that the shippers there had been sending their shell away unsorted and ungraded. A condition of the Sydney quotation (which in August was £175 on wharf) is that the shell must be properly graded.

Labour in Sydney is extremely short. There simply are no men available for work like shell-sorting. The sorting must be done before shipment, otherwise the shell will lie indefinitely in Sydney.

Mr. Reed says the trochus market is unsteady, with a downward tendency, owing to certain factors influencing the American buyers. But the green-snail market is steady, at about £160 per ton, on wharf, Sydney.

So far as grading is concerned, Mr. Reed says that shell shippers can get all the information they need from the Customs offices in their Islands ports.

It is hoped that, as Japanese trade revives, the Japanese will resume button-making, and their purchases of shell for that purpose.

Crossquiz Solution

From page 67

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ACCOMMODATION IN CENTRAL HIGHLAND, NG

PREPARATIONS for the building of a new hotel at Madang, New Guinea, by Mrs. Gilmour, are well under way; and, as soon as they are far enough advanced, the admirable boardinghouse which has been conducted by Mrs. Pitt at Madang will be closed, and Mrs. Pitt will transfer her interests to a new boardinghouse at Goroka, in the Central Highlands.

As the Highlands are opened up, there is a growing call for an accommodation house at some central place in the area. Goroka is regarded as the most suitable location. Planes from Madang, Lae and Moresby come in to that point; and thence go on to Mount Hagen and further inland.

Mrs. Pitt's plan to operate an accommodation house to take 16 persons has had official approval, and building operations may soon be commenced.

Residents of Moresby, Lae and Madang will be interested. New Guinea's air services now can take them, in an hour or two, to cool uplands like Wau and Goroka where, if accommodation is available, a weekend of recuperation is quite feasible.

A YEAR AT SCHOOL IN NOUMEA

NEXT year some Australian school child between 15 and 17 will go to school in Noumea, New Caledonia.

At the same time, two French schoolchildren will be offered similar facilities in Australia. The exchange has been arranged between the Federal Office of Education and the New Caledonian administration.

The Australian student will be chosen on the result of an examination in French composition. The French authorities will pay for the trip and provide for lodging, school books, equipment and medical attention.

After refit in Sydney, the Netherlands corvette Boeroe sailed for Dutch New Guinea on July 31.

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NERVINESS · SLEEPLESSNESS
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and other similar troublesome conditions so common in hot humid climates.

Delicious!

The vitamins are combined in delicious crunchy granules which can be taken with hot or chilled milk to make a pleasant drink, or used as sandwich filling, sprinkled on other foods—desserts, cereals, etc., or taken by itself off a spoon.
To preserve the vitamins, 'AKTA-VITE' should not be cooked with foods — it is best added after cooking.

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ESSENTIAL TO
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ARE CONTAINED IN
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Each two teaspoonfuls of 'AKTA-VITE' contain—
Vitamin A 2000 International Units
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plus calcium, phosphorus and carbohydrate.

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Mr. and Mrs. C. S. Phillips, of Fiji, have announced the engagement of their only daughter, Numai Mary, to Sergeant Robert Briggs Barrie, eldest son of the late Mr. Robert Barrie and Mrs. Sarah Barrie, of Glasgow, Scotland.

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NATIVE ART

An exhibition of native art at the Reimber Village Council House, near Rabaul, NG. District Commissioner, J. K. McCarthy, examines Kundus (hand drums); death sticks and carved figure in background. See story on page 55.

WEDDING

The bride cuts the cake—a photograph taken after the wedding in Rabaul of Miss Marguerite Doherty to Mr. Tony Bostock, of the Commonwealth Bank staff.

—Photos by C. H. Meen.

★ **Chula Machinery for the Coconut Grower . . .**

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UNEXPLAINED DEATH OF NOUMEA ENGINEER

THE unexplained death of Monsieur George Peloux, chief engineer and sub-manager of the Societe le Nickel has caused a sensation in Noumea.

Recently he was found dead in bed at 5.30 p.m., death having resulted from two revolver bullets, one in the region of the heart and the other in his lungs. The bullets were recovered at the autopsy carried out under police instructions. He was in pyjamas, stretched out on his stomach with the right arm hanging out of bed. A revolver, of which he was the owner, was lying on the carpet. On a table was a half empty bottle of champagne and two glasses.

Indications pointed to suicide, but friends insist that nothing in his manner gave the least indication that he was under mental stress or worry.

The discovery was made by another nickel engineer, M. Audet, who called to see why he had not turned up at the Pointe Doniambo smelters to supervise the evening's smelting operations. He immediately informed the authorities. It was then established that Peloux, who was 48, and one of the Colony's best known men in the mining industry, had left the smelters about 8.45 p.m. the night before, but had called in at the Cercle Civil, a well-known club on the Place des Cocotiers, where he had spent the evening with two general councillors and other friends. He returned home about 5 a.m. What happened between that time and the following afternoon is what the police have been trying to find out.

His funeral was attended by some of the most prominent people in the Colony. They included the Secretary-General (M. Bordarier), the President of the Chamber of Commerce (M. Gaudriault), and the Noumea manager of the Nickel Company (M. Rapadzi). The latter caused a stir when he said, "Before this grave we must all swear to help in the discovery of the truth."

Noumea was excited by the remark and by statements by the Nickel Co. staff that every effort must be made to discover the author of "this crime." But although there seems no motive for his suicide, it has also been pointed out that apparently no object was missing from the house, where there was kept sufficient money to tempt the ordinary thief.

It is hoped that a Paris police inspector will be sent out by the next Air France plane to the Pacific.

Miss Noelle Sandwith, of Surrey, England, arrived in Sydney, in early August from Tonga. She went to Tonga to visit and to paint, and she stayed six months to teach English to Tongan schoolchildren.

Mr. and Mrs. Hugh Monckton are spending a holiday with their daughter, Mrs. Sybil Cannard, in Suva. Mr. Monckton then Adviser of Fijian Affairs, retired from Government service in 1940 and went to Sydney. Mrs. Monckton is tne daughter of the late Mr. Percy Morris, a founder of Morris Hedstrom Ltd. They intend to visit as many country districts as possible during their stay.

A new teacher in the service of the Methodist Mission in the BSI is **Miss Nancy Ball,** of Christchurch, NZ, who travelled to Choiseul in company with **Sister Lucy Money,** who was returning after furlough in New Zealand.

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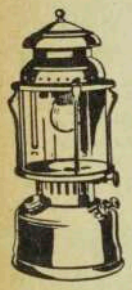

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This Pressure Kerosene Stormproof Lantern gives 300 candle power of brilliant light, in any kind of weather.

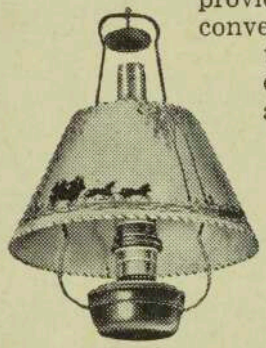
MODEL 1609.

MODEL 1609:

Throws a flood of light on to the work area. Avoids direct light being thrown into the eyes.

MODEL 1671.

Good lighting and convenient cooking contribute much to comfortable living, and Aladdin lamps and cooking appliances have been famous for more than a century. Burning ordinary lighting kerosene, Aladdin products provide the comfort and convenience of gas or electricity. They are unequalled in efficiency and ease of operation.



MODEL 1620.

MODEL 1680.

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Aladdin light is the closest of all to natural daylight, and these non-pressure lamps give a steady white light of 75 candle-power. There is no smoke or fumes, no pumping. They light at the touch of a match! Burning 94% air and only 6% kerosene, these modern lamps are extremely economical in use, and safe and easy to use.

2 BURNER PORTABLE STOVE

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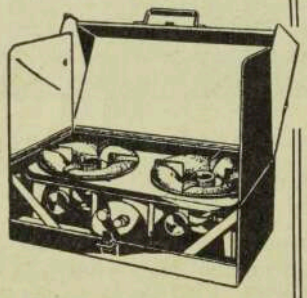
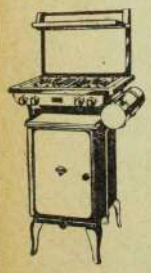
Compact efficient pressure Kerosene stove has adjustable self-pricking burners. Available with metal carrying case for outdoor cooking.

*





5 BURNER RANGE

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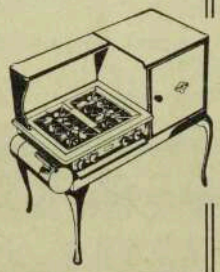

ELEVATED RANGE

Compact, modern pressure range is attractively finished in porcelain. Has five self-pricking burners adjustable to any heat, and insulated oven cooks perfectly.

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Wandering Bill Murnan

53 Days Alone in the Indian Ocean

IN a circular letter to his friends, Mr. Bill Murnan, of the American yacht Seven Seas II, wrote from Port Elizabeth, South Africa, on May 15, 1951.

Bill Murnan, wandering lone yachtsman, arrived in Honolulu in December, 1941, the day the Japanese attacked Pearl Harbour.

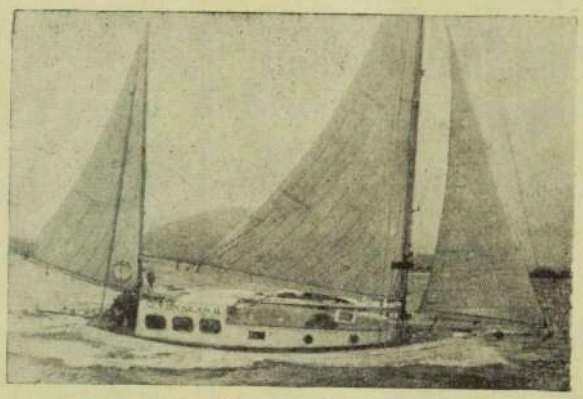
Two years ago, Mr. Murnan was in Samoa. After that, he visited and stayed awhile in Fiji, New Hebrides, Solomons, and Papua. He left his yacht in Port Moresby at the end of 1949, and spent a few weeks in Australia. He left Moresby in May, 1950, and spent June and July in and around Torres Strait, and got to Timor at the end of July.

After a spell in Indonesia, he sailed off alone and reached the phosphate island of Christmas in October. Then he had one of his toughest adventures. Here it is, in his own laconic style:—

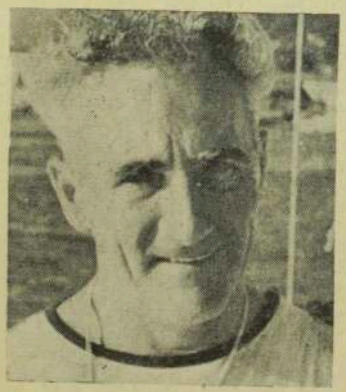
"The weather got bad at Christmas Island; all shipping had to leave and go to sea. So I headed for Cocos Is., 600 miles away. Weather still bad; had a tough time trying to get any sights; so I gave Cocos Is. a wide berth and went south of it, heading for Rodriguez.

"Had a wide variety of weather coming down—some good but mostly bad—and the sails got pretty badly torn up. When I got into the area of Rodriguez there was a hurricane close aboard. So I stayed away from it, too, and headed right straight out for Durban, South Africa. Fifty-three days later I arrived. On December 7, 1950—just nine years after our and the Japanese arrival in Hawaii—I pulled into Durban."

After that, he waited 2½ months in Durban for his wife; and, when she joined him, he set out for Port Elizabeth and Capetown early in March. He planned to cross the Atlantic from Capetown to Brazil, and then go home through the West Indies to Florida.



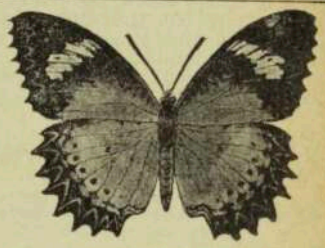
Seven Seas II.



Bill Murnan.

Herr Hjalmar Schacht, formerly financial adviser to the late Herr Hitler, has accepted an invitation from the Indonesian Government and will go there to help straighten out USI economy.

The Australian Farmers and Settlers Association has asked the Commonwealth Government to speed up scientific investigation of kenaf fibre as a substitute for jute. Kenaf is now being grown experimentally in Papua, and it is hoped that the fibre will be suitable for wool packs and grain bags.



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No 18-Footer Contest For Suva

IT is not expected now that the international 18-ft. yacht contest will be held in Suva in 1952 as was suggested some time ago in Sydney.

The Suva Yacht Club asked the Fiji Government for a grant of £1,000 to help meet the expenses of the event but the Government declined on the ground of "unwarranted expenditure."

The contest will probably now be held in Auckland.

A Queensland Rugby football team may tour in Fiji in 1952.

Record Profit Made By Morris Hedstrom Ltd.

THE 41st annual meeting of Morris Hedstrom Ltd., held in Suva, at the end of June, was overshadowed by the death of Sir Maynard Hedstrom, head of the big company, which had occurred only three weeks earlier. The acting chairman, Mr. H. E. Snell, said this:—

"Sir Maynard Hedstrom can be regarded as the principal founder of the company and as its principal executive officer until the last few years of his life. He was a man of many interests, but always he put first the claims of the company he had founded. He devoted to that company over a very long period the best of his energy—and he was a very energetic man—and the best of his ability—and he was a very able man. To him is due a very large part indeed of the success the company has had in multiplying perhaps twenty-fold its assets and its revenue over the last 40 years."

Morris Hedstrom, Ltd., with headquarters in Suva and branches all over Fiji, Samoa and Tonga, and a branch in Sydney, and interests throughout the South Seas, now has assets valued at £2 millions Fijian (which is £2¼ millions Australian). Only half of that huge sum is actually used in the business. No less than £804,000 is in cash and securities—£367,000 is shown as cash in hand or in the banks.

The subscribed capital is £739,613; there is an almost exactly similar sum in reserves; there was £303,000 in the P & L Appropriations Account when the balance was taken; and in the year ended March 31, the company made a record profit of £100,669. It paid its usual 10 per cent dividend.

The directors appear to be eager to extend the operations of the company, so as to employ their big and efficient organisation and their plentiful capital; but there are limited opportunities in the Territories in which they trade, and those are further limited by the fact that the company—like most other big employers today—cannot get all the competent staff it needs.

The acting chairman, in his address, made a significant reference to building operations:

"During the year the new store building at Apia has been completed and is now in use. It is an excellent building. The cost today of building is, of course, very heavy, and it seems doubtful whether the revenue-earning powers of new buildings can be proportionate to that cost. On the other hand, in many places the buildings at present operated by the company are very old and incapable of much longer use. Therefore, new building must continue. But under these circumstances the directors have thought it wise, in case of properties built or acquired since 1939, to allow substantial depreciation in the accounts."

The directors are: Messrs. H. E. Snell (managing), R. Crompton, KC, B. H. Marks, R. A. Crompton, J. Dowling, and J. M. Hedstrom.

A son was born to Mr. and Mrs. Kevin McNamara of New Guinea Goldfields Ltd., Wau, at the local hospital on July 10.

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IMPORTANT NEW POST FOR REV. S. G. ANDREWS

THE Rev. S. G. Andrews, M. A., Dip Ed, a New Zealander who, for the past 14 years, has rendered missionary service to the Methodist Church in Fiji, has been nominated to the forthcoming Methodist Conference of New Zealand, as General Secretary of Foreign Missions, in succession to the Rev. A. H. Scriven, who is retiring after long service.

Mr. Andrews, for a number of years, has been principal of Davuilevu College, where Fijian theological students of the Methodist Church, and most of the teachers for the schools throughout Fiji, are trained. He had intended leaving Fiji at the end of this year, for family reasons. The Methodist Foreign Mission of NZ maintains about 20 missionaries in the BSI, on New Georgia, Vella Lavella, Choiseul, and on Bougainville and Buka, in TNG.

DEATH OF MISS O. N. BAYLY

NEWS was received in Suva early in July of the death in Auckland of Miss Nellie Bayly, a sister of Mr. J. P. Bayly of Suva.

In partnership with her sister, Miss Bayly was proprietor of the Universal Theatre, formerly in Pier Street, Suva, and later part-owner of the Regal Theatre.

She had been a resident of Suva for nearly 70 years and left about a year ago to live in Auckland.

The Rev. Allen H. Hall, a New Zealand Methodist missionary, who has been in charge of the mission district training institution at Roviana, New Georgia, BSI, spent the early part of this year on furlough in New Zealand. On June 9, Mr. Hall was married to **Miss Joyce Rushton,** a daughter of Mr. P. Rushton, of Morrinsville, New Zealand, and the newly-married couple departed for BSI at the end of June by way of Sydney.

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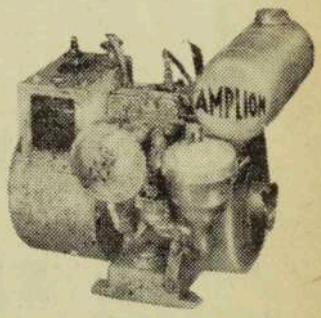

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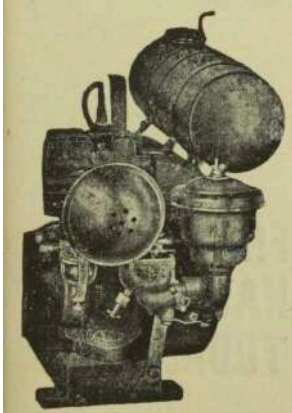

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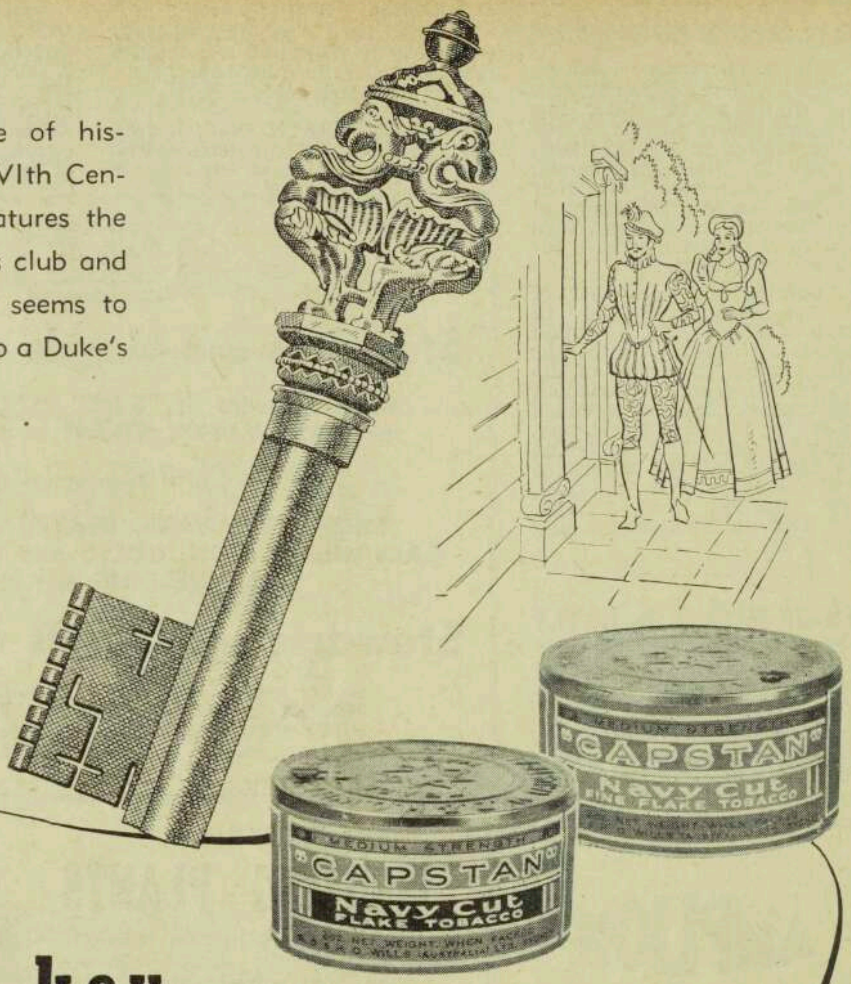
An ornate example of historical keys, this XVIth Century French key features the sporting motif in its club and animal carvings. It seems to have been the key to a Duke's country lodge.



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HOW WORLD WAR I CAME TO ISOLATED TONGA

Memories by J. D. Whitcombe

NO overseas steamer had called at Nukualofa during June, July and August, 1914. Nobody could guess the reason why. We had no communication with other lands: radio had not been linked with Tonga, though Fiji had it.

On August 31, 1914, HMS Philomel arrived, bringing the news that England and her Dominions had declared war on Germany. Philomel had been one of the ships to escort the main body of New Zealand troops to Samoa.

At the time, I was head teacher in the Government school at Nukualofa, and I was asked to accompany the captain of the warship to the Palace, to act as interpreter if required. King George Tubou II received us in the Throne Room, where the Commodore of the Philomel informed him of the state of war and said that they were in Tonga to protect his Kingdom.

We then paid a visit to Herr von Treskow, the German Consul, advised him of the state of war between our two countries, and instructed him to at once strike the German flag (then flying from his staff). This he promised to do, and the flag was lowered as we left the grounds.

There were one or two amusing incidents.

On the arrival of the cruiser nearly all the Europeans in Nukualofa rushed to the wharf to find out what news she had brought. One well-known reverend gentleman (the Rev. R. C. Page, to be correct) said to one of the sailors: "I will give a shilling to the chap who can give us the best news." One of the men in the captain's gig replied, "OK. We have taken Samoa." Immediately, all the Germans on the wharf left us English, and went and stood at the far end of the wharf, away from us.

There was a little German gentleman who came running down to hear the latest news. He was met by one of his British friends.

"Oh, what is the news?" he asked.

The Britisher replied: "Oh, have you not heard? Your friend the Kaiser put his hand into one of his trouser pockets, and said, 'Mein Gott, I have lost one New Guinea!' Then he put his hand into the other pocket and said; 'Oh, I have lost Samoa (some more)!'"

The German was very annoyed, and went and joined his friends at the other end of the wharf.

We had an old German who acted as our butcher. I, as Inspector of Copra, had reason to condemn some of his copra, which was far from good. It had been left out in very hot weather, and was rotten. The old chap called one day and informed my wife that he would not supply us with any more fresh meat.

"I am sorry for you, my dear," he said. "But your husband would not pass my copra, so you can starve. We Germans have plenty of cattle and poultry, and you British have none."

However, we got over that, and he returned in a few weeks and continued to supply us with fresh meat.

When we were so long without a ship from New Zealand, all the stores were empty. There were no flour, tea, meats, butter—in fact, we had nothing but a few tins of cabin bread or hard biscuits left.

I had a friend on the Philomel and when he knew how we were situated he sent me a sack of fresh bread from the ship. This was most welcome. I handed it around to all friends, especially those with children. My friend also sent me the only newspaper on the ship—the latest edition of the NZ Herald, carrying the early announcements of war. This paper went the rounds, from Palace to Consulate, and then the general public. When I got it back it was a complete rag.

AS a young boy, in 1890, I used to go with my brother to a native plantation on Saturdays, to collect ripe coconuts wherewith to

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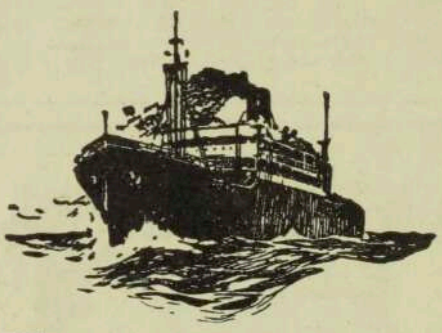
feed our fowls. We used to split the nuts and grate the flesh. It is the only food island fowls are fed on, and they do well on it, and get fat. We always enjoyed the native Uma, or food cooked in a native oven, buried with hot stones. One day we were enjoying a good feast of yam, taro and what we thought was sucking-pig. After we had eaten one nice little leg, our friend asked us if we would like some more pork. I replied no, thank you, and our friend then said: "Did you enjoy what you had?" "Yes," I said. He asked if we knew what we had been eating. I replied: "It was sucking-pig, wasn't it?" He laughed, and then went into the bush and brought out a big yellow wild-cat's skin, and said: "You can tell your father and mother that you have had a good feed of cat."

My brother and I were very sick at the thought of having eaten cat, but it did not kill us.

Some 20 years later I returned to Tonga with my wife and children and, one day, an Island cart with a very old man, stopped at our gate. I went out to see what he wanted, and he said: "Well, Jack, I have brought a bunch of ripe bananas for the children." I thanked him and he said: "Do you remember me?" I said I did not, and he laughed and asked: "Don't you remember the cat we ate long ago?" He was my old boyhood friend. We had a chat about the old days—but I firmly declined his invitation to go to the bush next day for a feast in native style.



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48.

PUKAPUKANS BUY AN ISLAND

PUKAPUKA, the spiritual home of the late Robert Dean Frisbie, and the home island of approximately 600 Cook Islanders, has recently purchased the neighbouring island of Nassau.

Over 100 Pukapukans have already left for Nassau carrying food, taro, puraka shoots for planting, drugs and medicines and will set up their permanent homes there.

Pukapuka is the most remote island of the Northern Cook Group and in recent years has become very overpopulated. It is of little economic importance being of atoll formation. Some copra is sold at present; taro is grown and also a few bananas. The island if off the beaten track of ships and the islanders are left entirely to their own resources.

Nassau is 45 miles away and has been owned by private interests who planted up the 300 acres in coconuts. There is no safe boat anchorage.

Negotiations for the purchase of Nassau for the Pukapukans have been going on since 1944. The NZ Government bought it for £2,000 and have sold it to the islanders for the same sum. The people have paid 12/- per head towards the purchase price and are financing the rest through sale of their copra.

Presumably because of the bad anchorage, Nassau has not until now been permanently occupied.

The books of Robert Dean Frisbie, a wandering American who found some sort of peace on remote Pukapuka; and later, the book of his daughter Johnny (Miss Ulysses of Pukapuka), have told the world just about all it knows of this far away corner of Polynesia.

The NZ frigate, HMNZS Kaniere, is expected to call at Apia on her island cruise on September 16 and will stay in port until September 19. The warship is also visiting Rarotonga, Suva, Suwarrow, Tonga and the Gilbert and Ellice Islands.

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TERRITORIANS IN AFRICA

MR. DAN POWER, who spent some years in New Guinea (including a term in Angau) before going to Africa in 1948, is now Acting Superintendent of certain Housing Estates in the Nairobi area, for the East African Railways and Harbours. The two Estates he controls house 16,000 Africans, including some of the wives and

children of Railways employees. He has married since his arrival (photograph of Mr. and Mrs. Power herewith); and, during his leaves they have made extensive tours in Central Africa, from the Congo to the Soudan.

Mr. George Cox, formerly of the Baiune Powerhouse staff, Bulolo Valley, was in and around Nairobi for a while; thence he went to Dar-es-Salaam, and thence to Borneo.

Mr. Joe Cassel, who was also in the Bulolo area of New Guinea for some time, is now growing coffee in the Moshi district of Tanganyika.

P-NG POLICE MAY PROVIDE THE ROYAL GUARD

A DELEGATION of four representative persons will be sent to Canberra from each of the Australian Territories, in April, 1952, during the visit of the King and Queen.

There is also a possibility that the Papua and New Guinea Police Band, and a contingent from the Royal Papuan Constabulary and the New Guinea Police Force, will visit Canberra for the ceremonial opening of the Federal Parliament on April 16, 1952. If this visit takes place, the contingent will parade with the troops at Canberra and also will take over guard duties at Government House for a period of 24 hours.

Another suggestion under consideration is that an exhibition illustrative of native crafts, and the cultural life and commerce of the Territories, be arranged for staging at various capital cities during the Royal Visit.

Of the 413 planes which landed in New Caledonia during 1950, 205 were American, 144 Australian, and 63 French.

Rent of houses in New Caledonia which have been pegged since about 1940 may now be raised 75 per cent., as the result of a new decree.

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YOU DRINK ONLY ON A POINTS SYSTEM IN W. SAMOA

Written for PIM by Sarong

THE average man likes a drink of beer in the evening, after a hot day, and he also likes the thought of refreshment during the week-end, when relaxing after the week's toil.

The thought of a drink in congenial company after the game of his choice—bowls, or golf, or tennis—sustains him during the afternoon, and adds to his enjoyment of the play.

Even the prospect of a few beers, without any byplay, adds pleasure to life in the tropics.

But, here in Western Samoa, no such pleasant thoughts may be indulged. The liquor-permit laws effectively cloud such rosy visions. Instead, the average man wonders whether he will ever be able to smell beer again; whether Jock Smith will loan him some beer, or a bottle of Scotch for a little celebration he would like to hold. He thinks with regret and longing of the old days, where there were no such limits on his manner of life.

These liquor laws had their origin in the period just after World War I, when this Territory was handed to New Zealand under mandate.

It is required that every person who wants liquor must submit his request to the Liquor Board for consideration. The Board then fixes the ration to be authorised, and issues what is called to-day, rather incomprehensibly, a Medical Liquor Permit. This entitles one to so many points of value in liquor a month, the ration being based on a fairly regular standard.

The single man is allowed 36 points; the married couple, up to 60; and so on up the scale progressively for the more important members of the community and people's representatives.

The exchange value of the points per bottle descend from 12, for Scotch whisky and brandy, to 4 for wines and 1 for beer.

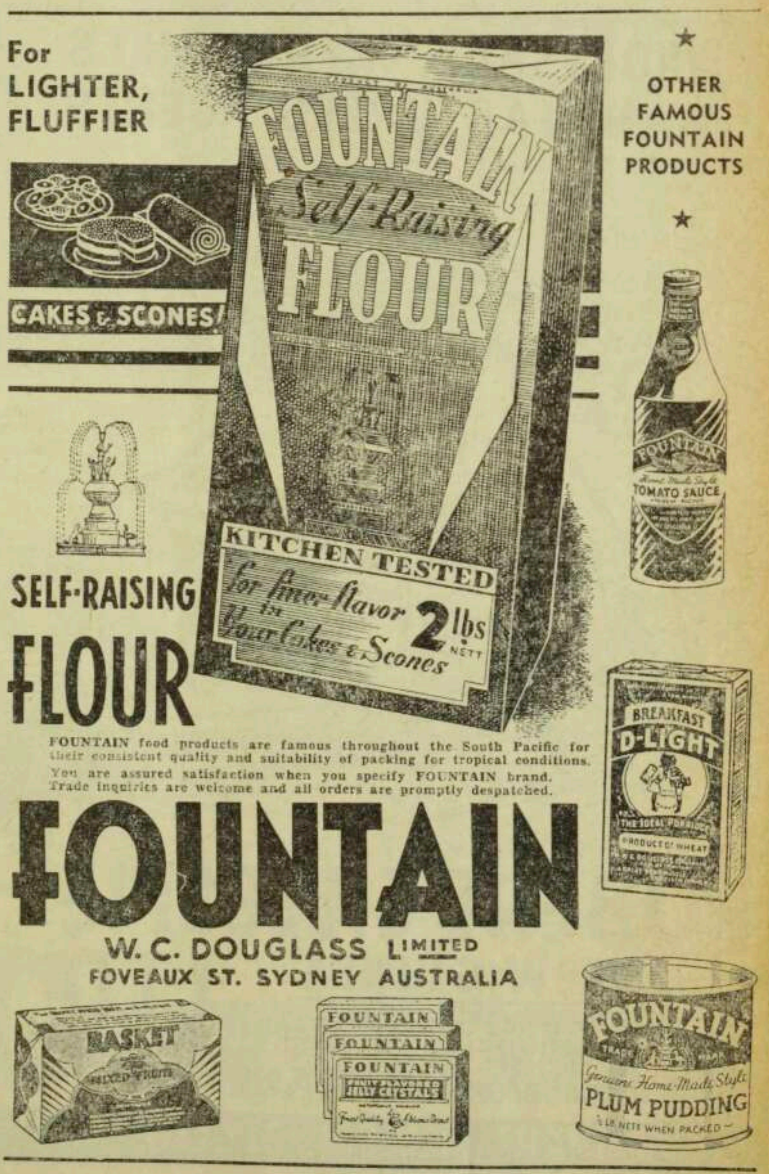
The majority of the permit holders lie in a 36-48 points bracket, and in this group is well-founded and universal dissatisfaction.

As they stand, the liquor laws autocratically decide who shall drink, and how much, without considering the individual, his needs, or his capacity as a host or a drinker. To the European, this unequal and illogical system seems petty and irritating and wholly unnecessary.

Originally, the laws were devised and applied with the best intentions. Control over liquor supplies to the natives of Samoa and Fiji is necessary, as the people have not yet reached a proper balance in their attitude toward this commodity of our civilisation. But, with the example of the excellent liquor laws of Fiji before us, we Europeans in Samoa insist that our liquor control system is out of date and without justification for continuance in its present form.

Another important factor to be considered is the impression made upon visitors to Samoa. They soon discover that liquor is available, but not to them. That does not assist the valuable tourist industry.

An old and honoured New Caledonian, long resident in France, has been paying a visit to the Colony in which he once played a leading part as councillor general and municipal councillor, and as one of the founders and first managers of the canning works at Mueo and Nemeara which set the Colony's cattle industry on its feet. He is **Monsieur J. P. Pinelli,** who also was once active as founder and director of the leading timber company, the Cie Forestiere Caledonienne, which exploited Kauri forests in the south, also of the Societe de l'Oregon and the Societe G Lietard et Pinelli. It is 26 years since he left New Caledonia.



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A company known as the Societe Cooperative Agricole et de Consommation has been formed at Santo. Directors are Messrs. R. Coulon, Charles Graziani and J. My.

Sandy Creek Gold Sluicing Ltd., New Guinea, in June, got approximately 123 oz 10 dwt from 10,666 cubic yards treated.

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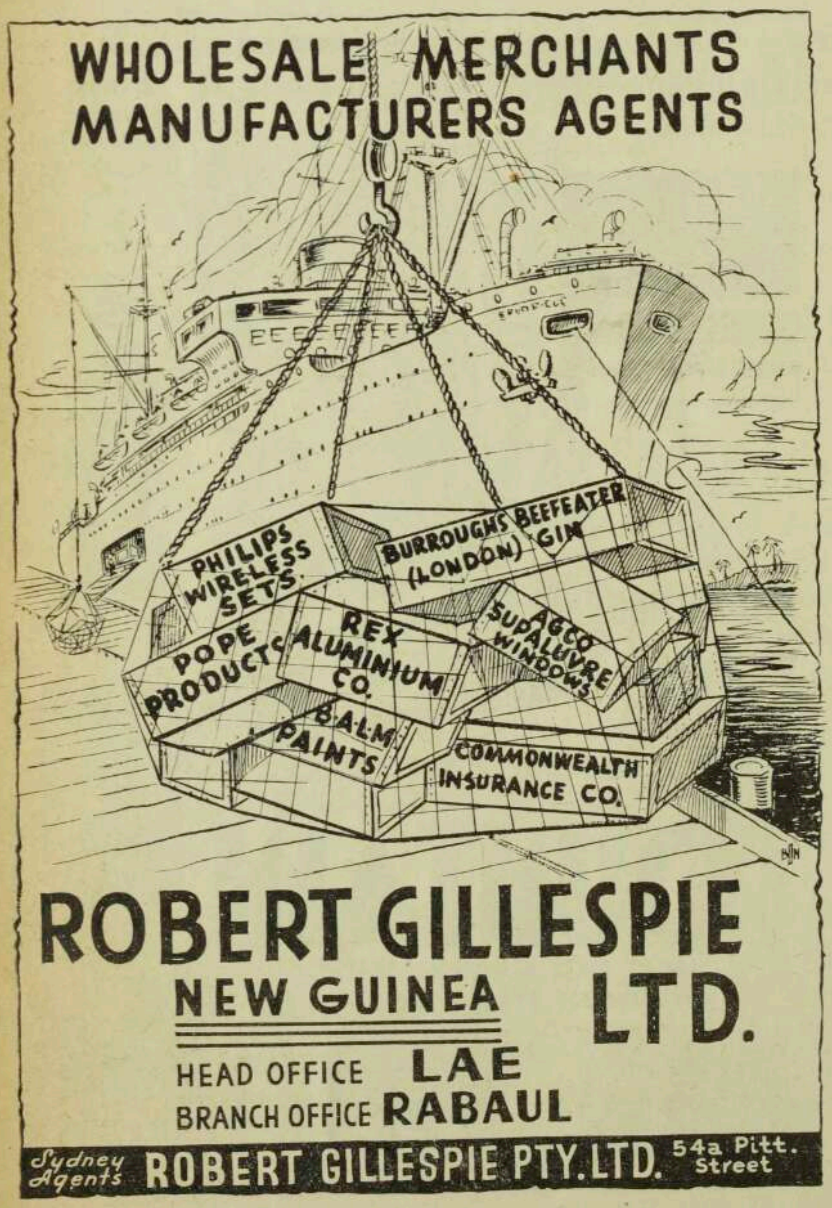
Badly Needed Food Supplies Reach Apia

From Our Own Correspondent

APIA, July 5.

ON July 3 the SS Alameda of the Oceanic SS Co., reached Apia with 2,000 tons of much-needed food supplies, mainly flour and sugar on board.

The MV Matua, which left Auckland for Apia via Suva and Pago Pago on June 25, is also expected this week with food supplies and trans-shipments of English and continental goods. As on her last trip, the Matu again carries a substitute crew and no passengers.



BSI SULPHUR DEPOSITS VALUELESS

From Our Own Correspondent

HONIARA, July 24.

THE BSIP Government Geologist, Mr. J. C. Grover, in company with Messrs. Bill Higgins and Charlie Bird, recently visited the sulphur deposits at Paraso on Vella La Vella.

Mr. Grover said, on his return, that this deposit, which has received some publicity in Australia as a possible source of sulphur, is of no economic importance. The region, however, is interesting in itself, as in over a square mile of country, there are flat areas of barren hot ground, spectacular with boiling and spluttering pools of grey mud, and gently hissing vents of vapours containing hydrogen sulphide, around which almost pure sulphur crystals are deposited in yellow encrustations.

With reduction in the pressure of the vapours, these crusts have in many cases sealed over, and present the appearance of a solid surface. As a consequence it was necessary in some places, to test the ground ahead, and for all personnel to proceed in single file. Gases bubbling into the water rendered some of the streams almost unbearably hot, as was most of the ground underneath the atmosphere-cooled surface.

Boiling mud pits were scattered through the dense vegetation bordering this area. Some photographs were obtained of the phenomenon which is explained as the final stage of post-volcanic activity in this area.

Lying at anchor during the night about ¼ mile offshore, and exposed to a cold gaseous mist smelling strongly of hydrogen sulphide, the ship was covered with a stagnant scum, and white paintwork became blackened by chemical action. It was necessary to scrub down the ship the following day.

ITALIANS FOR WORK IN HEBRIDES

A FRENCH planter on Santo is reported to have been authorised, by the French administration, to recruit up to 2,000 Italian workers for the New Hebrides under conditions already settled.

The question of transport is being studied and the first contingent of 100 workers, it is said, will leave on a Messageries Maritimes ship.

The French are looking to this labour to strengthen the Condominium's economy now suffering from labour shortage due to the withdrawal of Javanese and Indo-Chinese and the difficulty of finding satisfactory native workers.

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RABAUL'S DISTRICT COMMISSIONER TURNS ARTIST

From Our Own Correspondent

RABAUL, July 3.

AN interesting exhibition of 12 oil-paintings has been held this week at the Rabaul Public Library.

They represent the spare-time work of self-taught artist, District Commissioner J. K. Macarthy.

About two years ago Mr. Macarthy started experimenting with oils. These pictures are the result.

With the exception of one painting the subjects are all Island ones.

Captain Irving Johnson, visiting skipper of the Yankee, recently in port here, was enchanted with a scene painted at the local native market. This he took away with him, as a memento of his visit to Rabaul.

Most striking painting in the collection is a large portrait of a Sepik native artist, sitting in his hut, with a recently executed painting in the background.

The sombre tones of the portrait, the dejection in the pose of the

Shown here are some of the pictures—a still life, Sepik artist, a native house, and Watom Is., off New Britain. —Photo by C. H. Meen.

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model, his weird painting in the background, and the squalid darkness of the hut's interior, all combine to make a forceful picture, ably executed.

This is the least academic of the exhibits. Mr. Macarthy, with the free treatment of this subject has portrayed, in some way, dual personality of the Sepik—the wild man who kills or paints with equal facility.

THIS is the first time Mr. Macarthy has been persuaded to exhibit his pictures. Many have been given away to visitors who admired them at his home on Namanula Hill.

The exhibition was held mainly to get an idea of the public reaction to the pictures.

This has not been left in doubt. For the first three days of the exhibition, Mrs. Macarthy, who is her husband's severest critic, was inundated with inquiries from prospective purchasers, among local residents, who showed their interest and appreciation in no uncertain way.

Santo News

BY VERNON WHEATLEY

TRIALS AND TRIBULATIONS: It seems that Mr. Pat Savage who, for a while, was thought to be lost at sea is safe—in Queensland.

As Mr. Savage had failed to correspond with his friend in Santo for nearly a month, it was assumed that he had left Brisbane for Santo and thus was very considerably overdue.

It appears that he had navigator trouble in Brisbane and, when last heard from, Mr. Savage and his vessel were in Maryborough, still without a navigator.

BASTILLE DAY: This French holiday was celebrated under lowering skies and in heavy rain. The weather was responsible for the curtailment of many activities.

PASSING THROUGH: Mrs. Dorothy Sanders, of Norfolk Island travelled on the Morinda to Sydney via the Solomons. She will return to Norfolk on the same vessel, thus completing the round trip. Also on board Morinda were Mr. and Mrs. Olliver. Mr. Olliver has relinquished the managership of Hopkins Ltd. on Norfolk Island and is thinking of settling in Queensland.

CONDOMINIUM: The present food shortage in the New Hebrides is not acute, but nevertheless, the Government has authorised the release of dollars so that foodstuffs may be imported from America.

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FIJI REPRESENTATIVE RUGBY UNION FOOTBALL TEAM—NZ TOUR, 1951.

BACK ROW: Senitiki Naurisau, Jio Vucago, Makisi Sauleca, Sailosi Valewai, Isireli Sauleca, Isimeli Radrodro, Penaia Lesi, Peni Tove, Kalivate Cavuilati, Joeli Susu, Savenaca Pe, Wame Salabogi.

MIDDLE ROW: Ilaitia Cobitu, Samuela Domoni, Josefa Levula, Waisake Kunavula, Mr. P. T. Raddock (Coach), Jioji Cavalevu (Capt.), Ratu G. K. Cakobau (Govt. Representative), Rusiate Vuruya (Vice-Capt.), Semisi Baleca, Maikali Tuvoli, Semi Balagi.

FRONT ROW: Ponipate Kabu, Jonetani Baba, Sunia Ganilau, Peni Sauvaka, Suliasi Vatubua.

ABSENT: Mr. L. R. Martin (Manager), Filipe Seru.

—Photo by Caine's Studios.

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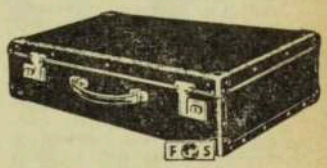

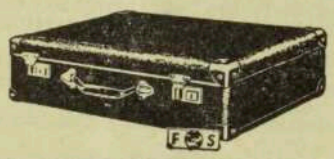

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Using a tuning fork as his only instrument, a German scholar, Dr. Wilhelm Rechnitz, has trained 70 Torres Strait Islanders as choristers. Within two years, he had the natives singing oratorios and four-part arrangements from Beethoven, Brahms, Schubert and Mendelssohn. He has been 10 years in Australia, three of them in St. Paul's Anglican mission in the Torres Islands.

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DETERIORATION IN NEW GUINEA VILLAGE LIFE

Old Planter Criticises Lack of Government and Medical Patrols

SEVERAL correspondents in New Guinea in recent months have commented on a deterioration in native village life, and many blame, for this, the absence of Government and Medical Patrols. The following communication, from an experienced coconut planter, is typical.

Throughout this District, village life is changing—and it looks as though the 40-hours-week idea has come to them too.

No more is the old "Early to Work" idea practised, and villagers lie abed till the Native Mission Teacher rings a bell and summons the faithful to prayer. By the time the Lotu session is over, and the harassed house-wife has got the family a bit of breakfast, the sun is well up and, at the promise of another hot day, and because of the lateness of the hour, many feel that it really isn't worth while starting—and they don't!

Thus, many villages fail in maintaining their houses, keeping their section of roads clean, attending to sanitation and planting the former amount — and variety — of native foods that they should for their health's sake.

As patrols are now so few and far between — and done so hurriedly — there isn't much need to worry about the state of the villages. The official rushes through the patrol and hastens back to HQ to fill in the multitude of forms required under the new scheme of things—and which must be rendered "before the end of the month!"

After the official has gone—the villagers probably haven't seen him before and do not know exactly **who** or **what** he represents—the indolent indigenes relapse into a state of happy indifference and chew more betel nut.

Most villages have a "Trade Store"—run by a "Trade Man" who is usually a Native Mission Teacher attempting to augment his stipend, salary or wages, and because of his superior talents!

He buys nuts from the locals for "tabak," sugar or cash, and he turns them into copra with the help of his customers and his "school

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boys" (who **should** be learning the three R's).

This excursion into trading mostly fails, because he has not calculated properly the proper margin of profit. Also, to show his superiority in trading matters, he undersells his rivals with goods. At the end of his venture he sadly remarks: "Me no been win 'im money along this trading—altogether money belong been lose—now War Damages along Bank been finish too."

He has usually started operations on the War Damages he collected and which had been (mostly) banked for him by a kindly District Officer.

Thus we see that Religion and Commerce can go hand in hand; and, also, the old proverb of "Easy come-Easy go" is illustrated.

By the way, when the United Nations Delegation came to this area last year one of the Mission native teachers complained to Sir Alan Burns that he only got **£8 per annum**—and "found" himself and family out of that—after nearly 30 years of bible preaching. He said other less competent but long term Teachers got £5 to £7! Sir A.B. tactfully replied that he should go into that with the Mission.

These men conduct service in the village twice a day (week days) and four times on Sundays. They hammer into the congregation whatever is "the message" from their Missions for that particular month. You can imagine how their doctrines thus take precedence over the talks of **an occasional** Government man.

At the village Trade Stores the people buy tin meat, lollies, sweet biscuits, lemonade, and such-like truck, and are becoming a bit contemptuous about kau kau and taro. Chasing the elusive wild pig or "the possum and the coon" are distinctly "out" when tins can be had in the store—also, fishing in the rain and the cold is hard work! One can imagine the little Dental Caries laughing gleefully at the prospect of work for them under the new diet.

Those who best know are concerned at the lack of patrols. The natives say quite openly that the Government is no longer interested in their village life and doings.

Without patrols, the Government official loses touch with the village life; the older generation, who do not go to the Government Stations; and disputes are not settled in the villages as they should be. Another thing is that the Flag is not hoisted in the villages, and a pep talk not given to the inhabitants, unless there are regular patrols.

The Medical patrols should be regular, too, and treatment given in the villages and sanitation properly inspected. No regular hook-worm treatment is now given in the villages. Formerly—"in the bad old days"—hook-worm treatment was given by a Medical Assistant to every native in the village and to all plantation labourers. This is a most necessary thing. It often makes the difference between a lively and cheery native and a slothful and indifferent native.

(Aha! But they are getting co-operative movements, religion in large and assorted varieties, and no Returned Soldiers must be allowed to "steal" their land, which is being less and less used.)

If there was less of all this humbug and more attention to TB—which is so rife everywhere—it might be more to the purpose. These Government trained "Native Medical Orderlies" — who are allotted a Native Hospital in their own district after returning from training—require much more supervision than they get. They are, increasingly, using their position to gain favours from the younger (and not so young) females.

(Continued on page 93)

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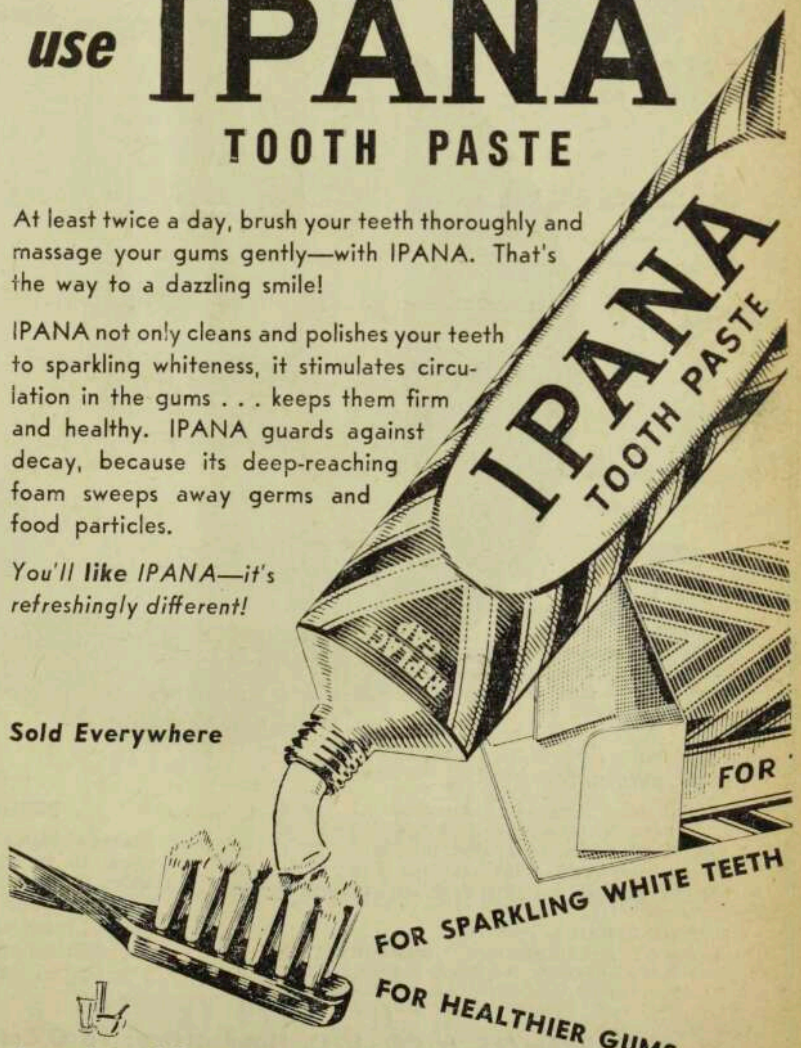

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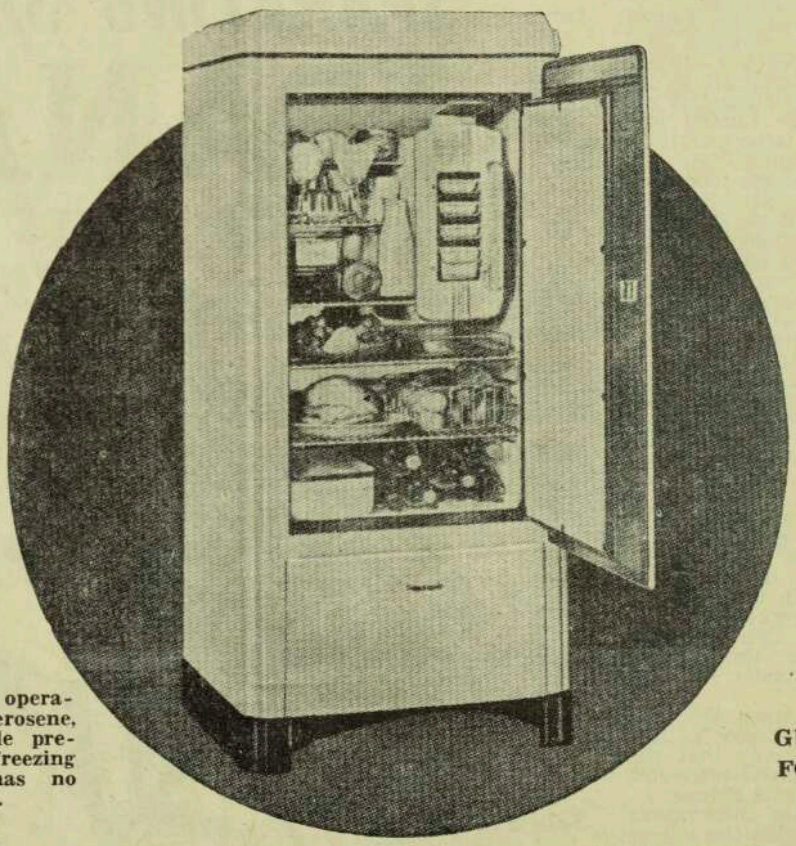

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Formerly, this was a prerogative of the local "Mission Teacher" but the NMO is now a keen rival in the field!

The infant mortality rate is alarming, and that is basic.

The former **regular** patrols by the Medical Patrols were (like the old Waverly nib) "a boon and a blessing to men." Further, they gave the natives a faith and belief in the Government that was worth while. Now the Mission propaganda is: "The Government doesn't care two hoots about you but, behold, we are always with you to guide and cheer you." An ancient—and humorous-Kukurai asked: "What for Government man no more walk about all same before? What's the matter 'ere? I tink leg belong all 'e broke?"

Native police are not now supplied for any Medical Patrols. This hampers the Medical man because of difficulty in obtaining carriers, loss of required authority, and loss of prestige. The order is said to have come from Moresby. We also protest against the "paper war" which glues many officials to their chairs in offices.

ISLAND RESIDENTS GET AWAY FROM NZ AT LAST

IN late July, the Union Steamships Company vessel Matua, carrying a full union crew, made her first passenger run out of Auckland since February. She called at Suva, Tonga, West Samoa, etc.

With scratch crews Matua has made two trips to the islands recently, but no passengers were carried.

As a consequence of the long hold-up, of Matua and Maui Pomare, which services the Cook Islands, hundreds of Islands residents have been stranded in New Zealand. There are long waiting lists for passages on both ships and preference is being given to Island residents urgently requiring to return home.

After her August run, Matua will be withdrawn for annual survey and will again be off the run for a month or six weeks.

The Public Service Commissioner of Western Samoa reports that the standard of education of local applicants for positions in the Public Service has greatly improved lately, owing to students, educated and trained in New Zealand, now returning to Samoa. Local people have been filling increasingly responsible positions for a number of years. Local-born officers are now in charge of the Postal and Customs Departments which now have fully local staffs.

SPOILS TO THE VANQUISHED

IF, in 1942, a man had said that Japan would eventually be paid for the materials to rebuild New Guinea, he probably would have been labelled a defeatist or worse.

But, in 1951, that is what is happening.

By far the greatest proportion of building materials now used in New Guinea comes from Japan, and at exorbitant prices. As one example, iron, which in the normal course of events should come from Australia, is being imported from Japan and is sold at about £290 per ton retail.

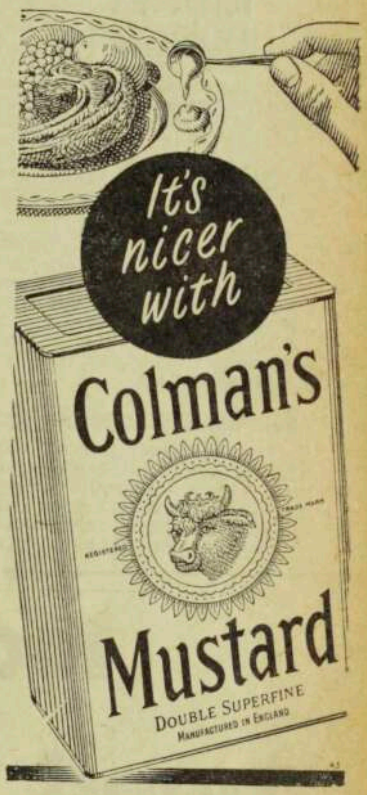
The fact is, of course, that if the material were not forthcoming from Japan, New Guinea simply would have to do without it. Australia is incapable of supplying her own domestic wants in any building commodity, and is, in fact, importing also from Japan.

We have reached such a state of national turpitude that few find it strange that, although Japan smashed New Guinea materially, Japanese manufacturers are now reaping huge profits to supply the materials with which to rebuild it.

Reparations, like many other old-fashioned institutions, are now regarded as somewhat wicked. In the case of Japan and the Pacific Islands, however, it should not have been regarded as too reactionary if she had been made to supply the materials and the labour for restoring some of the damage she wantonly caused.

M. Bordarier, General Secretary of the New Caledonian administration, has been appointed Chevalier of the Legion of Honour.

According to reports received in Western Samoa from New Zealand 30 Samoan boys have joined the newly-formed watersiders' union at Auckland and are pleased to find congenial work at very good rates of pay.



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Mr. H. Bonneaud, president of the New Caledonian General Council and managing director of Maison Ballande, has been appointed by the French Minister for Overseas Affairs as one of the French representatives on the South Pacific Commission.

Mt. Lamington Devastation Could Be Turned to Good Account

Reader Sees it as 500,000 Acre Grazing Proposition

ACCORDING to some Rabaul residents, the story that they were anxious to leave the town en masse after they had flown over the devastated area of Mt. Lamington, is just a figment of Administration wishful-thinking.

Far from being impressed with the devastation, as simple devastation, some came back from the ride feeling that it could be turned to good use. One reader has written as follows:

"There are half a million acres there of fertilised land just waiting for a crop. The growth is fantastic and although we were there only a comparatively short time after the eruption, there already was evidence that the deposit from the volcano is full of plant food.

"All the crops that remained in the ground show remarkable recovery. Bananas were eight and 10 feet high and where couch grass had been planted before the eruption, the ground was covered with a thick mat of grass nine or 10 inches thick.

KIDNEY TROUBLE CAUSES BACKACHE, PUFFY ANKLES

If you're feeling out o-sorts, have Interrupted Sleep, or suffer from Dizziness, Nervousness, Backache, Leg Pains, Swollen Ankles, Rheumatism, Excess Acidity, or Loss of Energy and feel old before your time, Kidney Trouble is the true cause.

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"The area is level, although there is, of course, a general slope down to the sea from the volcano. But the blast, or whatever happened, uprooted all the trees, and root holes have since been filled in by erosion. If grass were planted it would probably be necessary for it to be done from a plane.

"But it is potentially a wonderful grazing proposition. I should say that with the rainfall they get there, it would be possible to run about one beast to the acre.

"However, I do not expect that the Administration will do anything with it and in two or three years it will be covered with dense secondary growth which will be costly to clear."

OUR reader is probably correct on both counts—that is, that if they act quickly something could be done with the area, but that probably nothing will be done.

Government instrumentalities are not given to quick action or the turning of tragedy to some account. Mt. Lamington and all that goes with it is now regarded as a tambu area. Or a horrible example with which to threaten the recalcitrant residents of Rabaul who seem determined to stick to their harbour and their volcanoes.

NEWS NOTES FROM THE GOLDFIELDS

From Our Own Correspondent

WAU, NG, July 21.

A PATROL to Lake Triste, two days' walk away from Wau, was recently undertaken by Cadet Patrol-Officer Gordon Smith, who brought back an interesting account of the region plus some good photographs.

The lake, which is about three miles long and three-quarters of a mile wide, is 7,000 feet above sea level which brings it into the region of the moss forests.

The margin of the lake is lined with reeds, and back from it is a swamp full of decaying timber and trees covered with ropes of hanging moss.

The whole area is dank and humid.

There is an island an acre in extent at the eastern side of the lake which is said to be the home of thousands of snakes. Ducks live in or near the lake and, judging by the rings on the water, there are plenty of fish.

The lake and adjacent country is the traditional hunting and fishing ground of the Biangai Village people but no one actually lives in the lake area.

:: :: ::

The first annual Catholic Ball was held at Wau on July 14. Visitors from Lae, Mumeng and Bulolo attended and proceeds, amounting to £200, went to the newly-opened Church of St. Francis of Assisi.

The late Rev. Father William Bachus, parish priest of Morobe, who lost his life in the crash of the ill-fated Drover on July 16, officially opened the ball.

The district was plunged into gloom when news of the accident reached Wau, and it was learned that Bishop Stephen Appelhans, Fr. Bachus, Pilot Johnny Spiers and four others had perished.

The Bishop and Father Bachus had been in Wau to consecrate the new church.

The church had been dedicated to the late Father John Glover who was parish priest at Wau before the war and who, during the evacuation of the mainland in 1942, performed miracles in an old plane which he more or less held together with Faith.

Father Glover was himself killed in an air crash about two years ago.

:: :: ::

A games night held in July resulted in £60 being raised. The money will be used for the painting of the War Memorial Hall.

At present visiting Wau is Dr. W. E. Giblin, affectionately known to goldfields residents as Gibby. He was medical officer here before the war and again for a period shortly after it. More recently he has been at Nondugl.

It is said that he will soon retire and come to live permanently amongst us.

Work on the local golf course is progressing and nine holes will be playable by early September.

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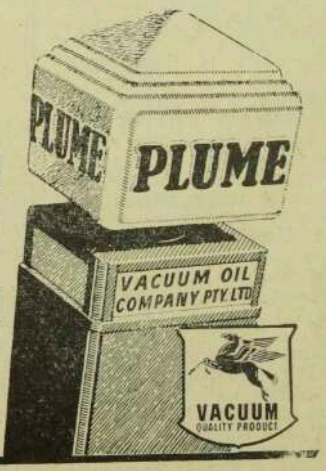

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Tribute To An American Doctor

WE shall greatly miss Captain Gray (MC)USN, Navy Senior Medical Officer who, for the past two years was director of Public Health. He and his charming wife were held in high esteem by all those who knew them socially and professionally (writes a resident of Eastern Samoa).

Dr. Gray's forbearance and fairness in the handling of personal and official problems made him popular and were mainly responsible for the close co-operation of the Public Health employees. He was always ready to lend an ear to any advice for the wellbeing of the people. He established in Manu'a a 15-bed hospital for the benefit of the 3,000 inhabitants of that isolated group. These people previously had to travel by boat, when available, all the way to Pago Pago for hospital help.

He campaigned actively against TB and X-rayed the whole population—and he had much success!

Several AMP's, the writer among them, are indebted to Dr. Gray for promotion to the coveted position of District Health Officer formerly held only by Navy Doctors and Chief Corpsmen. His personal interest in the problems of the AMP's fostered their highest regard.

Dr. and Mrs. Gray have gone, but they carry with them the Samoan people's gratitude for a job well done. We bid them "Tofa ma ia Manuia" (Good-bye and good luck).

DEATH OF LEADING SAMOAN CHIEF

ONE of the most respected high chiefs of Western Samoa, Polito Atoa, died on July 20, at the age of 71.

Flags at Apia were flown at half-mast on the day of the funeral and a large and representative gathering paid their last respects to one of Samoa's well-beloved "old-timers."

As chief and as an employee of the firm of O. F. Nelson & Co. Ltd., Polito Atoa played an important part in Samoan history during the first half-century.

He was a friend and confidant of the late O. F. Nelson, and also took a leading part in the affairs of the Methodist Church in Samoa.

He leaves a wife, three sons and five daughters.

Twin sons were recently born to the **Rev. and Mrs. Douglas Telfer** of the Methodist Mission in Fiji.

DEATH OF R. H. C. BENTLEY

MR. RICHARD H. C. BENTLEY (generally known as Dick Bentley) died in Suva in July. He was 65.

He was the eldest son of the late Mr. Robert Henry Crawford Bentley and a brother of Mr. L. C. Bentley, well known businessman of Suva.

He was a champion runner and a keen cricketer and tennis player during his youth, and was held in high regard throughout the Colony for his warm and genial nature.

Mr. Bentley is survived by his widow, a son and three daughters. His eldest son, Richard, was killed in the Middle East during the last war.

ISLANDS GIRL GUIDES FOR BIG SYDNEY CAMP

FIVE hundred Girl Guides, from 32 countries, and representing 3,000,000 Girl Guides, will go into camp at Narrabeen, near Sydney, on August 27, for ten days. It is part of the Jubilee celebrations, and it is the first international camp of this kind held in Australia.

Among the countries to be represented by special delegations are Papua-New Guinea, the Philippines, North Borneo and Indonesia.

Sydney is manifesting the liveliest interest in this unusual gathering.

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PIM's Assistant Editor, **Mrs. Judy Tudor**, will visit Fiji and Samoa in August-September.

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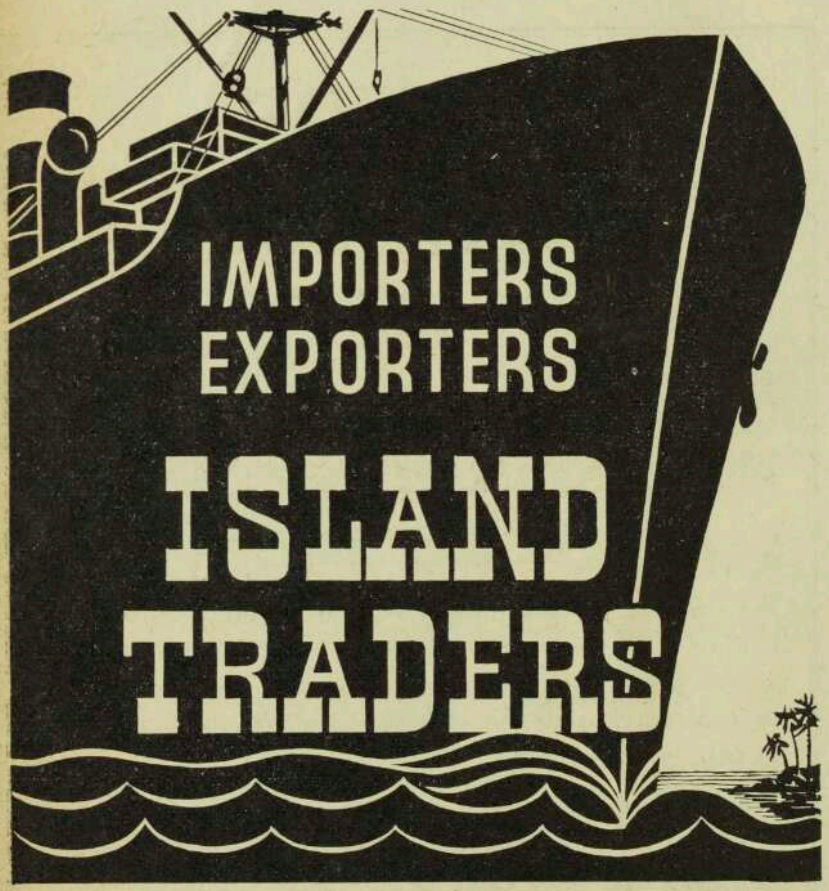
DEATH OF MRS. A. M. SUCKLING

MRS. ALLICE M. SUCKLING, well-known in Fiji for her work in the Child Welfare scheme, and later matron of the Taveuni hospital, died suddenly in Suva on July 30. Her husband, a Methodist missionary, died in 1918. One of their sons, Mr. John Suckling, is an Agricultural Officer in the Solomon Islands.

A school has been built at the new Lutheran mission station at Kura Kura, NG Central Highlands.



All classes of merchandise purchased for Islands clients throughout the South-west Pacific.

Islands produce sold on Australian and overseas markets on a commission basis.

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CABLE ADDRESS "ROBERGILL" SYDNEY PHONE BU2221

THAT ANTI-POLYNESIAN LAW

(A Letter to the Editor)

I NOTICED in the May issue of the PIM an article about Polynesians and part-Polynesians being barred from permanent residence in New Zealand and Australia. Some of these laws are ridiculous.

I am part-Polynesian. My father was full European (American) and my mother was half-European, (American father and Tahitian mother). When I first visited Sydney, in July, 1912, I was a member of the Purser's staff of the Oceanic liner Sonoma; and, in the ship's articles, my birthplace was shown as Tahiti. The immigration officials promptly rated me as a coloured person, and put me on the prohibited list.

I did not get caught in that way again. Next time, I insisted on being an American, and when they wanted to cross-examine me about my quarter mixture of Tahitian blood, I pointed out that in America an American is a free man, no matter what his racial make-up may be.

If New Zealand does not want to admit me, because I have a quarter mixture of Polynesian blood, that is OK by me. I am perfectly happy to be classed as a Tahitian. I consider Tahiti a place much to be preferred to New Zealand; and I like to remember that New Zealand was first discovered and colonised by Tahitians—those fine navigators who travelled there in the famous canoe Tainui, more than 640 years ago.

I am, etc.,
OSCAR NORDMAN

Papeete,
25/7/1951.

FATE OF THE TERRITORIES HOSPITAL PLAN

AN Australian political columnist, writing on July 31, remarked that the Commonwealth Government, greatly troubled by the economic crisis in that country, had thrown out of the Cabinet room almost every proposal involving heavy public expenditure. He proceeded:—

"Ministers other than Service Ministers had to endure similar rebuffs for their lesser schemes. Territories Minister Paul Hasluck had a scheme for hospitalisation in New Guinea and Papua that was quite imposing. But it had what Cabinet in its present mood considers to be a major defect—it would cost money."

The Rev. M. G. Check of the LMS, Niue Is., was receiving medical treatment in NZ in August.

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15 DAYS' DRIFT

Polynesian Boatmen Can "Take It"

From Our Own Correspondent

PAPEETE, July 26.

ON May 15, five adults and a boy of nine, in a flat-bottomed boat 16 feet long, with an outboard motor, left Tikehau Island for Mataiva Island, 28 miles away.

Half way across, the motor stopped. They had forgotten to take along their drum of petrol. They bagan to drift helplessly. They had exactly 3 cans of corned beef, 1 gallon of fresh water, a loaf of bread and one coconut.

Six days later, when they were very hungry, they caught two fish—which gave them bait for more fish. A welcome shower provided them with fresh water.

Fifteen days later, their boat drifted onto the reef of Bellinghausen island, 3770 miles from Tikehau, and they got safely ashore.

On July 21, the fishingboat Temanuroa, with four men, left Haapiti, in Moorea, for Papeete, with a load of fish. A large wave broke aboard, and put the engine completely out of service. The boat began to drift away from land. Two men, risking the sharks, swam two miles to the Moorea coast. A relief boat went out and found the Temanuroa, towed her to port, fixed the engine—and the cargo of fish reached Papeete, none the worse.

The Archbishop of Sydney, **Dr. H. W. K. Mowll and Mrs. Mowll** were in Papua in early August for the Anglican Mission's 60th anniversary services.

Mr. R. S. Richards, Administrator of Nauru, with Mrs. Richards, arrived in Adelaide on a short visit in early July. The Administrator later attended to official business in Melbourne and Canberra and sailed for Nauru on July 17. The southward journey was made in a RAAF plane which flew via Guadalcanal, Port Moresby and Townsville.

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High density, economical covering power imparts fresh-from-the-shop Newness. A super finish for Canvas, Kid, Suede, Nubuc and White Lacquered shoes, giving a dazzling whiteness which, when dry polished after thorough drying, WILL NOT CRACK OR RUB OFF!

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Supplies are now available for export to all Pacific Islands, in the following packs:

CORNED BEEF WITH CEREAL (16 oz. and 12 oz.); STEWED STEAK (16 oz. and 12 oz.); BRAISED STEAK AND ONIONS (16 oz.); BEEF STEAK PUDDING (16 oz.); ROAST BEEF AND BOILED BEEF (12 oz.).

Address All Inquiries to:—

SYDNEY MEAT PRESERVING CO. (LTD.)

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SHIPPING TIME-TABLES

There now are comparatively few shipping lines running on regular time-tables in the Pacific Islands. The following time-tables are only approximately correct—they are subject to much alteration at short notice:—

Sydney-Suva-N. America

Canadian-Australasian liner Aorangi (17,500 tons) maintains regular two-monthly sailings—Sydney-Auckland-Suva-Honolulu-Victoria-Vancouver, and return.

Sailed from Sydney July 5, 1951, and should sail again early in September.

Agents: Union SS Co., Ltd.

Sydney-Papua-N. Guinea

MV Bulolo, modern liner, sails about every six weeks: Sydney-Brisbane-Moresby-Samarai - Lae - Dregerhaven - Rabaul-Samarai-Moresby-Brisbane-Sydney.

Next departure from Sydney early September.

MV Malaita, freighter with some comfortable passenger accommodation, sails on varied schedule about every seven weeks — usually Sydney - Samarai - Lae-Madang-Manus-Rabaul-Samarai-Sydney.

Next departure from Sydney early October.

All details from Burns, Philp & Co., Ltd.

N. Zealand-Fiji-Samoa-Tonga

Small modern MV Matua, carrying 100 passengers, runs about every 4-5 weeks: Auckland-Suva-Nukualofa and Vavau (Tonga) - Niue - American Samoa - Apia (Western Samoa)-Suva-Auckland.

Details from Union SS Co.

N. Zealand-Cook Is.-Niue-Samoa

Old MV Maui Pomare (40 passengers) maintains fairly regular service between Auckland and Rarotonga (Cook Islands), with alternative calls at Niue and Apia (W. Samoa).

Details from NZ Government Shipping Office.

Sydney-Norfolk Is.-N. Hebrides-Solomons

Steamer Morinda, 40 passengers, runs at about 6 weekly intervals: Sydney-Norfolk Is. (alternative)-Vila and N. Hebrides ports-Honiara (Solomons), and return direct to Sydney.

Details from Burns, Philp & Co., Ltd.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every three months at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. Details from Messageries Maritimes.

Small motor-ships Polynesien (Messageries Maritimes) and Neo Hebridais (H. C. Sleigh, Ltd.) maintain fairly regular service between Noumea and Sydney.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

FOR FARES, SEE END OF SECTION

1. Australia (or NZ)-Fiji-Hawaii-N. America

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths

Thur. and Sun.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco.

Sun. and Wed.—Return via same route; but once weekly dep. is from Seattle and Portland to Honolulu.

Once weekly.—PAA run shuttle service with DC4 between Nadi (Fiji) and Auckland.

BY BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)

Wed. and Sat.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.

Every 4th trip terminates at S. Francisco.

Mon. and Thur.—Dep. southwards, same route.

Tues.—Dep. Auckland-Nadi-Canton-Honolulu-S. Francisco-Vancouver.

Fri.—Dep. Vancouver and S. Francisco alternatively; thence same route to Auckland.

BY CANADIAN PACIFIC AIRLINES (CPA)

Alternate Wed.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.

Alternate weeks.—Return by same route.

TAHITI

To Shipmasters and Visitors

When calling at Tahiti, and seeking SHIPS SUPPLIES and FRESH PROVISIONS, see—

OSCAR G. NORDMAN

Supply Agent for Messageries Maritimes, Union S.S. Co. of N.Z. Ltd., Matson-Oceanic Line, United States Line, General S.S. Corp., Etc.

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- No gear or external reciprocating parts; no oiling required.
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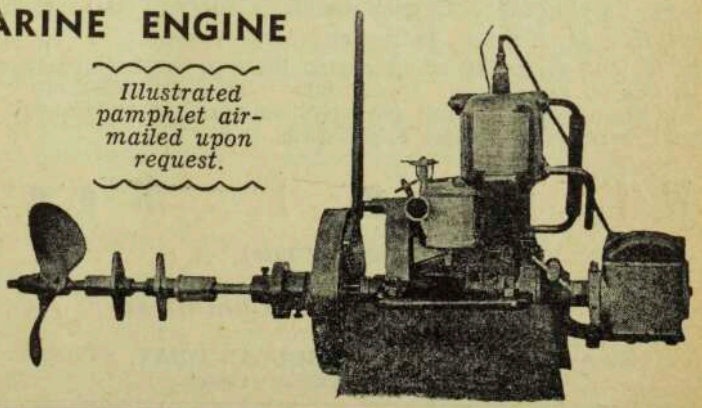
- Sold complete ready for fitting to your boat.

Illustrated pamphlet air-mailed upon request.



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SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways

NORTHWARDS

Tuesdays, Saturdays (Skymaster)

Depart:	Arrive:
Sydney, 8 pm	Bris., 10.45 pm
Bris., 12.15 am	Moresby, 7.05 am

Connects here with DC3's for Lae and (Wed.) Wau, Bulolo; and (Sun.) Rabaul, direct.

Mon., Thur., Fri. (DC3's)

Sydney, 8.15 am	Bris., 11.15 am
Brisbane, 12 noon	Rock'ton, 2.20 pm
Rock'ton, 2.40 pm	Towns., 5.15 pm (overnight)

Depart:	Arrive:
Townsville (Tues., Fri., Sat., 5.20 am	Cairns, 6.30 am
Cairns, 7 am	Moresby, 10.30 am
Moresby, 11 am	Lae, 12.20 pm

On Tues., connects here with DC3 to Madang.

SOUTHWARDS

Tuesdays (DC3)

Madang, 3.45 pm	Lae, 5 pm

Wednesdays (DC3)

Wau, 3.30 pm	Lae, 4 pm

Mondays, Thursdays (DC3)

Lae, 5.45 am	Moresby, 7 am
Moresby, 7.35 am	Sydney, 10.15 pm

Via Cairns, Towns., Brisbane.

Monday (DC3)

Rabaul, 7 am	Moresby, 10.20 am
Moresby, 10.50 am	Cairns, 2.10 pm
Cairns, 3.10 pm	Towns. (overnight), 4.30 pm
Towns., Tues., 8.15 am	Brisbane, 1 pm
Brisbane, 1.45 pm	Sydney, 5 pm

Sundays (DC3)

Lae, 6 am	Moresby, 7.20 pm

Connects Skymaster

Wednesdays, Sundays (DC3)

Lae, 6.40 am	Moresby, 8 am

Connects Skymaster

Wednesdays, Sundays (Skymasters)

Moresby, 9.30 am	Brisbane, 4.15 pm
Brisbane, 5.45 pm	Sydney, 8.30 pm

2a. SERVICE BY TRANS OCEANIC AIRWAYS

With Solent Flying-boat

Sundays and Wednesdays

Depart:	Arrive:
Sydney, 7.15 pm	Bris., 10 pm
Bris., 11 pm	Moresby, 6.30 am

Mondays and Thursdays

Moresby, 8.30 am	Bris., 5 pm
Bris., 6 pm	Sydney.. 8.30 pm

This service connects at Moresby with the planes of Mandated Airlines, which provide service to all points in New Guinea.

3. N. Guinea Internal Services

Operated by Qantas

LAE-MANUS (DC3)

Every Wednesday.
Dep. Lae, 8 am; Finschhaven, Rabaul, Kavieng, Manus (3 pm).
Returns Saturdays (dep. 8 am), same route.

LAE-MADANG-GENERAL SERVICE

Every alternate Monday.

LAE-MADANG-WEWAK-RABAUL-GENERAL SERVICE

Every Thursday.

MORESBY-DARU (Catalina)

Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Wednesday; returning same day.

MORESBY-EAST PAPUA (Catalina)

Alternate Monday.—Dep. 9 am—Abau, Samarai-Esa'ala-Losuia (overnight).
Alternate Tuesday.—Return to Moresby same route, calling Deboyne Lagoon.

MORESBY-NEW BRITAIN-BOUGAINVILLE

In Alternate Weeks, by Catalina

Alternate Monday.—Moresby-Abau-Samarai-Esa'ala-Losuia-Rabaul.
Alternate Tuesday.—Rabaul-Q. Carola Harbour-Buka-Kieta - Buin (Bougainville) and return. Inus optional.

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We have available a comprehensive range of diesel and petrol-powered craft which, with minor alterations, are ideal for use as trochus, copra or trading vessels with cargo capacity from 5 tons upwards.

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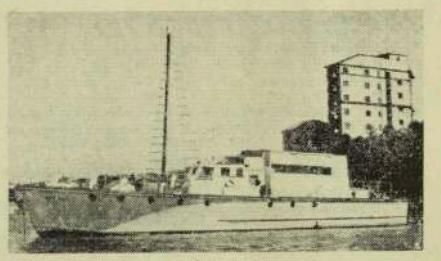
62 ft. x 14 ft. 10 in. x 4 ft. 6 in. diesel-powered vessel with speed up to 18 knots. Plenty of accommodation. Triple-Grays, refrigeration. Could convert to approx. 20 tons capacity. £6,000.



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50 ft. x 15 ft. 6 in. x 6 ft. 6 in. trawler with 68 h.p. diesel. Sturdy and reliable. Five years old. Can be converted to carry ample cargo. Carries auxiliary sail.

41½ ft. x 14 ft. x 5 ft. twin screw cargo vessel.

62 ft. x 18 ft. x 8 ft. trawler with 102 h.p. Gardner diesel and two diesel auxiliaries. Could carry about 40 tons cargo . . . and many others. Let us know your requirements and we shall send you pictures and details.

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Island Trade Broker & Commission Agent

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CABLES: "WILREED," SYDNEY.

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Alternate Wednesday.—Rabaul - Talasea-Moewe-Jacquinot B., and return. Lindenhafen optional.
Alternate Thursday.—Rabaul - Losuia-Esa'ala-Samarai-Abau-Moresby.

MORESBY-NE PAPUA

Wednesdays and Saturdays

Moresby (7.30 am)—Kokoda (8.20 am)—Popendetta (8.55 am)—and returns to Moresby 10.15 am.

CENTRAL HIGHLANDS (DH84)

Tuesdays.—Madang (7 am) to Goroka, Kainantu, Aiyura, Arona, as required. Returns to Madang (noon).
Thursdays.—Madang (7 am) to Wabag, Baiyer R., Hagen. Optional: Kerowagi, Chimbu. Returns to Madang (noon).
Fridays.—Lae (6.30 am) to Wabag, calling at any of: Nadzab, Kiaipit, Arona, Aiyura, Kainantu, Benna Benna, Goroka, Chimbu, Kerowagi, Kup, Nondugl, Banz, Minj, Hagen, Ogelbeng, Baiyer, Wabamunda. Return to Lae.

LAE-GARAINA

Tuesdays.—Departs 7 am; returns 9 am.

LAE-WAU-BULOLO (Dragons)

Dep. Lae.—Mon., Tues., Thur., Fri., Sat.
Dep. Wau.—Mon., Tues., Wed., Fri., Sat.
Time: 65 mins. each way.
Wed.—DC3 from Lae to Wau, Bulolo, and return.

SERVICES BY MANDATED AIRLINES

With headquarters at Lae, this company runs regular services for passengers, freight and mails to all New Guinea settlements.

4. Dutch N. Guinea-Darwin

By Netherlands Government, with DC3

Weekly service, between Darwin and Biak.

5. N. Guinea-Solomons

Operated by Qantas

Alternate Monday (DC3).—Lae (dep. 6 am)-Finschhafen-Rabaul-Torakina (Bougain.) - Vellalavella - Yandina - Honiara (BSI) (arr. 4.15 pm).

Alternate Tuesday.—Honiara (dep. 7 am)-Yandina - Vellalavella-Torakina-Rabaul-Finschhafen-Lae (arr. 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

DC4 (Skymaster) dep. Saigon every 28 days for Jakarta - Darwin - Brisbane-Noumea, and return.

Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Trans Oceanic Airways, with Flying-boats

Regular weekly service.

8. Sydney-Norfolk Is.

By Qantas, with Skymaster

Alternate Thursdays; returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham Flying-boat

Frequent non-scheduled flights, thus:—

Syd., dep. 9.30 pm	Noumea, 6.30 am
Nou., dep., 8.30 am	Vila, 10 am
Vila, dep. 11 am	Santo, 1 pm
Santo, dep. 6 am	Vila, 8 am
Vila, dep. 10 am	Nou., 11.30 am
Nou., dep. 12.30 pm	Syd., 7.45 pm

10. Sydney-Noumea-Suva

By Qantas, with Flying-boats, Weekly

Depart:	Arrive:
Sydney, Fri., 9.30 pm	Noumea, Sat., 6.30 am

BERRY'S BAY BOATYARD

(B. J. Halvorsen—Manager)

Specialists in Island vessels.

All kinds of boat-building and repairing.

New and used boats and engines for sale.

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Noumea, Sat., 8.30 am	Suva, Sat., 3 pm
Suva, Sun., 6 am	Noumea, Sun., 10.30 am
Noumea, Sun., 12.30 pm	Sydney, Sun., 7.45 pm

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's

Sundays.—From Auckland, returning same day.

Alternate Sundays.—One additional service, same day. See also table No. 8.

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CUTTER:

32 ft. x 10 ft. x 5 ft.

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12. Sydney-Auckland

Tasman E. Airways, with Solents

Dep. Sydney, Mon., Fri., 11.59 pm; Thur., Fri., 8 am.

Dep. AK. Tues., Wed., Thur., Sat., 9 am.

Av. crossing time, 6½ hours.

Australian bookings: Qantas or TAA.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney, Tues., Wed., Thur., Sun., 10.30 pm.

Dep. Wellington, Mon., Wed., Thur., Fri., 11 am.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4

Thurs.—Dep. Melb., 10.15 pm; arr. Ch'ch., 8.15 am.

Fri.—Dep. Ch'ch, 11 am; arr. Melb., 7 pm.

15. New Zealand-Fiji

By Tasman Empire Airways, with Solents

Depart:	Arrive:
Auckland, Tues., 12.30 am	Suva, Tues., 7 am
Suva, Tues., 9 am	Labasa, Tues., 10 am
Labasa, Tues., Noon	Suva, Tues., 1 pm
Suva, Wed., 7 am	Auckland, Wed., 1.30 pm

16. Auckland-Fiji-Samoa-Cooks

By NZ National Airways Corporation

(Alternate Wednesdays—DC3)

Depart:	Arrive:
Auckland, alt. Wed., 9 am	Norfolk Is., 12.55 pm
Norfolk Is., 2 pm	Nadi, 8.40 pm
Nadi (Fiji), Thur., 9 am	Nausori (Suva), 9.50 am
Nausori (Suva), 10.50 am	*Faleolo (Apia) Wed., 4.20 pm
Faleolo (Apia), Thur., 8 am	Aitutaki, 1.50 pm
Aitutaki, 2.50 pm	Rarotonga, 4.05 pm
Rarotonga, alt. Sat., 8 am	Aitutaki, 9.15 am
Aitutaki, 10 am	*Faleolo (Apia) 3.15 pm
Faleolo (Apia), Sun., 8 am	Nausori, Mon., 11.30 am
Nausori, 12.30 pm	Nadi, 1.20 pm
Nadi, alt. Thur., 5 am	Norfolk Is., 10.55 am
Norfolk Is., 12 noon	Auckland, 4.50 pm

Alternate Wednesdays—DC3

Depart:	Arrive:
Nadi, alt. Wed., 5.40 am	Nausori, 6.30 am
Nausori (Suva), 7.30 am	*Faleolo (Apia) Tues., 1 pm
Faleolo, 1.45 pm alt. Tues.	Nadi, Wed., 5.30 pm

*Western Time.

17. New Zealand-Chatham Is

By Tasman Empire Airways, with Flying-boat

Once monthly, from Auckland and Wellington, from October until April.

18. Tahiti-Cook Islands

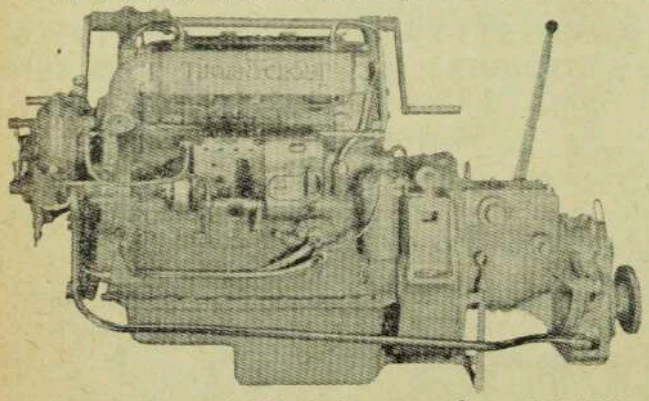
By Tahiti Airways, of Papeete

Once monthly, from Papeete to Aitutaki (Cook Is.) with mails and passengers returning same day.

THORNYCROFT

RTR4/D1 30 H.P. Marine Diesel

Hand and/or Electric Starting. 2-1 Red. Gear.



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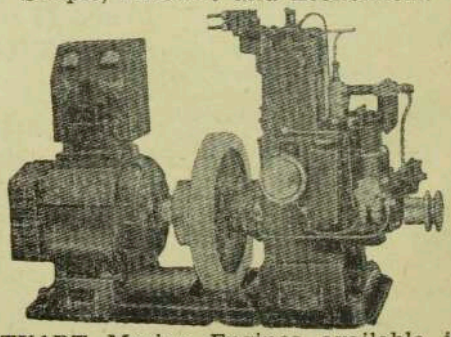

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Approximate Airways Fares

The following figures are not guaranteed accurate, but they are approximately correct. Details should be obtained from the Air Company named in the Table. Unless otherwise indicated, figures are in Australian currency.

FROM SYDNEY TO—

	Single	Return	Table No.
Moresby .	£39 5 0	£70 13 0	2, 2a,
Lae	48 15 0	87 15 0	2, 3
Rabaul ..	61 12 0	110 18 0	2, 3
Honiara, BSI ..	77 0 0	138 12 0	5
Vila, N. Hebrides	42 10 0	76 10 0	9,
Noumea, NC . ..	37 10 0	67 10 0	10, 9, 6
Norfolk Is.	25 0 0	45 0 0	8
L. Howe .	10 16 0	21 12 0	7
Nadi (Fiji) .	57 15 0	103 19 0	1
Suva (Fiji) .	55 10 0	99 18 0	10
Auckland	39 8 0	70 19 0	12
Welling-ton ..	39 8 0	70 19 0	13
Christch. (from Melb.) .	44 2 0	79 8 0	14
Honolulu .	217 15 0	391 19 0	1
S. Fran'co	265 10 0	477 18 0	1
Vancouver	265 8 0	477 15 0	1

FROM AUCKLAND TO—

	Single	Return	Table No.
Norf. Is.	£14 0 0 NZ	Less 10%	11, 16
Nadi (Fiji) .	31 0 0 ,,	,,	1, 16
Suva (Fiji) .	31 0 0 ,,	,,	16
Samoa .	39 10 0 ,,	,,	16
Cook Is.	45 0 0 ,,	,,	16
Suva (direct)	31 0 0 ,,	£55 16 0	15

Crawford-Savage Wedding

A PRETTY wedding took place in Rabaul in July, when Miss Joyce Henderson Crawford, a nurse at the Native Hospital, Rabaul, was married to Mr. Alan Savage.

Bridesmaids were Miss Kathie Maltan and Miss Betty West.

Mr. John Gilmore, Snr., gave the bride away, and Mrs. Cahill, of the native hospital staff, was hostess at a reception in the nurses' quarters.

Mr. Peter Fenwick was groomsman and Mr. Peter Graham was best man.

DEATH OF MR. W. VOYSEY

The death occurred, several weeks ago, in Queensland, of Mr. W. (Bill) Voysey. He was for many years a plantation manager for British New Guinea Company, and was held in high regard in the Territory.

James Allen Swallow, 25, from the Robinson River Plantations, at Abau, Papua, has been charged with the murder of a Chimbu labourer. It is alleged that Swallow struck the man, who died of a ruptured spleen. There have been many such incidents—the spleen of a New Guinea native is very easily ruptured.

A training school for native teachers has been opened at Aoba, New Hebrides, by the Australian Churches of Christ mission. Forty-one boys are taking the course, at present.

Mr. A. F. D. East, a member of the Auckland Education Board has resigned to take a post with the LMS in Western Samoa. He will organise a teachers' training course for LMS Samoan teachers.

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MODERN STEEL CARGO.—1943. Atlas diesel, deadweight approx. 430 tons. Dimensions approx. 130 ft. x 28 ft. x 12 ft. loaded, two hatches, diesel winches. **£39,000 Sterling.**

STEAM CARGO.—Built 1946-1950, 149.9 ft. x 30.6 ft., loaded draft 11.9 ft., oil fuel, deadweight 700 tons, two large hatches, 4 winches, 9 knots. **£47,500 Sterling.**

TWO MOTOR CARGO VESSELS.—Lloyd's class, deadweight 650 tons, sister ships, 160 ft. x 25.5 ft. x 10 ft. Owners desirous selling—will consider offers.

NEW VESSEL UNDER CONSTRUCTION.—Delivery, October, 1951, 480 tons deadweight, 360 h.p. H.D. diesel, plans and specifications supplied. **510,000 Guilders** (approx. £59,544 Aust.).

THREE-MASTED SCHOONER.—Steel, 150 h.p. H.D. diesel, approx. 110 ft. x 25 ft. x 9 ft., 3 hatches, sails, deadweight 260 tons, class German Lloyds 1950. **£10,000 Sterling.**

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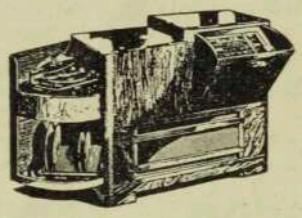
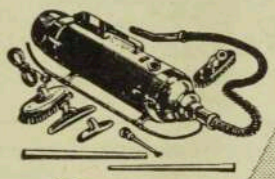
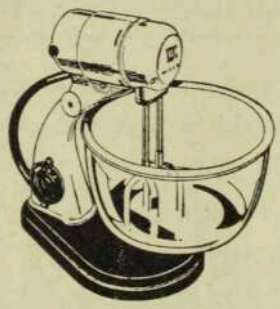

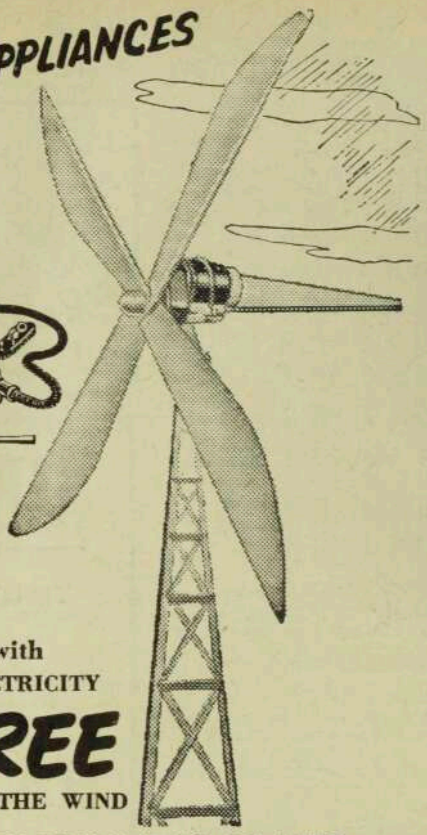

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Operating in winds as low as 5 m.p.h., this plant will provide economical electricity for all your lighting and household appliances.

Supplied as a complete unit with batteries, or as an addition to your present engine-driven plant, the saving in fuel and upkeep will amply repay the purchase price of **Windlite.**

Quirk's Windlite plants cost nothing to run—need no attention whatever, apart from a yearly change of oil. Available in either 12, 32, or 50 volt sizes.

Windlite is a necessity that no country man or woman can afford to overlook. Quirk's are also suppliers of electrical goods which can be operated by Windlite—fans, radios, cake mixers, vacuum cleaners, dishwashers, and washing machines.

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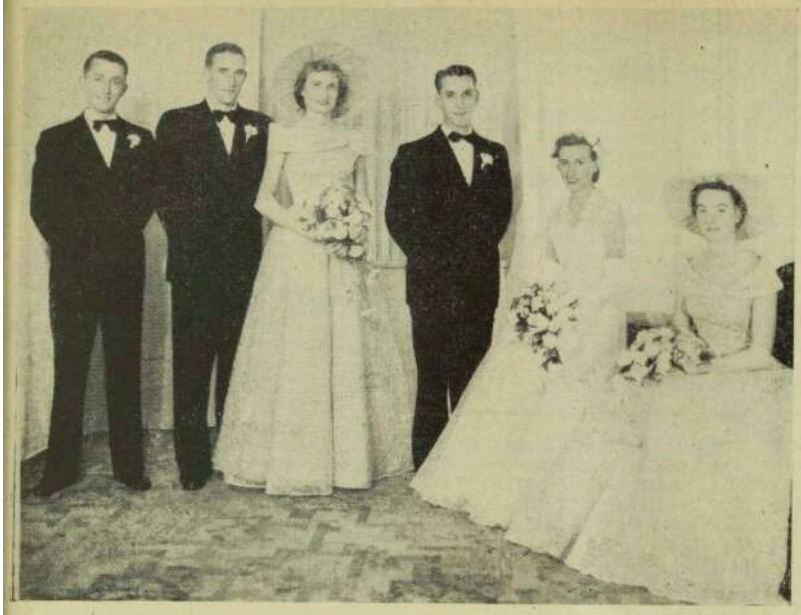
NEW GUINEA FAMILIES UNITED



This photograph was taken after the wedding of Miss Jean Page to Mr. John Adams some months ago (see April PIM), an event which pleased all Old Territorians. The young couple are now living on their plantation in New Guinea. From left to right: Mr. Meldrum Adams, brother of the groom, groomsman; Mr. William Clifton, cousin of the bride, best man; Miss Pamela Page, sister of the bride, bridesmaid (she has herself since married in NZ); the bridegroom and bride; Miss Marie Adams, sister of the bridegroom, bridesmaid.

Moresby Beer in February

From Our Own Correspondent

P. MORESBY, Aug. 1.

IF the South Pacific Brewery Company at Port Moresby can keep to its construction schedule, residents should be drinking the new "South Pacific" beer some time around next February.

Mr. R. Meier, the General Manager, who is also the brewer for the company, is now in Port Moresby supervising the installation of refrigeration equipment and the general layout for the brewing plant which is due from Europe in October.

He intends to start production on the basis of 150,000 gallons yearly, but the plant will be large enough for an annual output of 400,000.

The firm already has buildings at Badili which were built during the war by the Services as a laundry. All the laundry equipment has been removed and the buildings cleared for the brewing plant.

At first all beer will be sold in bottles, but later bulk supplies will be marketed in metal containers. Mr. Meier says that the Territory climate makes it impracticable to use wooden kegs or casks.

Brewing is no new job for Mr. Meier for he has been at it 30 years, first in a Hungarian brewery, then in Germany, France, Belgium, Switzerland and several other countries.

Let Nature Be Your Power Point . . .

MODERN LAUNDRETTE Unit, operated by electricity from Quirk's Windlite Plant.

Quirk's Windlite harnesses the wind—the oldest and cheapest form of power—to bring the benefits of electricity to the most isolated Pacific Islands homes.

The laundrette and the electrical appliances illustrated on the opposite page, together with such time- and labour-saving electrical goods as toasters, kettles, irons, wringers and washing-machines, can be used by free electricity from the wind.

We can supply you with heavy-duty multi-plate batteries in 12V, 32V, 50V or 110V—every one guaranteed for four years. All Island Electric Co. batteries are supplied fully charged and ready for immediate use. All necessary materials and lamps for electrical installations are on hand, and full wiring information is supplied free of charge.

Quirk's Lighting Plant Distributors for Fiji, Tonga, Samoa and Gilbert and Ellice Islands:—

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GOLD PRODUCTION IN BULOLO, NG

THE following figures show the result of operations by Bulolo Gold Dredging Ltd., in New Guinea, in the 12 months ended May 31, 1951. Similar figures for the same period of 1950 are added for comparison:—

	12 Months Ended May 31	
	1951	1950
Yardage dredged ..	12,312,000	13,615,000
Ounces fine gold ..	68,229	71,632
Value at $35 per oz...	$2,388,015	$2,507,138
Value per yard	19.38c	18.41c

Due to low grade of the small remaining amount of gravel reserves ahead of dredges Nos. 3 and 6, and the rising cost of operations these two dredges were permanently closed down during May and proportionate reduction made of the company's staff.

Negotiations towards a settlement of employees' demands for higher wages continued from April 21 to June 15 when an agreement was reached. During that period employees refused to work the dredges on Saturdays and Sundays. However, on June 16 dredging on seven days a week was resumed.

Fiji-Indian Tax Contribution: 6/- Per Head

THE total amount received from direct income tax in Fiji during 1950 was £836,906.

By far the greater proportion of this amount came from European trading companies (£636,100). European shipping and insurance companies paid £15,000.

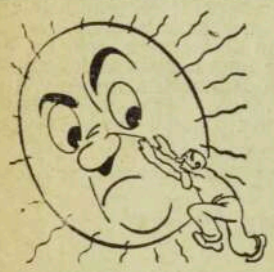
Indian trading companies which outnumbered European companies paid only £629. Chinese companies paid £5,570.

Individual European taxpayers paid £118,500; Indians, £46,200; Chinese, £15,000; and Fijians and others, £1,030.

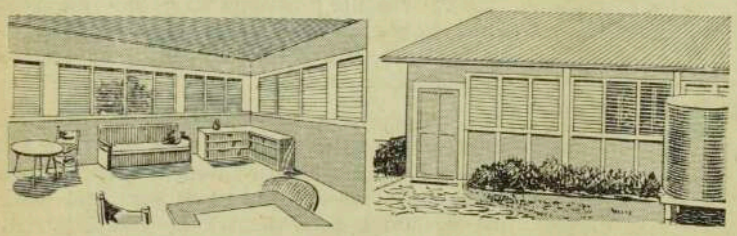
Indians, who now provide half of the population of Fiji, contribute only six per cent. of the colony's direct taxes—about 6/- per head.

It is interesting to note that of the £100,000 worth of building projects approved by Suva Town Council in the last quarter, Indian applicants predominated. They are apparently ploughing their profits back in.

Professor Guillaumin of the Paris Museum, the greatest authority in the world on the flora of New Caledonia, extended his stay in the Colony from three to five months and has taken back to France with him a valuable collection of botanical specimens, which will add great value to his Museum's collection from the Pacific. He has publicly thanked the Governor and General Council for their support and co-operation in his important work. The Colony contributed 100,000 Pacific francs to the expenses of himself and his Swiss colleague.



Keep heat and Glare *out!* Let cool, fresh air *in!*



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MINISTERIAL VISITORS TO THE ISLANDS

THE Pacific Islands Territories have had plenty of Ministerial attention during the month. It has been pleasant weather for touring in the Islands. It was cool and dry in New Guinea; and a man who wrote from Suva on August 4 reported a cold snap, and a sudden addiction to cardigans.

HON. JOHN DUGDALE

The British Minister for Colonial Affairs, Mr. John Dugdale, arrived in Suva on August 1, from London, and was the guest of the Governor, Sir Brian and Lady Freeston.

In the ensuing ten days, he made an inspection of most of the Fiji districts and Government institutions, including Makogai and Moturiki. Using a special aircraft, he visited Queen Salote, in Nukualofa, Tonga, on August 10-11. He was due in Sydney on August 15, en route to the Solomon Islands, where he is expected to spend a fortnight.

HON. PAUL HASLUCK

The Australian Minister for Territories, Mr. Paul Hasluck, paid his first official visit to Papua-New Guinea at the end of July, and in the ensuing fortnight he visited most of the districts, met most of leading residents, and was interviewed by innumerable deputations.

HON. H. L. ANTHONY

The Australian Postmaster-General and Civil Aviation Minister, Mr. H. L. Anthony, has also spent a fortnight in Papua-New Guinea. He indicated a number of contemplated improvements in postal, radio and air services.

PACIFIC ISLANDS CLUB PROPOSED FOR MELBOURNE?

A VALUED correspondent in Melbourne has written to the PIM urging that steps be taken to form in Melbourne a Pacific Islands Club, or a branch of the Pacific Islands Society of Sydney — some organisation which might call together, for regular meetings or social gatherings, the numerous residents of Melbourne who either are ex-residents of the Islands or have definite Islands interests.

Probably, the Pacific Islands Society of Sydney would be happy to assist such a project. Before any steps are taken, however, we should like to know whether there are in Melbourne a sufficient number of people interested in the project to make an organisational effort worth while. Any one interested is invited to write to the editor of the PIM; and if there should be enough persons prepared to give their support, further steps will be taken.

PLYMOUTH FLYING-BOATS FOR QEA

QANTAS EMPIRE AIRWAYS have purchased two Plymouth flying-boats from BOAC, and will shortly put them into service on their Noumea, New Hebrides and Suva services.

It is understood that they will also supplement the Catalina services in Papua-New Guinea.

The flying-boats arrived in Sydney in July and are undergoing conversion for tropical flying.

They formerly were used on BOAC's Far Eastern routes—between Malaya and Hong Kong.

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QUOTATION FOR THE MONTH

If a man can write a better book, preach a better sermon, or make a better mouse-trap than his neighbour, tho' he build his house in the woods, the world will make a beaten path to his door.—Emerson.

That, certainly, is so in the case of

ASPAXADRENE

The answer to the Asthmatic's prayer, 100 per cent. Australian, it is absolutely unadvertised abroad, but is, nevertheless, sent all over the world.

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Philippines.—Metro Drug Co., Manila.
South Africa.—A. C. Cook, 67 Durban Road, Mowbray, Cape Town.
New Zealand.—Sharland & Co., Wellington.
Venezuela.—Metro Drug Co., Caracas.
Cyprus, Gold Coast, Israel, Ceylon.—Pending.

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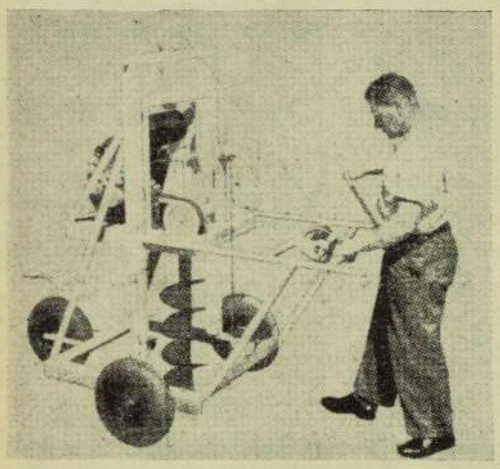
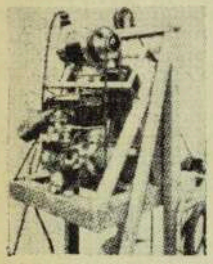
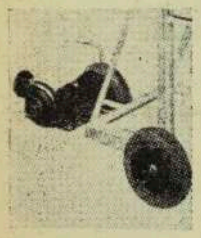


The Mobilco Post Hole Digger digs a 2' 8" deep hole in 10 seconds in average soil. This well-balanced, one-man machine will pay for itself in no time . . . and see the attachments (below) which can be fitted to a Mobilco Post Hole Digger.



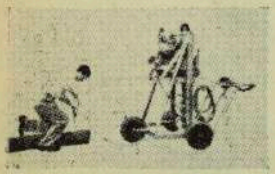
Electric Generator

This 32 volt, 500 watt generator fits firmly on to the frame of the Mobilco Post Hole Digger. It provides a portable source of 32 volt light and power.



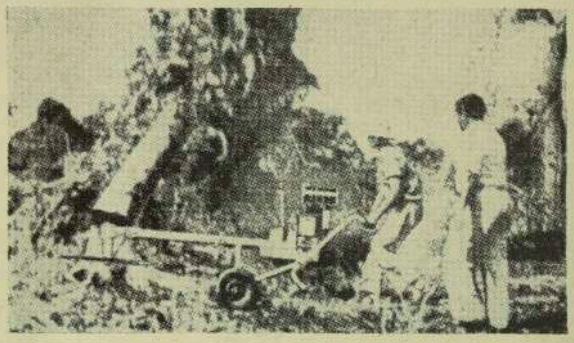
3" Centrifugal Pump

Fits on to the frame of the Mobilco Post Hole Digger. Delivers 300 gallons per minute, at 50' head.



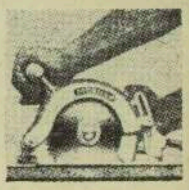
Electric Power Drill

Driven from the 32 volt generator on the Mobilco Post Hole Digger this light, smooth running Drill bores up to 1" holes in hardwood and ½" in metal.



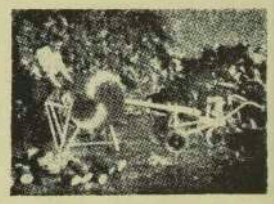
The fast working, one-man Mobilco Tree Felling and Cross-cutting Circular Saw at work at Nukualofa, Tonga. This machine leads the market for fast low-cost clearing.

Electric Hand Saw (Circular)



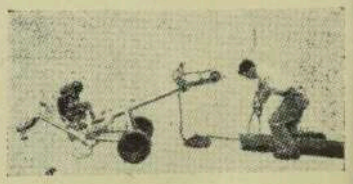
Driven from a 32 volt, 500 watt generator which attaches to the shaft of the Mobilco this 6" circular saw is particularly useful in home or workshop.

Copra-Cutting Saw



This light bench fits on to a Mobilco Tree Felling Saw. Fitted with 28" diameter, 14 gauge blade it is most useful for cutting coconuts.

Electric Power Drill



Driven from the generator attached to the Mobilco Tree Feller this Power Drill makes quick work of boring holes in wood or metal.

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252 SWANSTON ST., MELBOURNE, AUSTRALIA - TELEGRAMS: "MOBILCO". MELBOURNE

C. H. Meen took this happy photograph of Captain and Mrs. Irving Johnson, of the Brigantine Yankee, and son Arthur, when they were in Rabaul in June. Those who have seen pictures in the National Geographic Magazine of Arthur as a toddler, will find it hard to believe that this is the same young man.

Air Mail Service To BSI Missionaries

THE 20-odd New Zealanders associated with the Methodist Mission in the BSI, are now able to have a better air mail service between New Zealand and the mission field.

Arrangements have been made for a private mail bag from Sydney with postal rates of 9d per half ounce, and 4d for air letter cards.

Air mail for the mission staff on New Georgia, Vella Lavella and Choiseul is now addressed to "Methodist Mission, Barakoma Air Field, Vella Lavella, B.S.I."

This does not apply to a dozen or so New Zealand Methodist missionaries who are stationed in Bougainville and Buka.

In the busy days of the war in the South Pacific 1943-45, when New Zealand had a division of ground troops, and several naval ships and a large Air Force establishment in the BSI and TNG, there was a fast air mail service from NZ by way of New Caledonia, New Hebrides and Guadalcanal to points further north.

Since then the BSI has been cut off from NZ except for occasional mission ships.

The Rev. and Mrs. L. W. Allen, of the LMS, Papua, were in New Zealand on furlough in August.

DEATHS OF MOROBE RESIDENTS

Mr. J. Dodd

THE death occurred at the Lae hospital, in July, of Mr. John Dodd, a resident of the Territory for many years, particularly in the Wau district.

Mr. Dodd, who had latterly been employed by the Department of Works and Housing at Manus, returned to Lae to enter hospital two months ago.

He was a returned soldier from World War I, was a highly esteemed officer in Masonic circles, and, at his burial, a Masonic service was conducted.

Mr. A. Bill

THE sudden death occurred at the Lae hospital recently of Mr. Albert Bill, a bargemaster employed by the Department of Works and Housing on the Wau-Labu ferry service.

Mr. Bill had been in ill-health for some time and was an inmate of the hospital for days before he died.

He also was a First War veteran, and his funeral was largely attended, particularly by fellow employees of the Department.

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YACHT MISHAP IN RAROTONGA

MESSRS. Jagger and Harvey's ex-American yacht Ornant, after a rough voyage of 30 days from Auckland, was lying off Avarua, in Rarotonga, undergoing repairs, when a squall came up at noon on July 20, and her stern lines carried away.

She immediately swung around onto the reef, near where the Tahitienne was wrecked. All hands, aided by a large section of the local population, got a line aboard and managed to heave her clear of the reef; but she bumped heavily there for a couple of hours. She was considerably damaged, but was not leaking.

The Rev. John Wardman has left for Papua with his wife and baby daughter. They will go to the Anglican Mission station at Gona.

You'll find the many Commonwealth Bank services of great assistance if you are engaged in business or trading of any kind. Wide experience of local and overseas trade enables our Island Branches to help you in matters relating to importing and exporting, finance and exchange.

The Commonwealth Bank offers complete Trading Bank facilities. All types of commercial enterprise may be financed. All advances are made at low rates of interest.

With 420 Branches in Australia, Branches in London, and correspondent Banks in all countries, the Commonwealth Bank provides a world-wide service.

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The Most Complete Trading Bank Service in the Islands.

WESTERN SAMOAN COPRA STABILISATION FUND

COMPARED with New Guinea, the Stabilisation Fund established by the NZ Governmental authority in Western Samoa, is small; but Western Samoan copra traders feel just as strongly about it as do their confreres in New Guinea.

Mr. A. G. Smyth, of Apia, who has been holidaying in Sydney, says that Western Samoa produces between 16,000 and 17,000 tons of copra per annum; it is taken by the NZ authority and sold to the British Ministry of Food and sold under a contract similar to that which absorbs the Fiji, Solomons and New Guinea copra; and the Government deducts £3 per ton from the proceeds, with which it has built up the West Samoa Copra Stabilisation Fund to about £70,000.

There is no more indication of what will happen to the Samoa Fund than there is in the case of the Australian-New Guinea Fund (now between 1¼ and 1½ millions). Apart from the production of NZ Reparation Estates, most of the copra grown in Samoa comes from native Samoans.

Success of Fiji Photographer

From Our Own Correspondent

SUVA, July 30.

AT the 1951 International Salon of Photography, held in Christchurch, New Zealand recently, two photographs taken by Mr. Rob Wright, the Public Relations Office photographer, were accepted for exhibition.

The exhibition was sponsored by the Canterbury Centennial Association, and attracted 842 entries from 31 countries.

There were 29 entries from the United States, and of the 128 photographs submitted by New Zealand photographers, only eight were accepted by the judges.

Well-known photographic journals over the past few years have featured a number of Mr. Wright's photographs.

His pictures illlustrating events in Fiji have frequently appeared in the London Times, Illustrated London News, Sphere, Life, National Geographic, Holiday, Pix, Australian Mirror, the New Zealand Herald, the Auckland Weekly News, Freelance, and the Auckland Star, and numerous others.

More aerodromes, improved airport facilities and progressive raising of navigational aid standards are proposed for Papua-New Guinea — said Civil Aviation Minister Anthony while in Moresby on his recent visit.

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The Myth of New Guinea's Sulphur Deposits

Letter to the Editor

THERE is only one reason why New Guinea sulphur deposits have not been developed and that is that there is not one deposit that approached commercial size.

It has nothing to do with conflicts with vested interests or in order that Australia may sell flour to Italy.

It is not true that before the war Australian users of sulphur did not want to develop deposits here. I have been told by one of New Britain's few consistent and scientific prospectors that before the war one of Australia's largest users of sulphur offered to finance him in developing any deposit he could work.

He was also offered a market in New Zealand at a price that would be attractive even today. The scheme fell through because he could not produce the deposit.

The syndicate that I represented was prepared to mine up to 100,000 tons per year for Australia and the same quantity for overseas.

Between December, 1949, and April, 1950, I made preliminary surveys at Matupi, Lolobau, South Son, Pangalu, Bango, Krummel, Welcher, Kasololi and four unnamed hot springs in New Britain, as well as Kairiru Island off Wewak and the Iamelele area of Fergusson Island, Papua. I inspected every likely area that anyone had ever heard of.

As a result of my preliminary survey all areas that were even remotely capable of producing sufficient sulphur were investigated by a party of geologists from the Commonwealth Bureau of Mineral Resources led by Dr. N. H Fisher, Chief Geologist of the Bureau and a former vulcanologist and geologist in pre-war New Guinea; the late Government Geologist of P-NG, Mr. G. A. Taylor, present P-NG vulcanologist, and myself, representing the syndicate, were also in the party.

Full testing equipment was carried. After all the areas were investigated all were rejected because the gross value of all of the sulphur in all of the areas was insufficient to cover the cost of equipment for developing any one of the areas.

The capital cost of working any of the areas would be enormous. None of the deposits are near good harbours and most of them are miles from the sea on volcanoes up to 5,000 ft. above sea level.

I have been informed by Mr. Gilbert Renton, of Rabaul, who was a shareholder in one of the syndicates interested in selling the sulphur to Japan, that Japan was not interested.

The Hebrides deposits are known to the Australian mining world and probably overseas.

I, personally, have not seen them but the photograph in May PIM conveys nothing—it suggests, how-

Weary, Dreary People

Put Some GO Into Your Life

Too many men, women and girls suffer aching backs, headaches, and feel dreadfully tired—tired, always tired. The cause? Very often, anaemia or bloodlessness.

You see the symptoms in dull eyes, pallid cheeks and lips, breathlessness, vague aches, exhaustion after the slightest exertion. Young children, especially girls, suffer frequently.

If you haven't blood normal in red corpuscles, you are not receiving sufficient energy-giving oxygen which is dispersed by the blood throughout your body every second of the day and night. Your nerves, organs and tissues are not properly nourished and you remain weary and dreary.

Get the GO which rich red blood can give you. Take the famous Dr. Williams' Pink Pills for a few weeks. Dr. Williams' Pink Pills are specially compounded to provide you with a normal rich blood supply. Always at your chemist or store.

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16-oz. Braised Beef Steak Stew.
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16-oz. Sausages & Vegetables.
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12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
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12-oz. Taper Corned Beef.
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1-lb. tins Lard.
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8-oz. Flair Fish Cutlets.
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16-oz. Plum Pudding.
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16-oz. Beef Sausages.
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SOUPS.

8-oz. Tomato Soup.
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TONGUES.

12-oz. Sheep Tongues.
12-oz. Lamb Tongues.
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2-lb Ox Tongues.

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56-lb. Boxes Cake Margarine.
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56-lb. Boxes Bulk Butter.
16-oz. Pats Butter.
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16-oz. Grapefruit Juice.
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Other Canned Fruits as available.

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"Gardside" Brand as available in season.

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16-oz. Imperial Peeled Tomatoes.

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CANNED JAMS.

24-oz. Apricot.
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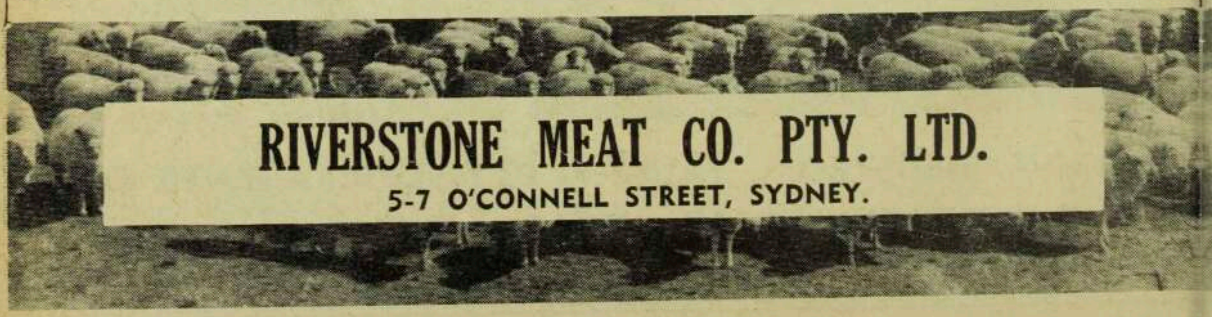

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ever, the type of occurrence we have in New Britain—small, scattered pockets of sulphur surrounding the tops of fumaroles.

I suggest that if the New Hebrides deposits were worth working they would have been worked; we must therefore conclude that they are not large enough.—I am, etc.,

IAN McDOUGALL.
Matala Plantation,
New Britain, June 26, 1951.

Editorial Note: The suggestion in the PIM as far as the Hebrides deposits were concerned was that now that the world is suffering from an unprecedented shortage of sulphur these deposits should be investigated again.

Our information is that they were worked at one stage but abandoned because the cost of production, in comparison with the then plentiful supplies from other sources, made the project uneconomic.

Mr. McDougall's letter was sent to Tolala who replied as follows in respect of the New Guinea deposits: "It would appear that the writer has made exhaustive examinations. My remarks were based, chiefly, on reports from the late Evan R. Stanley, both written and verbal; as well as Japanese geologists, who were reported to have made surveys during the Japanese occupation of New Britain. Stanley's surveys were made in the early twenties, and it is not impossible that the '37 eruption of Tavurvur may have caused considerable changes in that volcano's upper strata. Of course one must remember that a "commercial proposition" of years ago cannot be compared with one of the present day, with its increased costs and scarcity of shipping."

Elusive Fiji Gold!

IN the year ended June 30, 1950, Emperor Mines Limited of Fiji treated 153,847 tons of ore, and got 58,859 oz. of gold—a notable increase on the previous year (52,928 oz. from 133,089 tons). The 1949-50 profit was £161,752. (In 1948-49, £76,202.)

Loloma got 23,769 oz. from 17,717 tons, compared with 21,381 oz. from 2 496 tons in 1948-49. Loloma profit for 1949-50 was £142,850.

Figures for the 1950-51 period should be released in November.

Since these two Melbourne companies commenced operations on Fiji's rich Tavua field, 15 years ago, they have produced gold worth £12,000,000. Their main trouble has been not so much the recovery of gold as the recovery of the profits. Fiji naturally taxes the companies' profits; but the Australian authority ignores all that and, because the companies are registered in Melbourne, insists on taxing their profits again.

For some years, the companies avoided that by holding the official profits in Fiji, and returning their capital to the Australian shareholders. But, by now, practically all the capital has been returned. The profits continue to accumulate in Fiji—and the Australian shareholders cannot get them without paying double taxation on a ferocious scale. A pretty problem in politico-economics!

ISLANDERS IN QUEENSLAND

IT was stated in our May issue that there were three Islanders in a Queensland Militia camp—Private J. B. Toganibalu, a Tongan, and Corporals J. Soaki and N. Kulu, Fijians. In a courteous letter, Mr. Soakai, who writes from the Queensland Agricultural High School and College at Lawes says that Joseph B. Tonganivalu is Fijian, Corporal Masao Soakai is a Tongan and Private (not Corporal) Sione Kulu is a Tongan.

He adds: "The Australians are teaching us the best and most economical way to cultivate the land and, in return, we feel the least we can do is to join with the young Australians in learning also how to defend Australia." All three young men are students at the College.

Get that British spirit

For 46 years more Shell has been bought by more motorists than any other brand of petrol. It's a good British habit.

In Australia alone, Shell is refining British petrol from British crude at the rate of 72,000,000 gallons a year. The crude is brought to Australia in British tankers from British wells in British Borneo by Shell—a British company.

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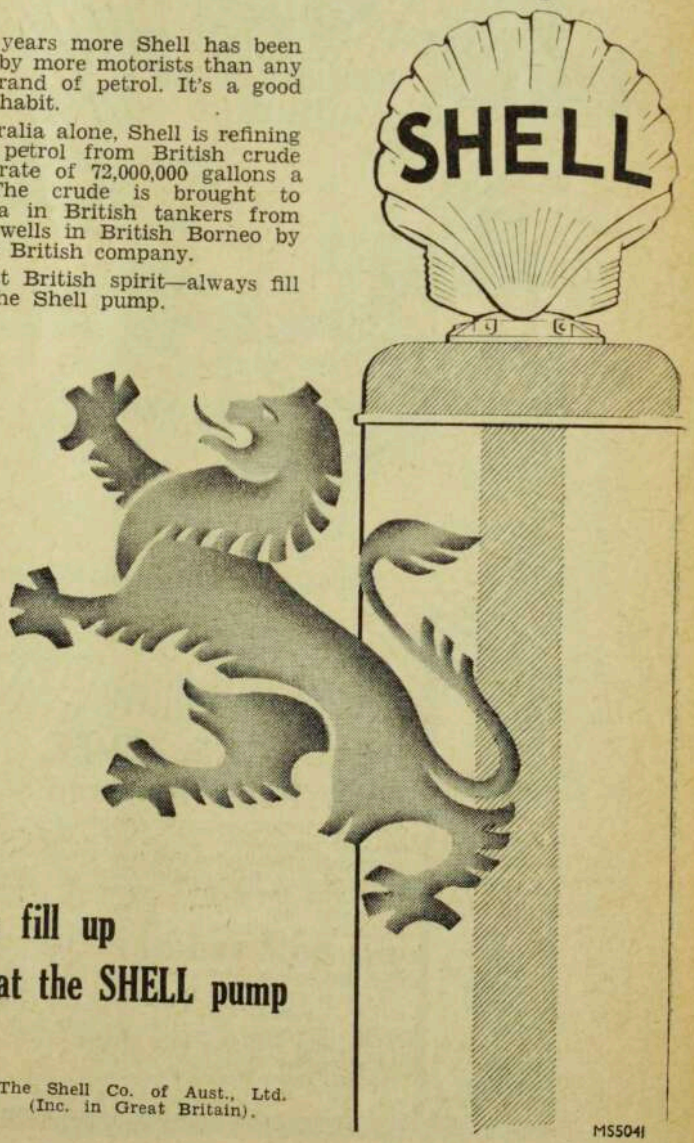

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Notes From Lae

From Our Own Correspondent

LAE, Aug. 3.

AGAINST LEGISLATIVE CCL.

AT the meeting of the Lae Sub-branch of the Returned Soldiers' League, on August 3, it was decided to submit to Federal Executive, through the Papua and New Guinea State Branch the following resolution:—

"That this Sub-branch protests vigorously against the composition of the Papua and New Guinea Legislative Council and seeks immediate amendment of the Act to permit of more democratic representation, particularly in regard to Returned Soldiers."

ADMINISTRATION HIGH-HANDEDNESS

INDICATIVE of the autocratic attitude adopted by the Administration in public matters which have produced unfavourable local reaction, is the case of the new hospital.

The Returned Soldiers' League and the Lae Town Advisory Council, have both opposed the plans on the basis that native and European wards are in close proximity with common facilities such as laundries and kitchen.

However strong this opposition, it apparently can have no effect on the Administration outlook—that it is essential in some cases, for the natives to be close to the operating theatre.

At a recent visit to Lae, the Director of Public Health, Dr. Gunther, indicated that, in effect, the plans had been approved, and that was what the public would get.

The matter is not finished yet, however, and it is anticipated that the persistent outcry for segregation in the hospital will eventually be recognised.

Another matter that has caused a lot of heartburning is the attitude of the Administration towards lessees of land in industrial areas which are still without essential utilities, such as electricity and telephones.

In the blitz that followed the adoption of the Town Plan, many business people took up blocks in these areas, at high rentals, anticipating the supply of services.

The Lae Advisory Council has recommended that a retrospective reduction of rental values from the date of granting of the lease should apply where essential installations are still awaited.

In reply to this request the Minister for Territories, Mr. Hasluck, said that nothing would be done in the matter as the lessees knew what to expect when they took over the blocks.

The new phrase "they knew what to expect," is now added to those two other pieces of overworked officialese: "The matter will be investigated," and "I will look into that matter."

RECORD RAINS

JULY was the third month in succession with rainfall over inches—May, 2,093 points, June, 2,916, and July 2,804 points. The aggregate falls over the same three-months' period for 1950, 1949 and 1946 were: 2,749, 4,910 and 7,00 respectively. The 1951 total of 7,8 points must be something of record.

The continuous rain played hav with all roads in the area.

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COST OF RICE AND NL

"CHEAP LABOUR" is always regarded as one of the attractions of residence in the Islands, but a statistical return based on the average of current prices in Lae shows that, over a period of 1,928½ hours worked by native labour, the cost to the employer of one unit of labour over a working day of seven hours was 12/6.16.

This amount includes recruiting fees and supervisory expenses, the latter at 5.44d per day.

Without recruiting fees the amount figured at 10/5.15 per day of seven hours.

The upward trend of commodities for natives is exemplified in the price of rice.

The last consignment worked out at well over £80 per ton, and it is anticipated that the next lot will cost approximately £102.

Many employers of native labour have paid off their boys.

It has been suggested to the authorities that the Export duty of £32 per ton should be lifted to permit of a reasonable price in the Territory.

BIRTHS

IN the spate of births of female offspring at the Lae European hospital, as reported in the July issue, the important event of the birth of a son to Mr. and Mrs. Jim Huxley, of Lae, was overlooked.

Mr. Huxley is well known as the Morobe representative of the South Pacific Post, and his caricatures of Island people are a popular feature of this weekly paper.

He is also the AAP representative in this district.

Daughters again took up the running during July, and Mr. and Mrs. R. Murtagh (of Burns Philp) and Mr. and Mrs. Kevin Lake (of Works and Housing) are proud parents.

RSL AFFAIRS FLOURISH

MR. G. K. WHITTAKER, State President of the Papua and New Guinea Branch of the RSS&AILA, who represented the

There is a Ransomes Mower for every phase of grass cutting. They are built for long-life service and maximum efficiency. Full details gladly supplied by Agents, or on application to Makers.

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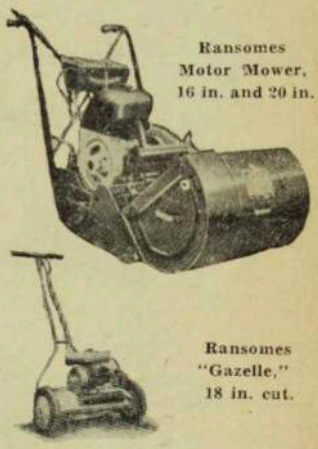

Ransomes Motor Mower, 16 in. and 20 in.

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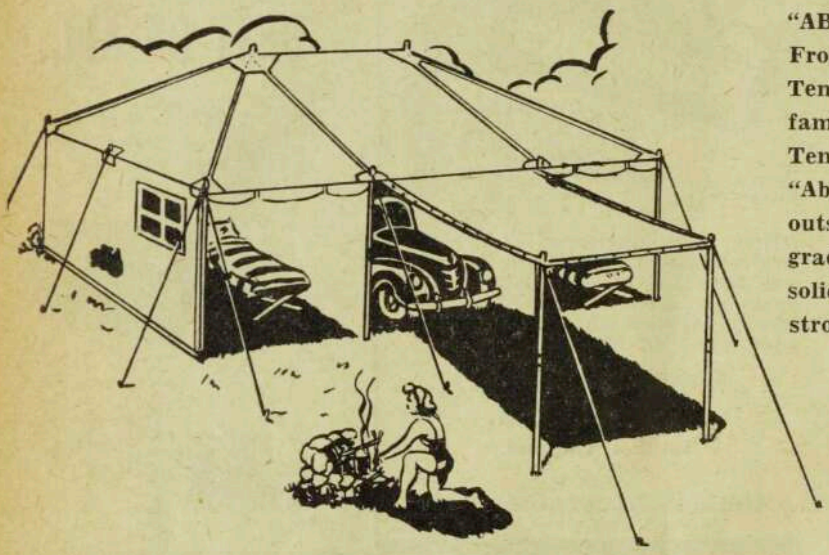

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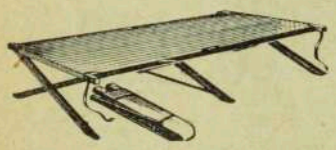

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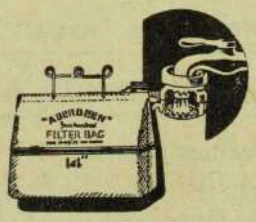
"ABERDEEN" WATER BAG: Fitted with an unbreakable bakelite nozzle and watertight cork-lined cap. Features a special perforated strainer which prevents any debris from entering. Easy to carry; metal handle fits on the bumper bar of your car; hangs on a wire fence or nail.



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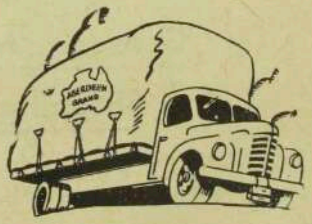

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State Branch at the recent Congress in Hobart, and more recently was a visitor to an executive meeting of the Council of the League, in Melbourne, has advised that, at the next Congress, in Adelaide, in October next, the Papua and New Guinea Branch will be given the right to a vote on Congress matters.

No one has fought harder for recognition of the claims of returned men, particularly in the Territory, than Mr. Whittaker.

This branch is going ahead immediately with the erection of its own clubrooms on the terrace and members have pledged themselves to the call by the Committee for funds.

The Annual Ball, held in July, was one of the outstanding functions of the year, and the funds of the League benefited by £100.

DEATH OF MR. PETER GRANT

MR. PETER GRANT, a well-known Indian resident of Fiji, died on August 6, in his 100th year. He came to Fiji in 1884, and had a successful business career. His son, Mr. John Grant, MBE, owns a chain of cinemas in Fiji.

Suva's Electricity Rates Are Up Again

THE Suva Electricity Undertaking which reduced charges for electricity last year has this year increased them again.

The new rates will be in operation from August 1.

In some cases the new rates are those of the 1949 period. In others, they come mid-way between those charged last year and those of 1949.

The Mayor, Sir Alport Barker, in announcing the new rates, said that he had been too optimistic when he reduced them last year. It had been shown that those charges did not leave sufficient margin for depreciation.

Sir Alport recalled that when the Electricity Undertaking first began to supply light and power in 1920 (it was generated by a "second-hand suction gas plant") light cost 1/- per unit and power 6d., plus a meter rent of 1/- per month.

The rates for domestic lighting from August 1 will be 5½d. per unit and power 2½d. It can therefore be said that in this instance things are still somewhat better than in the "good old days."

Suva's electricity supply suffers from the world-wide complaint of being unable to cope with demand. New plant is on order from the United Kingdom but its arrival is uncertain. The Mayor says that it will not be this year.

The famous old radio towers that "reach for the sky" in Pago Pago, American Samoa, for 30 years, are to go. A party of Seabees in July began dismantling the 500-ft. steel structures, for removal.

Unusual Prescriptions Dispensed

Foreign Scrips Deciphered.

Rare or seemingly unobtainable drugs or commodities supplied.

All regular pharmaceutical lines dispensed, general health conditions advised upon, and a full range of Chemists' Sundries available.

Special service for Islands Doctors.

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VEGEMITE — the delicious, healthful yeast extract. One of the richest known sources of the important Vitamin B complex. Strongly recommended in all areas where fresh vegetables are scarce. ***A little does a power of good.***

KRAFT CHEDDAR CHEESE — a creamy-smooth, choice processed cheddar. Rich in Vitamins A, B and D, calcium, phosphorus, and other nutrients of milk. Always fresh whether in the attractive blue can or in its hygienic foil wrapping. Not too sharp — not too mild — just too good for words.

BONOX — pre-digested beef in its tastiest and most assimilable form. A valuable food for its high content of niacin (the anti-pellagric factor), and a powerful digestive stimulant. Dissolve in hot water for an appetising drink, or use as a spread or a flavouring for cooked dishes. ***Eat it and drink it for a lift!***

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FAST LOADING OF SHIPS

PAPEETE, July 10.

IT is not generally known that this port probably holds the record for the fast loading and discharging of vessels.

Captain Malcolm, of the steamer Sonoma, reported to his Company when he returned to San Francisco recently that when he arrived at Papeete on May 8 there was a strike of stevedores. But the authorities quickly organised a team of militia and marines and these men handled the Sonoma's cargo in even quicker time than that of the usual workers.

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TOMATO SAUCE

FOR ALL MEAT DISHES HOT OR COLD

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NO OIL PERMIT FOR ENTERPRISE OF NG

THE application made by the Australian gold company, Enterprise of New Guinea, on February 9, 1950, for a permit to search for oil in the Trust Territory of New Guinea, was finally refused, in July, by the Australian Minister for Territories.

The Australian share market has on occasion reacted sharply to unconfirmed reports that associates of the company had knowledge of "sealed bores" in areas in the Sepik country, supposed to have been located by Dutch oil-seekers on the Australian side of the border. It was said the Dutch opened them up, tested the bores, and sealed them up again.

Reasons given for Departmental refusal included: That the area sought was "uncontrolled" territory and that the company did not have the financial or technical resources deemed necessary.

Rev. W. and Mrs. Anderson, Rev. H. M. and Mrs. Bell, and Rev. C. W. and Mrs. McLeod have returned to the Presbyterian Mission in the New Hebrides, accompanied by new missionaries Rev. J. and Mrs. Poon, and Rev. R. W. and Mrs. Kirkby.

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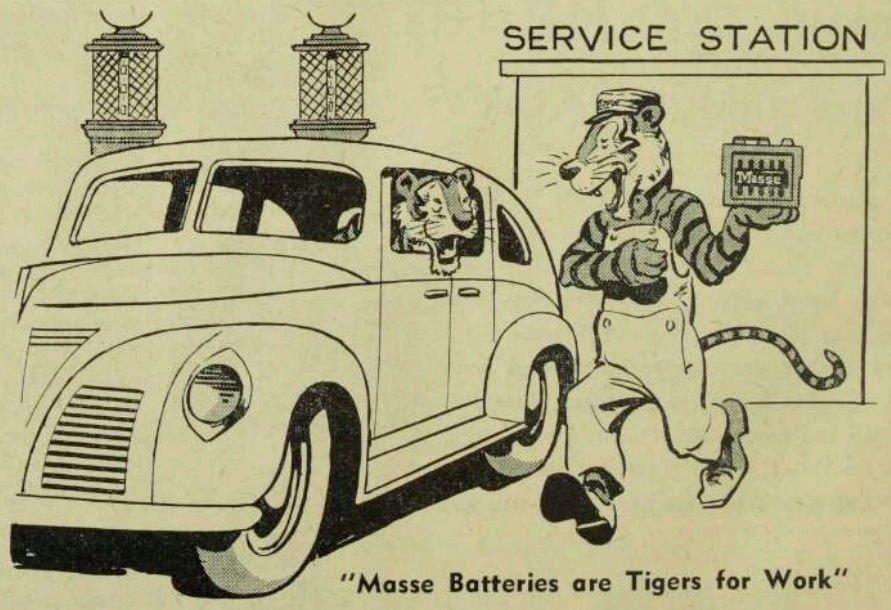

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Ken Douglas Says Farewell to New Guinea

From a Special Correspondent

THERE was a notable gathering at Lagenda Plantation, Talasea, New Britain, on July 22, when Mr. and Mrs. R. Marsland, of Lagenda, and Mr. and Mrs. L. Searle, of Walinati, combined to give a farewell party to Mr. and Mrs. K. C. Douglas. Mr. Douglas has sold his San Remo Plantation to Mr. Bernie Parer, and he and his wife have gone to Tasmania, their home State.

Mr. Douglas established San Remo over 20 years ago, and made it one of the show places of the Territory. The bungalow has to be seen to be believed; it is made almost entirely from rosewood, beautifully polished and inlaid, cut on the plantation. The massive dining room table which, after the war was found to be missing and was ultimately recovered adorning the house of a certain Luluai, is a piece of workmanship in itself that would be the envy of many a southern craftsman. It is in keeping with the rest of the furniture made by Ken Douglas—beds, occasional tables, built-in cupboards, and chairs that are the envy of all who see them.

The San Remo flower and vegetable gardens, too, are obviously the work of a master-craftsman, and are justly famous.

It is good to know that a member of such a famous New Guinea family as the Parers has taken over where KCD left off.

One of the people who will more than miss San Remo's founder is Rod Marsland, manager and partner with Jack Thurston of Lagenda Plantation. Rod got his start with Ken Douglas on San Remo and says that Ken taught him all he knows.

During the war, Ken Douglas served with the Royal Australian Navy, and was a member of the famous Coast Watchers organisation. His charming wife, Lettie, was a RAN nursing sister.

Among those who gathered to pay tribute and say farewell to this highly esteemed little family were Mr. and Mrs. K. McMullen and daughter Lois; ADO and Mrs. Skinner; Father Hagen, MSC; Mr. Bernie Parer; Mr. and Mrs. P. Phillips Veirke; Mr. W. Wells; Patrol Officer and Mrs. Tom Leabeater; Senior Medical Assistant Bill Bell; Medical Assistant G. Cameron; Mrs. Mackenzie, wife of the captain of MV Stradbroke; and Education Officer Gordon McMeekin. It was a party that will not soon be forgotten.

The Rev. George Nakaora, a Rotuman, was doing Methodist deputation work in Australia in August.

Over 2,000 young Samoans of American Samoa have petitioned the authorities for permission to join the armed services of the United States. A limited number will be accepted.

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NO HAY FEVER SYMPTOMS IN 2 YEARS

MENDACO not only brings almost immediate comfort, easy breathing and freedom from sneezing attacks but it builds up the system to ward off future attacks. For instance, Mrs. S. Bishop, of Dandenong, Victoria, had lost two stone, suffered severe sneezing attacks for months, was afraid to go out for any length of time, couldn't sleep. MENDACO stopped Hay Fever symptoms quickly and she hasn't had any since in over two years.

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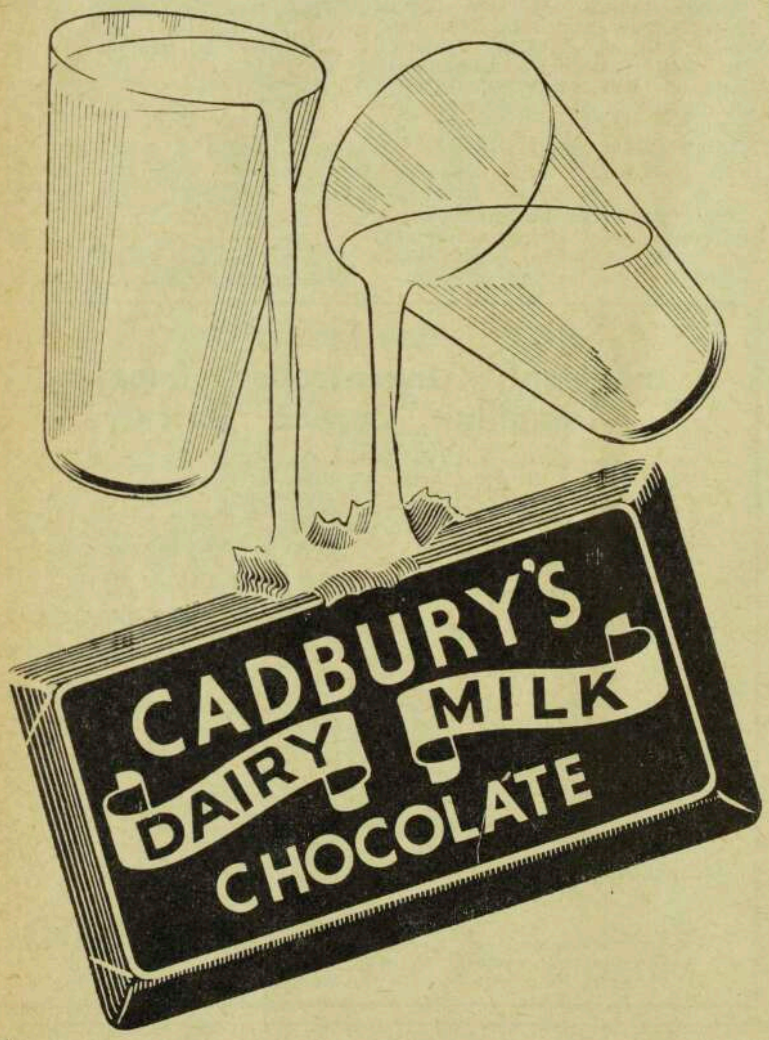
There's a glass and a half of rich, full-cream milk from Tasmania's richest dairying districts in every half pound of Cadbury's Dairy Milk Chocolate



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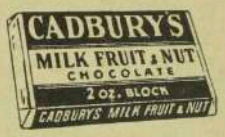

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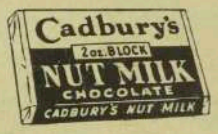

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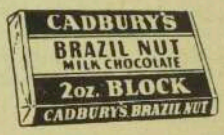

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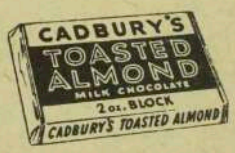

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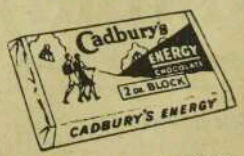

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CM7/FP/A

Chamber of Commerce For Madang

Members Push Highland Road Plea

From Our Own Correspondent
MADANG, July 31.

A GROUP of Madang's businessmen have formed a Chamber of Commerce. Regular meetings are to be held and it is hoped that the Chamber will effect numerous much-needed reforms in the economics of the district.

Mr. Tom Warburton local manager of Burns Philp (NG), Ltd., was elected president.

Messrs. A. Strachan and D. Robertson form a two-man committee and Mr. D. L. Meek was elected secretary.

At the inaugural meeting considerable time was spent in discussing a plan for building a road from Madang to the Central Highlands.

This route for the Highlands road was suggested by the UNO Committee and Sir Alan Burns who visited the Territory on UN business last year.

Members of the new Chamber are enthusiastically pressing Madang's claim as the outlet for the rich Highlands. They say that building such a road would not necessarily be costly—that the grades are not unreasonable and that the rivers are crossable.

The proposed road would go through Amele, near an already-established rice growing project, would open up large timber areas and would enter the Ramu Valley where it is believed that jute could be grown.

The road would cross into the Highlands over the headwaters of the Ramu.

Madang, it was pointed out, has a perfect harbour where the rich produce of the hinterland could be shipped.

Its airport is much closer to the Highlands than is Lae and only infrequently is closed to aircraft through bad weather.

FATAL ACCIDENT IN RABAUL

A FATAL accident occurred near Rabaul in early August when a jeep driven by Mr. Stanley Johnson got out of control and crashed into a bank.

There were three passengers in the jeep, including Mr. and Mrs. Adam Cinnamond.

Mr. Cinnamond received severe head injuries and died before medical aid could reach him.

He was an ex-member of the RAF and both he and Mr. Johnson were with the local branch of Works and Housing Department.

Mr. Cinnamond had been married only the previous week.

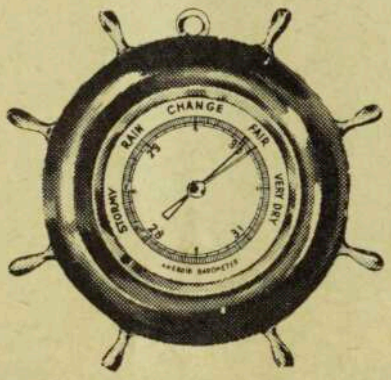
PMG to Take Over P-NG Postal Services

POSTAL, local radio telephone and telecommunications services, which have been run by the Papua-New Guinea Administration, will probably be taken over by the Australia Postmaster-General's Department.

Mr. Anthony, who has been visiting P-NG in his capacity as Minister of Civil Aviation, but who is also Postmaster-General, discussed the transfer with the Administrator while he was in Port Moresby.

He said that such a transfer would result in general improvement in the P-NG postal services. He said that the Territory had now reached a stage where a purely local postal administration was handicapped in obtaining technical officers and equipment for improvement.

The Rev. W. W. Avery, a retired Methodist Minister in New Zealand, who spent some years as a missionary in New Guinea, has sold bulbs from his extensive garden for many years for the foreign mission funds of his church. This year £36/15/- was realised.



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1624.	COMBINATIONS—Circular dial Barometer, and stem Thermometer mounted on bevelled Jac. Oak frame, 7 in. x 5½ in.		£3 18 0
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Night School in Vila

From Our Own Correspondent

VILA, July 30.

PLANS to hold free evening classes in a limited number of subjects for the adult citizens of Vila, New Hebrides, have met with an enthusiastic response.

The classes, one hour each in duration, will be held at the Vila Public School and the subjects already announced are: French, English, Book-keeping, and French Grammar.

The instructors will be respectively: M. Beynet, Mrs. O'Ryan, M. Fonsagrieve and M. Viguer.

The date of the actual commencement of the scheme has yet to be announced.

Should there be a sufficient number of students interested, it has been suggested that the number of subjects and their variety could be increased.

The venture should do much to further the already easy camaraderie which exists among Vila's Anglo-French population.

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DEATH OF MR. L. A. DREWE

THE death occurred in Brisbane on July 12 of Mr. Leslie A. Drewe, for over 20 years a respected resident of Port Moresby. "Les," who was 57, and who is survived by a widow and two daughters, went to Papua for the BNG Co. Later, he transferred to the Merchandising Dept. of Steamships Trading Company and was one of Capt. Fitch's most able helpers. He was in Brisbane on leave, and was operated on for goitre of the neck, and died three days afterwards. At the funeral parlour Papuan contemporaries were well represented—Sydi Chance, Percy Wood, George Christie, Tom and Mrs. Gough, Bob and Mrs. Munro, Mrs. Puxley, Mrs. T. D. Ryan and son and Charlie Wurth. Vale "Les"—a good scout.

—Special Correspondent.

TILLEY LAMPS REGD. TILLEY

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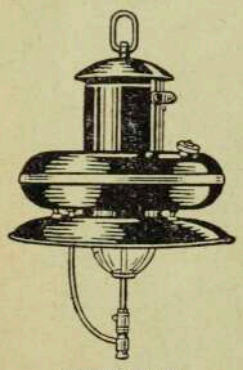

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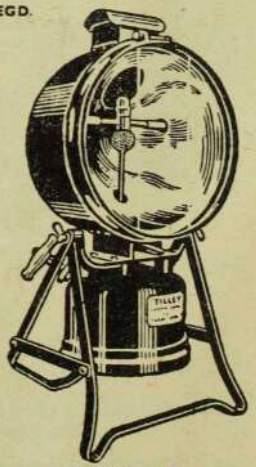

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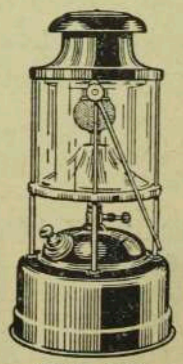

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Social Problem in Rabaul

Unfortunate Incident in RSL Club

From a Special Correspondent

MOST unfortunate publicity has been given to a recent incident in the Returned Soldiers' Club in Rabaul.

A member of the RSL, who has some strain of Island blood, accompanied by a European who is married to a Euronesian, took a number of Euronesian friends into the club-rooms. It is claimed that their behaviour was quiet and decorous.

Their presence was resented by certain Europeans who, with their womenfolk, departed — and with ostentation.

The next development was a letter to the Committee, complaining of the presence of "half-castes" in the Club. The Committee, with sad lack of finesse and understanding, presented the letter at a meeting of the Sub-Branch.

That, of course, gave undesirable publicity, not only to a somewhat silly incident, but also to a social problem that is always bobbing up in these Islands Territories.

There are people of mixed blood who "go native" and, therefore must take the social status of natives. But there are others who quite properly claim the living standards and privileges of Europeans, and who, by their good conduct and intelligence and education, are entitled to every consideration. It is a wrong and cruel thing that such people — whom we generally call Euronesians—should be humiliated by the kind of treatment which the little party encountered in the Rabaul RSL Club.

If there are Europeans who object to association with Euronesians, they are entitled to say so. But it clearly is the duty of responsible folk — like the Committee of the Club—to handle such matters with tact and discretion. A solution should be sought behind closed doors. A social problem that already is a headache is made worse by a public parade. Nothing is gained, and a great deal is lost, by exposing to public opprobrium the helpless people who are in no way responsible for their mixed blood.

ANOTHER GOVERNOR FOR NEW CALEDONIA

IT is as hard to keep up with the governors of the French Pacific territories as it is to say, off hand, who is the current husband of a Hollywood film star.

Since the war — and before it — there has been a procession of governors in Tahiti and New Caledonia.

Governor-General Cournarie, of New Caledonia, recently left Noumea for France by the Messageries Maritimes vessel Chung King and will not be back.

His successor is Monsieur Louveau, for five years Governor of Soudan, where they apparently keep their Governors a little longer, but New Caledonia learned of his appointment only by way of a broadcast from Brazzaville in Central Africa.

Mr. D. T. Tilley, Fire Officer at Lautoka, Fiji, and secretary of the Northern Club, is away on leave with Mrs. Tilley. On his return, he will rejoin Morris Hedstrom as Lautoka shipping manager.

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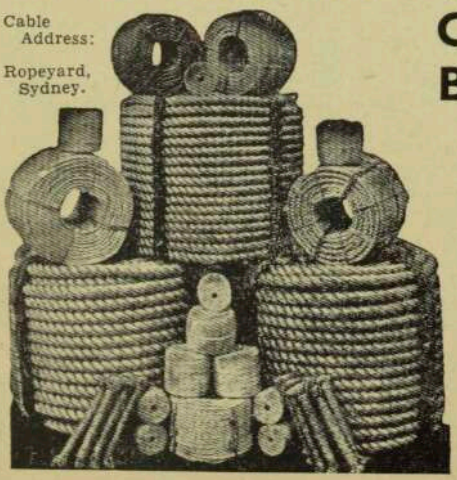

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Classified Advertisements

PUBLIC NOTICE

In the Supreme Court of the Territory of Papua and New Guinea.—In the matter of the Companies Ordinance, 1912-1926, and in the matter of **Sogeri Rubber Plantations, Limited (and reduced).** **NOTICE** is hereby given that a Petition has been presented to the Supreme Court of the Territory of Papua and New Guinea for confirming Resolutions of the above Company for reducing its capital from Thirty thousand pounds (£30,000) to Fifteen thousand pounds (£15,000).

And further take notice that the said Petition is directed to be heard before the said Supreme Court at 9.30 o'clock in the forenoon on Friday the Twenty-eighth day of September, 1951, or so soon thereafter as counsel can be heard by counsel on behalf of the Company. Any creditor or shareholder of the Company desiring to oppose the making of an Order for the reduction of the capital of the said Company under the above Ordinance should appear at the time of hearing by himself or his counsel for that purpose.

And a copy of the Petition will be furnished to any creditor or shareholder of the Company requiring the same by the undersigned on payment of the required charges for the same.

And further Notice is hereby given that any person who claims to have been and still to be a creditor of the said Company must on or before the Twenty-first day of September, 1951, send his name and also the particulars of his claim and the name and address of his solicitor (if any) to the undersigned at the address mentioned below or in default thereof he will be precluded from objecting to the proposed reduction of capital.

J. IRWIN CROMIE,
Solicitor, Port Moresby.

Dated the Twelfth day of July, 1951.

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PUBLIC NOTICE

In the Supreme Court of New South Wales. Probate Jurisdiction.—In the Will (and one Codicil) of **EDMUND VINCENT O'BRIEN**, late of Madang, in the Territory of New Guinea, planter, deceased, application will be made after 14 days from the publication hereof that probate of the last Will and Testament, dated July 18, 1950 (and one Codicil thereto dated May 1, 1951), of the abovenamed deceased may be granted to **Nancye Douglas O'Brien** and **Burns Philp Trust Company Limited**, the Executors named in the said Will, and all notices may be served at the undermentioned address. All Creditors in the Estate of the deceased are hereby required to send in particulars of their claims to the undersigned.

RALPH S. B. SILLAR & MADDISON,
11c Castlereagh Street,
Sydney.

Dated: August 15, 1951.

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BOOK BARGAINS.—Send for list of real bargains from 2/- upwards. State your interests, please. I also find out-of-print English Books. Mention "PIM." Nearly 400 customers in the area where "PIM" circulates.—Philip Boulton, Bookseller, Westbury, Wilts, England.

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NEW Bartile (U.S.A.) Concrete Roof Tile Machinery, complete with pallets, hopper, motor, steel forms for trim tiles, etc. Vibration feature produces dense, economical tiles. Write **Seaboard Corporation Pty., Ltd.**, P.O. Box 3508, G.P.O., Sydney, Australia.

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ATTRACTIVE ACCOMMODATION for tourists, with children. **"Tanglewood,"** Clayfield, Brisbane, Queensland. 'Phone M 5656.

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SMALL ISLAND, suitable for middle-aged couple to retire and escape worldly worries. Only necessities are fresh water supply and soil suitable for growing normal vegetables. Bungalow not necessary. Anywhere with warm climate, not in mosquito zone. Details and price to: **Field**, 52 Cobbler's Bridge Road, Herne Bay, Kent, England.

BRITISHER, healthy, active, 60, lifetime in Asiatic countries, fed up with their political and economic troubles, desires transfer tropical land, where law and order prevails and life secure under congenial conditions amongst friendly people. Contemplates purchasing small, successful going concern, such as copra plantation, Island trading, trocas fishing or other suitable activity. Would consider interest in larger business, provided may take useful part in management and administration. Competent, experienced business executive, skilled accountant, strictly temperate. Interested in genuine proposition offering scope for happy mutual co-operation. References exchanged. Confidential. **H. Stephen**, c/o Box 3408, G.P.O., Sydney.

POSITIONS WANTED

YOUNG EX-RAF OFFICER, married, seeks interesting position in the Islands with airline operators, commercial organisation or as plantation assistant. Has had both airlines and commercial experience in the Far East, experienced in handling native labour, knowledge of tropical agriculture. Would like the opportunity to prove ability and to use initiative.—Reply to **"Efficient,"** c/o Box 3408, G.P.O., Sydney.

ACCOUNTANT, aged 26, married, 2½ years (post-war) experience in handling native labour, stores, messing, trucks and boats, seeks position in the Pacific Islands. Also has had 10 years' experience in shipping and office routine. Excellent references. Reply, in confidence, to: **R. Morton**, Flat 6, 3 Henry Street, Hawthorn, Melbourne, Victoria.

INTELLIGENT English ex-Serviceman, 2[illegible] married, highest integrity, seeks position on plantation (or will do other work) in the Pacific Islands. Good education, conscientious worker, adaptable, quick to learn. Handy with boats; can drive. References. Replies to: **Advertiser**, [illegible] Partanna Avenue, Matraville, N.S.W., Australia.

ENGLISHMAN.—Single, strong education background, ex-Service, travelled, wide general experience, living conditions (preferably bachelor) and congenial society more important than salary. Consider anything, anywhere. At present employed (typist) near Lae, New Guinea. For further particulars write: **"Alistair,"** c/o Box 3408, G.P.O., Sydney, N.S.W.

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Governor and Indonesians in New Caledonia

This photograph shows the retiring French Governor-General in the Pacific, M. Cournarie, who recently returned to France, talking at a reception in Noumea to the new Indonesian Consul (M. Soesetio). The French have allowed Indonesians to form a permanent settlement in New Caledonia, and the new republic of Indonesia thinks it is of sufficient importance to maintain a consulate there. . . . . M. Cournarie's successor in New Caledonia is M. Louveau, who was Governor of the French Soudan for five years.

In a recent PIM, it was said that the new Democratic Party in Samoa was opposed to the Government and Fautua. Party spokesmen say they do not oppose the Government but they do want to secure some political improvement—especially by a general franchise of Samoans in a legal, democratic way.

The **Rev. J. G. Goldie**, who pioneered the Methodist missions in the Solomons 50 years ago, was reported recently to be spending a holiday at Alice Springs, centre of Australia.

New Broadcasting House for Suva

From Our Own Correspondent

SUVA, July 31.

PLANS for the new Broadcasting House, to be built in Suva on the vacant land near the Geological Survey Office and facing Government Buildings, has now been approved.

There will be a large and two small air-conditioned studios and the building will also house office accommodation, a record library, audition room, and storerooms.

It is expected that work will begin on the building towards the end of the year for occupation by the Fiji Broadcasting Commission, which it is hoped will start operations towards the end of next year.

Orders have been placed for transmitters with which it should be possible to give effective cover over the whole Fiji group, and if necessary, to most of the Western Pacific High Commission territories.

Since the new station will be four times more powerful than that at present in operation, there should be good reception in all parts of the Colony, unless freak conditions are encountered in certain areas.

The broadcasting scheme is expected to cost just over £50,000, and is part of the Colony's Development Plan.

A grant of £33,300 has been made by the United Kingdom Government from Colonial Development and Welfare Fund towards this cost, and the remainder will be met by Fiji.

The Lautoka Bowling Club, Fiji, has retained the Bayley Pennant for play on West Coast), defeating Ba and Vatukoula. Lautoka Club has established night bowls.

NEW CALEDONIA ELECTION

NOUMEA, July 10.

THE following are the final figures in the recent election in New Caledonia, by which this Colony elected as its deputy to the French Parliament M. Le Normand, who is regarded as the representative of the pro-native interests here.

Maurice Le Normand (officially described as Centre Independent) .	5,037
R. Gervolino (Union of Democratic - Socialist - Republican — well to the Right)	4,207

Mr. Metadier (de Gaullist Party) and Florindo Paladrini (Communist) received a much smaller vote.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

Papua-NG.—Production Control Board price: Main ports, Hot-air, £57 per ton (Kokopo, £55/12/6); Smoked, £56/7/6 (£55). Sydney crushers pay: Hot-air, £74/15/-; Smoked, £74/2/6. Australia has 9 years' contract with UK, based on £53/15/- Stg. ton.

Fiji.—£F59/10/7 per ton, f.o.b., Suva—producers get £F54/10/6 ton, plantation grade, Suva or Levuka; £F54/5/-, FMS; £F51-£53, other. Fiji has 9 years' contract with UK Food Ministry.

New Hebrides.—At Vila and Santo: approx. £A80 per ton.

Samoa.—Producers receive £S45/11/- (par with Stg.) per ton, f.o.b., Apia—based on MOF rate of £Stg.53/19/- (less £S5/7/11 Duty, £S3/0/1 Stabilisation).

BSI.—Growers get £A51 per ton, f.o.b., Honiara or Yandina (based on £Stg.53/15/- MOF price).

Tahiti.—Merchants pay 14,900 Pacific fr. per 1,000 kilos (about £A106 per ton).

COCOA

Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which in August was £Stg. 255 (£A318/15/-) c.i.f.

Pacific cocoa was quoted nominally on Sydney market in August at:—

New Guinea.—Approx. £A300 per ton, ex wharf.

New Hebrides.—Nominally £A305—supplies unavailable in Sydney at present.

Samoa.—Sydney agents quote Samoan cocoa at £S295 (£A368/15/-) per ton, first-grade. (Samoan currency equals Stg.)

COFFEE

New Caledonia.—Production exported to France at nominal equivalent of £A450 per ton, Arabica; £A400, Robusta.

Papua-NG.—Nominally £375 to £425 per ton (c.i.f.), according to quality.

RUBBER

Sydney firms use London and Singapore rates as basis to buy Papuan rubber. Aug. 3: No. 1 grade, RSS (sellers) Spot 45d Stg. lb., c.i.f., London (56¼d Aust. lb.); Singapore, RSS No. 1, 145 cents lb., f.o.b.

VANILLA BEANS

Papeete merchants recently quoted 325 Pac. fr. per kilo for Tahiti vanilla beans. Sydney quotation: White Label, 12/6 lb., c.i.f., Sydney.

RICE

Rice shipped from Sydney to Islands was fixed in May at £60 f.o.b., White, Unpolished and Brown. (On plantation in P-NG, approx. £85.)

TROCHUS SHELL

Market at standstill—nominal Sydney quotations, August, were: TI, £180 per ton, f.o.b.; NG, £175, c.i.f., Sydney; Solomon Is., £180; Fiji, £F (£A101/14/-), long ton, Suva; N. Caledonia, approx. 14,000 fr. ton, Noumea.

GREEN SNAIL SHELL

Nominal quotation is at £150-£160 per ton, on wharf, Sydney.

PEARL SHELL

By a contract between Gerdau C (USA) and majority of Torres pearlers TI shell prices were fixed, 1949-52, as Sound grades, £A325 per ton, f.o.b., T "D" grade, £A225; "E" grade, £A125 all plus bonuses. Independent pearlers are selling at around £A580 for Sound grades; £A465, "D" grades; £A340, "E grades.

LONDON PRICES

LONDON, June 21.

The following are to-day's quotations:—

Copra, c.i.f., Continental ports, per ton:—

FM Straits/Mixed DEI ..	£97/10/- Sti
Ceylon	£113/-/- Sti
Philippines	$227½ US

Coconut Oil, c.i.f., 2,250 lb., in drums:—

FM Straits and Ceylon	£160 Sti

Cocoa, c.i.f., Continental ports, Stg.:—

Accra, 305/-, per 50 kilos, c.i.f.
Nigerian, 302/6, per 50 kilos c.i.f.
Bahia, 289/4 per 50 kilos, f.o.b.

ISLANDS MINING SHARES

FIJI

	Aug., 1939.	July 2.	Aug.
Emperor .	b9/11	b8/6	b8/6
Loloma . .	s25/6	b28/6	s20/-

PAPUA-NEW GUINEA

Bulolo G.D. .	b124/-	s70/-	s65/-
Guinea Gold .	b13/3	s7/6	b5/6½
Mandated All.	b3/8	s3/-	b1/3
N.G.G. Ltd. .	b1/10	b2/-	b2/3
Oil Search . .	s3/11	b4/-	b3/11
Oriomo Oil . .	b5/-	b2/1	b2/9
Papuan Apin.	b4/11	b1/6	b1/6
Placer Dev. .	b68/6	b185/6	b206/
Sandy Creek .	b1/5	b6d	b6d
Sunshine Co.	b6/5	b5/9	s10/-

Price of Gold.—Commonwealth Bank fixed price for gold is: Fine oz £A15/9/10; Standard oz., £A14/4/-.

EXCHANGE RATES

The following exchange rates exist Sydney in August:—

FIJI.—Through Bank of NSW and Bar of NZ.—Australia on Fiji basis £1 Fiji: Buying, £A111/2/6; Selling, £A11

Fiji-London, basis £100 London: Buying, £111/2/6; Selling, £113.

SAMOA.—Through Bank of NZ.—Australia on Samoa, basis £100 Samoa Buying, £A123/12/6; Selling, £A124/10/

Samoa-London, basis £100 London Buying, £100/7/6; Selling, £101/10/-.

Samoa-NZ, basis £100 NZ: Buying £100; Selling, £100/10/-.

Samoa-Fiji, basis £100 Samoa: Buying £111; Selling, £110.

PAPUA - NG.—Commonwealth Bar (branches P. Moresby, Lae, Rabaul Madang) and **Bank of NSW** (P. Moresby Lae, Rabaul) quote exchange rate Australia-Papua-NG as 10/- per £100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three franc groups in French Union, are used in N. Caledonia, N. Hebrides, and Fr. Oceania **French Bank** in Sydney quotes (nominally): 141.75 Pac. fr. to £Aust.; 178. to £Stg.; 64 to US $.

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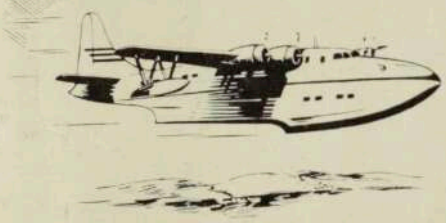

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