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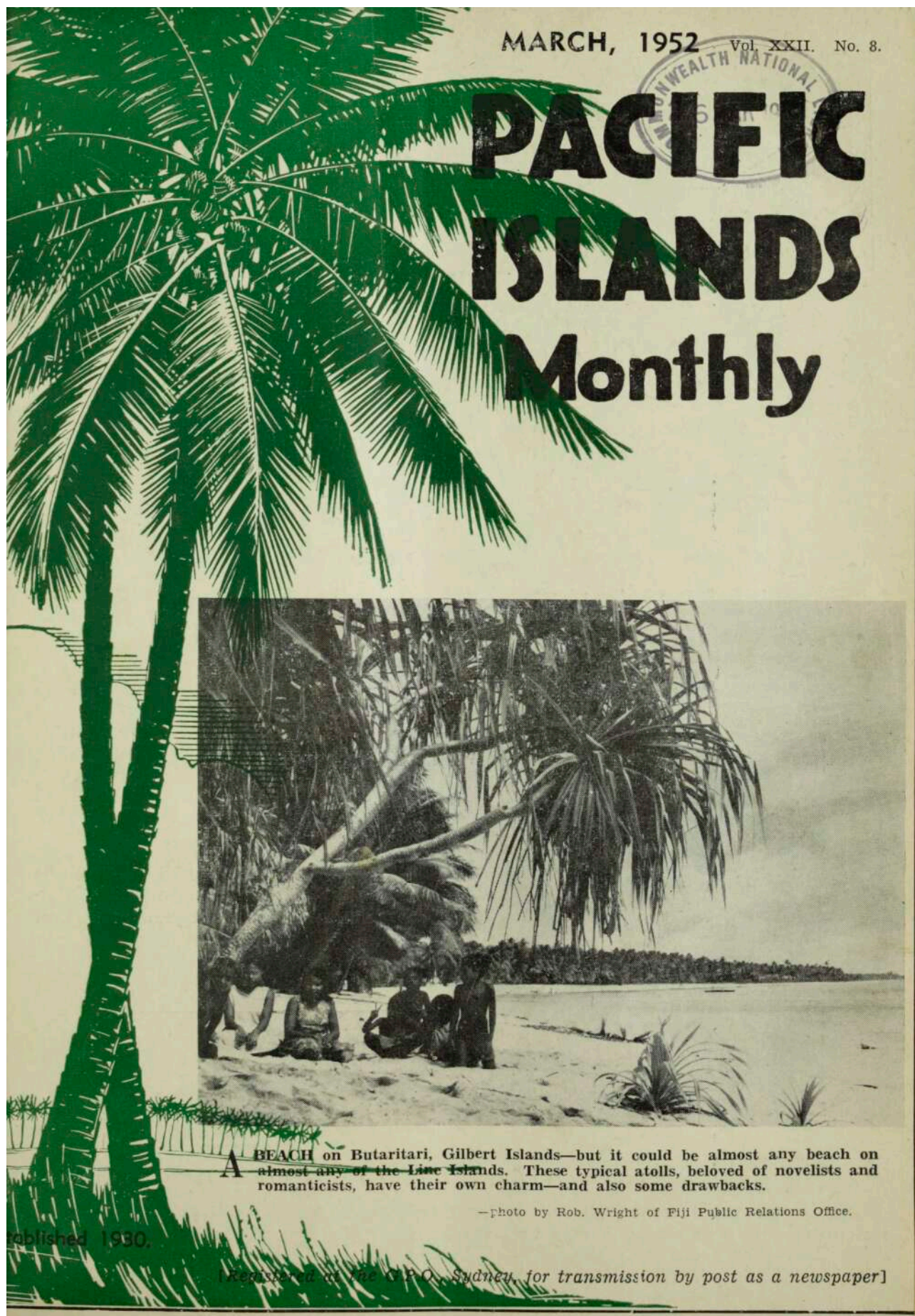
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*
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Esa'ala • Espiritu Santo • Finschhafen
Garaina • Garoka • Gusap • Honiara
Inus • Jacquinot Bay • Kaiapit • Kainantu
Kavieng • Kerema • Kerowagi • Kieta
Kikori • Kup • Lae • Lake Kutubu • Lake
Murray • Lindenhafen • Losuia • Madang
Manus • Maprik • Minj • Moewe Hbr.
Mount Hagen • Nadzab • Nondugl • Norfolk
Is. • Noumea • Ogelbeng • Port Moresby
Queen Carola Hbr. • Rabaul • Rockhampton
Samarai • Suva • Sydney • Talasea
Torokina • Townsville • Vella Lavella • Vila
Wabag • Wabamunda • Wana • Wau
Wewak • Woodlark Is. • Yandina • Yule Is.

Now operating over 11,000 miles of tropical air routes, Qantas Air Services provide fast, regular and time-saving flights to more than 70 points (listed here), with special charters to any recognised landing area.

You enjoy air comfort and hospitality at its finest when you fly by Qantas—Australia's International Airline—backed by 31 years of tropical flying.

*Fly Qantas to Japan,
Hong Kong, Manila
and, in association
with B.O.A.C., to
Malaya, India,
Pakistan, Indonesia,
Lebanon, Europe,
U.K.*

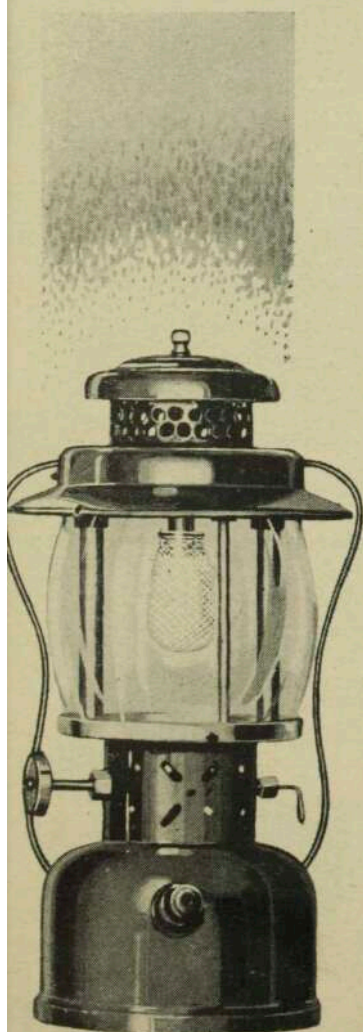
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—there's a World of difference

QANTAS EMPIRE AIRWAYS LTD. (inc. in Queensland)

PACIFIC ISLANDS MONTHLY—MARCH, 1952

COLEMAN LANTERNS



BURN STEADILY AND SAFELY REGARDLESS OF WEATHER

Their globes are proof against the shocks of cold rain falling upon the heated glass. Coleman Lanterns defy a 80 mile-an-hour gale to put them out and most important of all they floodlight a 100 foot area with light so bright a newspaper can be read 50 feet away.

They are safe, because it is impossible to fill them while burning and they cannot spill if overturned.

They light instantly and give 40 hours service per gallon of fuel. You can make all your out-door night jobs easier, faster, safer with a Coleman Lantern. Available for petrol or kerosene in capacities of 200, 300 and 500 C.P.

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

THORNYCROFT

EVERY TIME

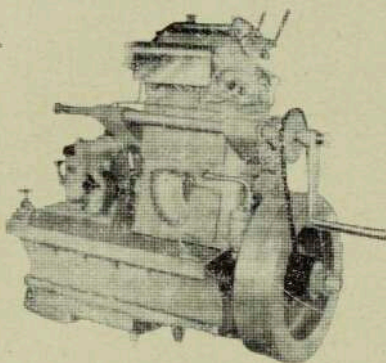
FOR PROFITABLE RUNNING

TYPE RJ2 DIESEL

20 b.h.p.
at 1,200 r.p.m.

Built-in reducing gear gives
propeller speed of 780 r.p.m.
Hand starting. Electric starter
extra if required.

Overall dimensions:
Length—48½ in. (1,231 mm)
Width—24½ in. (622 mm)
Height—43½ in. (1,108 mm)
Weight—1,512 lb. (686 kilos)

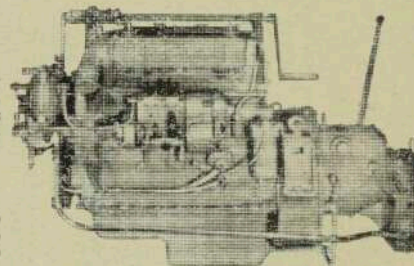


TYPE RTR4 DIESEL

25/30 b.h.p.
at 1,500/1,750 r.p.m.

Direct drive to propeller or
with 2-1 or 3-1 reducing gear.
Hand starting, electric starting
extra, or electric starting only.
Oil operated reverse gear
extra, if required.

Overall dimensions:
Length—52 in. (1,321 mm)
Width—27 in. (685 mm)
Height—35 in. (889 mm)
Weight—1,100 lb. (499 kilos)

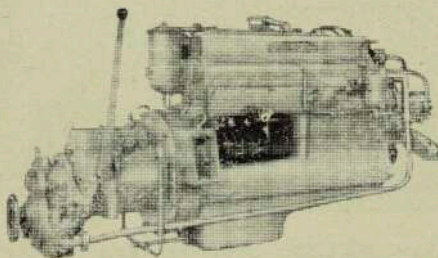


TYPE RTR6 DIESEL

40/50 b.h.p.
at 1,500/1,700 r.p.m.

Direct drive to propeller or
with 2 to 1 or 3 to 1 reducing
gear. Oil operated reverse
gear extra, if required.

Overall dimensions:
Length—62½ in. (1,589 mm)
Width—24½ in. (622 mm)
Height—37 in. (940 mm)
Weight—1,428 lb. (650 kilos)

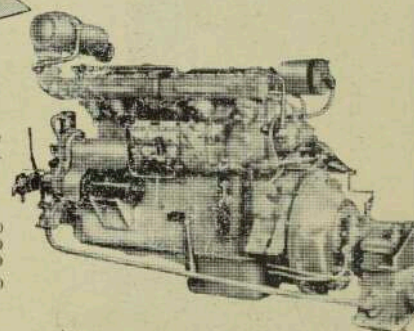


TYPE RNR6 DIESEL

60/90 b.h.p.
at 1,200/1,600 r.p.m.

Direct drive to propeller or
with 2-1 or 3-1 reducing gear.
Oil-operated reverse gear.

Overall dimensions:
Length—85 in. (2,160 mm)
Width—28 in. (712 mm)
Height—54 in. (1,372 mm)
Weight—2,240 lb. (1,016 kilos)

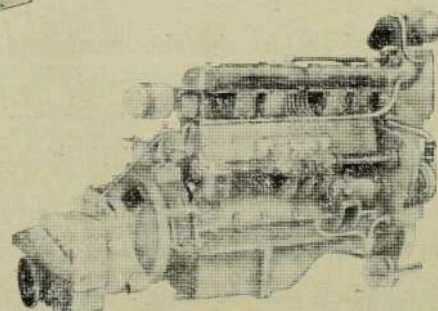


TYPE RZ6 DIESEL

85/125 b.h.p.
at 1,200/1,600 r.p.m.

Direct drive to propeller or
with 2-1 or 3-1 reducing gear.
Oil operated reverse gear and
fresh water cooling standard.
Mirror-handed pairs for twin-
screw at no extra cost.

Overall dimensions:
Length—90 in. (2,286 mm)
Width—31 in. (787 mm)
Height—63 in. (1,599 mm)
Weight—3,080 lb. (1,400 kilos)



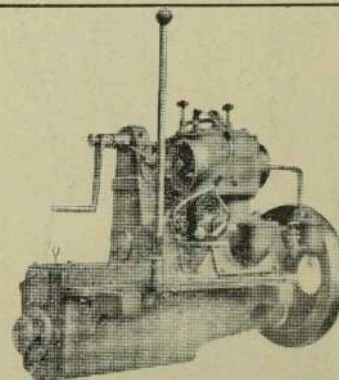
TYPE DB2

the famous "Handybilly"

Petrol Model—9 b.h.p.
Paraffin Model—7½ b.h.p.

Built-in reducing gear gives
propeller speed of 700 r.p.m.

Overall dimensions:
Length—38 in. (966 mm)
Width—21½ in. (546 mm)
Height—31 in. (789 mm)
Weight—672 lb. (305 kilos)



GOOD DELIVERIES OF ALL MODELS.

Write for full particulars of our complete range of engines to:

THORNYCROFT (AUST.) PTY. LTD

6/10 WATTLE STREET, PYRMONT, N.S.W.

Cables: "THORNMOTOR," Sydney.

SHIPPING TIME-TABLES

There now are comparatively few ship-
ping lines running on regular time-tables
to 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
(500 tons) maintains regular two-
monthly sailings—Sydney-Auckland-Suva-
Fiji-Victoria-Vancouver, and return

RMS AORANGI

..	Mar. 13	May 15	Sept. 25
..	Mar. 17-18	May 19-20	Sept. 29-30
..	Mar. 21	May 23	Oct. 3
..	Mar. 28	May 30	Oct. 8
..	Apr. 3	June 5	Oct. 16
..	Apr. 4-10	June 6-12	Oct. 17-23
..	Apr. 10	June 12	Oct. 23
..	Apr. 17	June 19	Oct. 30
..	Apr. 26	June 28	Nov. 8
..	Apr. 29	July 1-3	Nov. 11-13
..	May 1		
..	May 5	July 7	Nov. 17

Sydney-Papua-N. Guinea

V Bulolo, modern liner, sails about
every six weeks: Sydney-Brisbane-Moresby-
Samarai - Lae - Madang - Rabaul -
Samarai-Moresby-Brisbane-Sydney.
Last departure from Sydney March 8.
Next departure due to leave Sydney
wards end of March for Samarai,
Rabaul, Manus, Madang, Lae, and re-
turn to Sydney.
Details from Burns Philp & Co. Ltd., 7
Edge Street, Sydney.

Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from
Zealand, serve Suva (Fiji), Nukua-
loa, and Vavau (Tonga), Niue Is., Pago
Pago (American Samoa), Apia (Western
Samoa). Tofua leaves Auckland for any
all of above ports at approx. five weeks
intervals. Matua calls at Wellington and
Lyttelton (NZ) and supplements Tofua's
schedule in Islands, calling at ports as
directed by owners.
Owing to hurricane damage to Fiji
sugar plantations, Matua was with-
drawn from service in March and will be
employed elsewhere until May, when the
situation will be reconsidered.
Tofua scheduled to leave Auckland
next voyage late March or early April.
Details from Union SS Co.

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
(Samoa).

Details from Union Steamship Com-
pany or Department of Island Territories,
Wellington, NZ.

Sydney-New Hebrides, Etc.

Owing to withdrawal of Burns Philp
ship Morinda from Sydney-Norfolk Is.-
and Howe-New Hebrides-Honiara service,
it is likely that it will be May before a
ship visits these Islands ports.

Details from Burns Philp & Co., 7
Edge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line,
coming from Marseilles, via West Indies
and Panama, call about every six
weeks at Papeete, Vila (New Hebrides),
Noumea and Sydney, and return by same
route. Details from Messageries Mari-
times.

Small motor-ships Polynésien (Messa-
geries Maritimes) and Neo Hebridais (H.
C. Sleight, Ltd.) maintain fairly regular
service between Noumea and Sydney.

N. America-Fiji-N. Hebrides, Etc.

Norwegian motor vessel Thor I, carry-
ing cargo and passengers (and shortly
to be replaced by the new and faster
Thorsisle) maintains a regular service

between North American ports and
French Oceania, Samoa, Fiji, New Cale-
donia and New Hebrides.

Details from General Steamships Cor-
poration Ltd., 432 California St., San
Francisco.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji- Hawaii-N. America

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes
and Berths

Thurs. and Sun.—Sydney-Nadi (Fiji).

CAPTAIN W. L. KENNEDY

(Established 1931).

SHIPBROKERS, BUSINESS & REAL ESTATE 63 Pitt Street, Sydney.

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LISTING:

REFRIG. DIESEL CARGO VESSEL.—8 holds, full refrigeration; twin 190 h.p. diesels;
elec. start auxiliaries, two 160 h.p. GM's, one Hill 4 cyl. diesel, 8 elec. pumps, diesel
winches, elec. windlass; 8 brine wells, bow to stern; modern nav. equip.; 75-watt
radio-telephone; steel lifeboat. £65,000 (or offer).

112 FT. x 18 FT. CARGO VESSEL.—Twin diesels; 25 ton refrigeration, plus 75 tons
cargo space; 3 20 ft. fishing dories with 10 h.p. diesels; 7 2-berth cabins; suit-
able deep-sea fishing on big scale.

CARGO VESSEL—STEAM.—160 ft. x 36 ft. x 8 ft. 10 in.; built 1942; full Com.
Survey; large hatch, 40 ft. x 16 ft.; suitable timber or heavy cargo; d.w. 450 tons;
Class Lloyds' Special Survey. £33,600.

300 TON CARGO VESSEL.—Twin diesels; Com. Survey. £30,000.

TUSA TUG.—67 ft. x 20 ft.; good order; 270 h.p. £11,000.

WOODEN CARGO VESSEL.—Brand new; twin diesels; 99 h.p. each; carry 80
tons. £20,000.

56 FT. TRAWLER-TYPE FISHING VESSEL.—160 h.p. diesel; good working order.
£4,000.

ALSO Cargo Boats, Tugs, Trawlers, Workboats and L.F.B.'s, Class Bridge and
R.D. Cruisers, Auxiliaries and Launches, all types.

WE ARE ALSO AGENTS FOR MOST MAKES OF MARINE DIESELS.

Inquiries Invited.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Regular Freight and Passenger Service between Pacific
Coast Ports of U.S.A. and Canada

and

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NEW HEBRIDES

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Agents—South Pacific

PAPEETE—Etablissements Donald Tahiti APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande

PORT VILA—Comptoirs Francais des Nouvelles Hebrides

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HIGHEST PRICES F.O.W., NEW GUINEA

Shells — Cartridges — Copper — Brass —
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*Leader of the Secondary Metal Industry for
30 Years*

Telegraphic Address: "SIMSMETAL," Sydney.

ton Is.-Honolulu-S. Francisco-Seattle-Portland.
and Wed.—Return via same route.
ce weekly.—PAA run shuttle service
DC4 between Nadi (Fiji) and Auckland.

BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)

and Sat.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.
and first Thur.—Dep. southwards, same route. On second or alternate Thursday, flight commences at S. Francisco.
—Dep. Auckland-Nadi-Canton-Honolulu-S. Francisco-Vancouver.
—Dep. Vancouver and S. Francisco alternatively; thence same route to Auckland.

BY CANADIAN PACIFIC AIRLINES (CPAL)

ternate Friday (Mar. 28, Apr. 11, etc.)—Sydney-Auckland-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.
ternate Friday (Mar. 21, Apr. 4, etc.)—Return by same route.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
NORTHWARDS

Tuesdays, Saturdays (Skymaster)

Depart:
Sydney, 7.45 pm
Bris., 11.40 pm
Arrive:
Bris., 10.30 pm
Moresby, 6.30 am
(Wed., Sun.)
Lae, 8.50 am
Connects at Lae with DC3's for Wau, Mo (Wed.); and (Sun.) Rabaul, via Lae.
Mon., Thur.,* Fri. (DC3's)
Sydney, 7.30 pm
Brisbane, 10.30 pm

Brisbane, 11.30 pm
Rock'ton 1.50 am
(Tue., Fri., Sat.)

Depart:
Rock'ton (Tue., Fri., Sat.),
2.25 am
Townsville, 6 am
Cairns, 7.40 am
Cooktown, 8.55 am
Moresby, 12.20 pm
Lae, 3 pm (Tues. only)
*Cargo service only.

SOUTHWARDS
Wednesdays (DC3)
Madang, 7 am
Lae, 8.15 am
Wednesdays (DC3)
Wau, 11.30 am
Lae, 12.35 pm
Wednesday,* Thursday (DC3)
Lae, 5.45 am
Moresby, 7.05 am
Moresby, 7.35 am
Sydney, 10.15 pm
Via Cairns, Towns., Brisbane, with optional call at Rockhampton.
*Cargo service only.

Monday (DC3)
Rabaul, 7 am
Moresby, 10.20 am
Moresby, 10.50 am
Cairns, 3.10 pm
Towns., Tues.,
8.15 am
Brisbane, 1.45 pm
Sydney, 5 pm
Wednesday, Sunday (Skymaster)
Lae, 10.30 am
Moresby, 12.40 pm
Bris., 8.25 pm
Moresby, 11.40 am
Bris., 7.10 pm
Sydney, 11 pm

2A. Sydney-N. Guinea

Service by Trans Oceanic Airways
With Solent Flying-boat

Sundays and Wednesdays
Depart:
Sydney, 7.15 pm
Bris., 11 pm
Sydney., 8.30 pm
Arrive:
Bris., 10 pm
Moresby, 6.30 am
Bris., 6 pm
Mondays and Thursdays
Moresby, 9.30 am
Bris., 5 pm
This service connects at Moresby with

QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia).

Assets Exceed £7,000,000

Head Office:

QUEENSLAND INSURANCE BUILDING, 80-82 PITT STREET, SYDNEY.

Specialists in South Sea Fire.

Marine & Accident Insurances

Apply to:—

FIJI.—Branch Office: J. F. Drury, Manager.

Burns Philp (South Sea) Co., Ltd.

VILA.—Burns Philp (N.H.), Ltd. Comptoirs Francais Des Nouvelles Hebrides.

NOUMEA.—L. & W. Johnston.

NEW GUINEA.—Manager for the Territory of New Guinea and Papua, W. A. Anderson.

PORT MORESBY—SAMARAI—LAE

—MADANG—RABAU.

Burns Philp (New Guinea), Ltd.

PAGO PAGO.

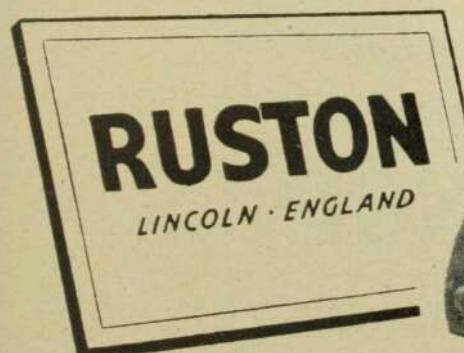
Burns Philp (South Sea) Co., Ltd.

G. H. C. Reid & Co.

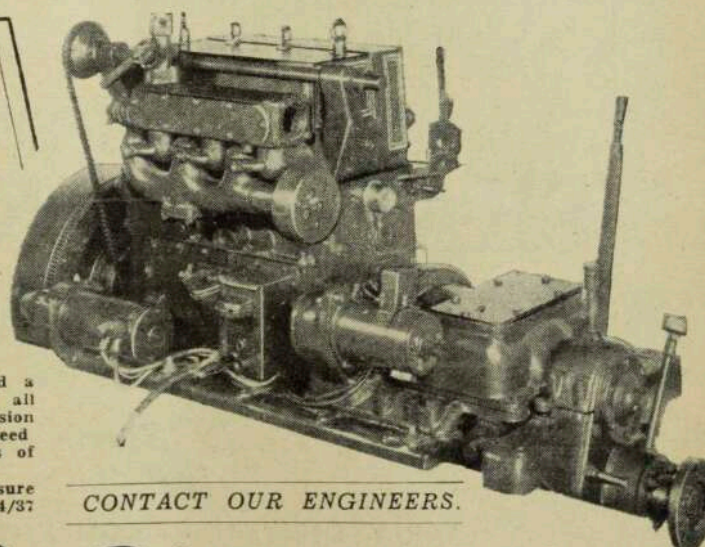
OTHER SOUTH SEA ISLANDS.

Burns Philp (South Sea) Co., Ltd.

Also to any of the Company's Offices in Australia or N.Z.



Ruston marine oil engines have established a world-wide reputation for dependability in all classes of service. The range of propulsion engines covers high-speed and medium-speed types suitable for the propulsion of vessels of every class.
Models available from 22 to 2,650 BHP (Pressure charged). Illustrated is type 3VSHM-34/37 BHP.



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JOHN BURNS & CO. LTD.
Represented in Suva, Fiji, by
COLONIAL MOTORS

CUSTOMS ST. EAST, AUCKLAND, NEW ZEALAND.

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; Finschhafen, Rabaul, Kavieng, Manus (3 pm).

Returns Saturdays (dep. 8 am), via Kavieng and Rabaul; optional call at Finschhafen; arr. Lae, 2.45 pm.

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—Samarai-Esa'ala-Losuia (overnight).
Alternate Tuesday.—Return to Moresby, via Deboyne Lagoon and Samarai.

MORESBY-NEW BRITAIN-BOUGAINVILLE

In Alternate Weeks, by Catalina.
Alternate Monday.—Moresby-Samarai-Esa'ala-Losuia-Rabaul.
Alternate Tuesday.—Rabaul - Talas Moewe Hbr.-Jacquinot Bay-Rabaul with optional call at Lindenhafen.
Alternate Wednesday.—Rabaul-Q. Ca. HBR-Buka-Kieta-Buin and return via optional call at Inus.
Alternate Thursday.—Rabaul - Losuia-Esa'ala-Samarai-Moresby.

LAE-MADANG-WEWAK-RABAUL-GENERAL SERVICE

Every Monday and Thursday by D. Native traffic, not recommended for Europeans.

CENTRAL HIGHLANDS (DH84)

Tuesdays.—Madang (7 am) to Goroka, Kainantu, Aiyura, Arona, as required then returns to Madang (noon).
Thursdays.—Madang (7 am) to Wabag, Baiyer R., Hagen. Optional: Kerow Chimbu. Returns to Madang (noon).
Fridays.—Lae (6.30 am) to Wabag, call at any of: Nadzab, Kiaipit, Arona, Aiyura, Kainantu, Bena, Goroka, Chimbu, Kerowagi, Kup, Madugl, Banz, Minj, Mt. Hagen, Ogelb Baiyer R., Wabamunda. Return Lae (6 pm).

LAE-GARAINA (DH84)

Tuesdays.—Departs 7 am; returns 9 am.

LAE-BULOLO-WAU (Drover)

Dep. Lae.—Tues., Fri., Sat.
Dep. Wau.—Tues., Fri., Sat.
Time: 65 mins. each way.

SERVICES BY MANDATED AIRLINES

With headquarters at Lae, this company runs regular services for passengers, freight and mails to all New Guinea settlements.

BROOMFIELDS LTD.

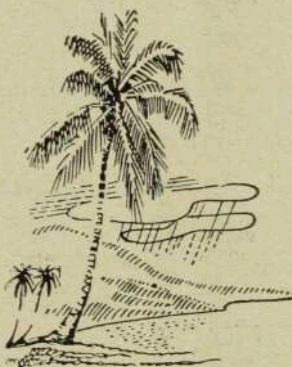
Suppliers of

Building Hardware, General Hardware
Ship Chandlery
Paint Materials

WRITE DIRECT TO

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Sole Agents for:
P. H. MUNTZ & CO.'S 3-CROWN BRAND METAL SHEATHING.
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We have pleasure in offering Latest Type

FULL DIESEL SKANDIA ENGINES

MARINE AND STATIONARY

5 H.P. — 450 H.P.

Rapid Starting from Cold. Starts and runs on lowest grade fuel oil.

EARLY DELIVERY — COMPETITIVE PRICES

Particulars from:

NELSON & ROBERTSON PTY. LTD.

12 SPRING STREET, SYDNEY, AUSTRALIA.

Cable Address: "IVAN," SYDNEY.

4. Dutch N. Guinea-Darwin

By Netherlands Government, with DC3 weekly service, between Darwin and Biak. Also, new KLM weekly service, calling Biak, on flight between Manila and Australia.

5. N. Guinea-Solomons

Operated by Qantas
 Depart Monday (DC3).—Lae (dep. 6 am) - Finschhafen - Rabaul - Torakina (Bougain.) - Vellalavella - Yandina - Honiara (BSI) (arr. 4.25 pm).
 Return 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.
 (Skymaster) dep. Saigon, March 30, and every 28 days thereafter for Labuan-Darwin-Brisbane-Noumea, and return.
 Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

Trans Oceanic Airways, with Flying-boats
 Regular twice weekly service.

8. Sydney-Norfolk Is.

By Qantas, with Skymaster
 Depart Thursdays; returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham Flying-boats:

Depart:	Arrive:
Sydney, Alt. Mon., 9.30 pm	Noumea, Alt. Tue., 6.30 am
Noumea, Alt. Tue., 8.00 am	Vila, Alt. Tue., 10.35 am
Vila, Alt. Tue., 12.5 pm	Santo, Alt. Tue., 1.20 pm
Santo, Alt. Wed., 6.00 am	Vila, Alt. Wed., 7.15 am
Vila, Alt. Wed., 8.15 am	Noumea, Alt. Wed., 10.55 am
Noumea, Alt. Wed., 12.30 pm	Sydney, Alt. Wed., 7.45 pm

Additional services operate subject to the approval of the Governments concerned.

10. Sydney-Noumea-Suva

Qantas, with Flying-boats, Weekly

Depart:	Arrive:
Sydney, Thur., 9.30 pm	Noumea, Fri., 6.30 am
Noumea, Fri., 8.30 am	Suva, Fri., 3 pm
Suva, Sat., 6 am	Noumea, Sat., 10.30 am
Noumea, Sat., 12.30 pm	Sydney, Sat., 7.45 pm

11. Auckland-Norfolk Is.

NZ National Airways, with DC3's
 Depart—From Auckland, returning same day.
 Return Wednesdays.—From Auckland, returning same day. See also table p. 8.

12. Sydney-Auckland

Farman E. Airways, with Solents
 Sydney, Tues., Wed., Fri., 12 mid-
 night; Tues., Fri., 7.30 am.

BURNS PHILP (New Hebrides) LTD.

Registered Office: VILA, NEW HEBRIDES.
 Branch Office at SANTO.

**Exporters, Importers and General Merchants,
 Commission, Shipping and Customs Agents.**

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Norfolk Is., 2 pm	Nadi, 8.40
Nadi, 9.45 am Mon.	Faleolo, 3.30 pm S
Faleolo, 11 am Mon.	Nadi, 2.45 pm Tu
Nadi, 9.45 am Wed.	Faleolo, 3.30 pm Tu
Faleolo, 8 am Wed.	Aitutaki, 1.50
Aitutaki, 2.50 pm	Rarotonga, 4.05
Rarotonga, 8 am Fri.	Aitutaki, 9.15
Aitutaki, 10 am	Faleolo, 3.15
Faleolo, 7.45 am Sat.	Nadi, 11.30 am S
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20. Micronesia

Civilian services, based on Guam, using engine amphibious Catalinas, run regularly to Koror (Palau), Yap (West Carolines), Truk (Central Carolines), Saipan (E. Carolines), Majuro (Marshall Islands), Saipan (Marianas). Details from Trans-Ocean Airlines, Guam, via Honolulu.

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FROM SYDNEY TO—	Single	Return	Table No.
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... ..	48 15 0	87 15 0	2, 3
aul ..	61 12 0	110 18 0	2, 3
ara, SI ..	77 0 0	138 12 0	5
N. ebrides mea, C ..	42 10 0	76 10 0	9,
... ..	37 10 0	67 10 0	10, 9, 6
folk Is. ...	25 0 0	45 0 0	8
Howe ..	10 16 0	21 12 0	7
d i	57 15 0	103 19 0	1
... ..	55 10 0	99 18 0	10
... ..	39 8 0	70 19 0	12
... ..	39 8 0	70 19 0	13
... ..	44 2 0	79 8 0	14
... ..	217 15 0	391 19 0	1
... ..	265 10 0	477 18 0	1
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... ..	45 0 0	..	16
... ..	31 0 0	£55 16 0	15
... ..	93 15 0	168 15 0	19

NZ HOCKEY TEAM FOR TAHITI

Tahiti hockey teams have invited New Zealand team to come to Tahiti in June. The New Zealanders, in accepting, stated that they will try to combine it with a tour of Fiji, at about the same time.

ROYAL TOUR ARTISTS GO TO NEW GUINEA

REPRESENTING London Illustrated News, Captain Bryan de Grineau and Mrs. de Grineau were at Darwin when the King's death was announced. The consequent cancellation of the Royal Tour, which they were covering for

their paper, caused an alteration in their plans, which had been to sketch and paint the principal sights of the tour in Australia.

The de Grineaus went on to Sydney and flew north per Qantas on February 19, for a two weeks' visit to New Guinea and islands in that area. Captain de Grineau is noted for his architectural drawings. Mrs. de Grineau paints in oils.

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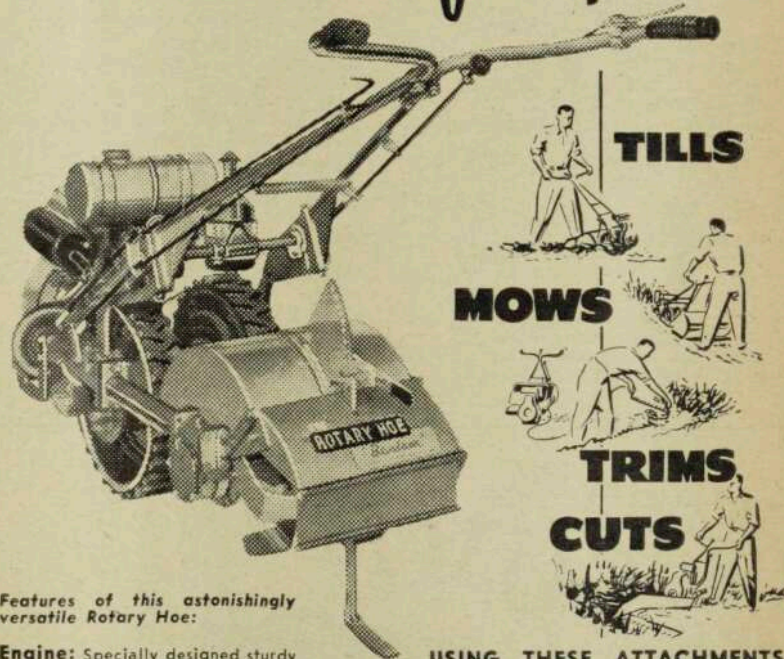
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MARCH, 1952

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Chinese Communities in Pacific Islands: Are They Now Dangerous?

OF international development is of more vital concern to dwellers in the Pacific Islands than the recent seizure of China by the Reds, and the rapid growth there of an aggressive and nationalistic spirit. There are in China about 1,000,000 people—one quarter of the population of the earth. If the Chinese wish to conquer or destroy humanity, and find leadership and equipment, they can do it. To-day, in cold fact, the non-communist world is at war with China. Most of the Western nations are represented in the ragged-down struggle in Korea, where the real enemy is not the North Koreans, but the Communist Chinese. The French, in Indo-China, and the British, in Malaya, are heavily engaged against rebel forces which are directed, supplied and actively supported by Red China. Hostile Chinese forces are on the borders of Burma and India. Behind Red China, of course, is Russia. While we are fighting the Chinese Communists, we know that they are a threat to Western Civilisation and to the Muscovite. We are beginning to appreciate the diabolical cleverness of the Moscow conspirators. They have poured us into wasting our military and economic strength against the Russians, while they prepare for the world-wide ideological struggle.

IN all the continents washed by the Pacific, and in every Pacific Islands group, there are Chinese, usually settled in communities. For the most part, they are good citizens, scrupulously observing the laws of the country where they are settled. But they have one common characteristic: they never forget their homeland. They are Chinese first, even while they are loyal citizens of Britain or France, United States or Holland or Indonesia.

The economy of all the non-Chinese countries of South-east Asia is dominated by Chinese. Large communities of Chinese traders, artisans, planters, now have a strong influence in Philippines, Indonesia, New Guinea, Solomons, New Hebrides, Fiji, French Oceania, Hawaii.

While the old China remained—huge, amiable, tolerant and unaggressive—we did not worry about our Chinese communities. For more than one hundred years, these industrious and generally inoffensive people have been an acceptable part of our Pacific Islands set-up.

But if China, under Russian direction, is to become a part of the Communist conspiracy which threatens to destroy our Western civilisation, and us, the Chinese communities of South-west Asia and the Pacific Islands become an urgent social and political problem. If

even a section of them are loyal to the Red regime in China, they will provide, throughout the Pacific, an underground organisation through which we can be attacked, weakened and overthrown.

THIS is no imaginary danger. The Chinese, by nature, is well equipped for espionage and underground activity. He is inscrutable, intelligent, and brave. He could, if he wished, do irreparable harm to our defences and our internal strength before we even suspected him. There literally is nothing to prevent the emissaries of Red China doing, in the Pacific Islands, what they are doing now in Malaya, Indo-China, Burma, Siam and India.

There is much communication between China and the Chinese of New Guinea, for example, or Tahiti, or Fiji. What guarantee have we got that there is nothing subversive in this?

Generally, we trust the Chinese, and leave them alone. But there are some among us, who know something of the monstrous plans of the Muscovite plotters, who are very uneasy over the Chinese network in the Pacific. They think we are too trusting.

If the Chinese wish to undermine us, so as to open the way to Communism, there is not much we can do, to check them. Many who know history put their faith in the Chinese character. The Chinese, they say, is born an individualist, and will never permit the Communist yoke to remain permanently

on his neck. They expect the Chinese in China to rebel against Moscow long before Moscow tries to turn the regimented Red Chinese loose upon the lands of the Pacific.

We can only hope they are right. If they are wrong—well, there then will be far too many Chinese established in the Pacific Islands for the comfort of either Westerners or Islanders.

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Rice Supply Position Is Deteriorating

THERE has been another steep rise in the price of Australian rice—from £60 to £75 per ton. It now costs an employer of native labour in New Guinea about £100 per ton.

The gravity of the supply problem thus created is seen by a glance at Southeast Asia, once the great rice reservoir of the Eastern world.

Pre-war, if the Pacific Islands needed rice, they bought easily and cheaply from Burma, Siam or Indo-China. To-day both Burma and Indo-China, distracted by political argument and torn by war, are trying to buy rice, rather than export it. Siam, until lately, has been a healthy exporter; and all neighbouring countries, including India, Ceylon, Malaya and Japan, have been buyers.

Siam has just announced that, this year, she will not export more than 809,000 tons, compared with 1,500,000 tons last year. Already, this has caused some panic buying, and the situation is not improving.

The SE Asia food position, like the world food position generally, is deteriorating.

An expert of the NSW Department of Agriculture, Mr. W. Pogendorff, left for New Guinea and the Solomons in March to report on the possibilities of rice production in those Territories.

NEW FIJI FINANCIAL SECRETARY

Mr. H. W. Davidson, MBE, deputy-Financial Secretary in Sierra Leone, has been appointed Financial Secretary in Fiji in succession to Mr. R. M. Taylor, who has been transferred to Northern Rhodesia.

Mr. Taylor's work in Fiji was warmly praised, and the Government there was reluctant to part with him.

Mr. and Mrs. E. Thomas Gilliard, of the Museum of Natural History, New York, arrived in Sydney in March en route to the Highlands of New Guinea. Mr. Gilliard said he wanted "to photograph primitive man before he changes too much."

TAXATION OF PAPUA-N. GUINEA

Is The New Inquiry 'Loaded'?

THE decision of Australian Territories Minister Hasluck to instruct an expert committee to report on the future Customs policy of Papua-New Guinea is probably "loaded."

The Minister said that many difficulties were created by Australia and Territories having separate Customs tariffs and, as "Customs policy was vitally linked with future social and economic development of the Territory and the shaping of future economic relations" the Committee would inspect extensively, and report. It will take evidence in Sydney in April, and in the Territories in May.

The members of the committee are: Professor S. J. Butlin, Professor of Economics at Sydney University (chairman); Mr. H. J. Goodes, Assistant Secretary of the Commonwealth Treasury; and Mr. V. A. Clark, Assistant Comptroller-General, Department of Trade and Customs.

Generally, the P-NG Customs tariff is planned to take care of the fact that P-NG residents pay no income tax. Through Customs, an indirect tax is placed on all Territories people, according to their consumption of goods; and thus they pay for the services of government.

Certain people are manifestly unhappy over the fact that, while a P-NG residents, including native are indirectly taxed, some sections are making very large income which escape taxation. There have been repeated official hints that, in Canberra's belief, incomes should be taxed.

It is not as simple as it may appear, however. The Trusteeship introduces complications.

The new Committee obviously expected to provide a modicum of a far-reaching change. What follows is on the knees of the high official gods.

WORLD INTEREST IN PACIFIC COCOA PRODUCTION

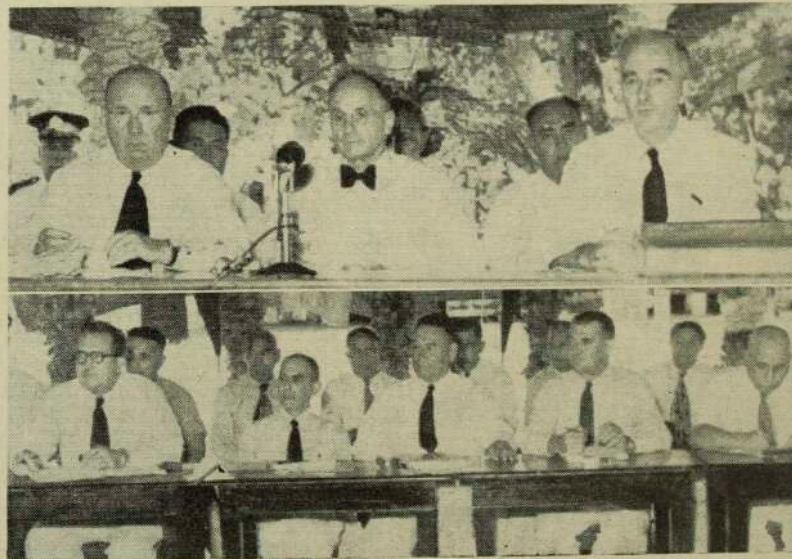
IT was reported in Sydney early in March that some French Pacific cocoa had sold in US for £330 Aus. per ton.

On March 2, Mr. D. H. Urquhart of Cadbury Brothers' organisation arrived at South Commission headquarters, from London, to undertake a survey of the cocoa industry of the South Pacific. After investigations in New Caledonia, he will leave for the New Hebrides on March 17, for a fortnight.

Other territories he proposes to visit include Western Samoa, American Samoa, the Cook Islands, Fiji and Netherlands N. Guinea.

Last year, Mr. Urquhart completed a similar survey in New Guinea and Solomons.

Assembly Meets Minister



This photo was taken when Mr. T. C. Webb, NZ Minister for Territories, and members of Western Samoa's Legislative Assembly on February 7 and 8. A report of the proceedings is published elsewhere.

Top, left to right: Mr. R. T. G. Patrick, Secretary of Islands Territories Department; the Minister; the High Commissioner, Mr. G. R. Powles.

Lower: The European members of the Legislative Assembly (left to right): E. Paul, A. M. Gurau, H. W. Moors, G. F. Betham, and J. Helg.

COPRA MARKET UNEASY

MOF Prices Up : All Others Down

WHAT is truly a remarkable development in the copra market has taken place during the month. While the world market prices have been falling, the British Empire rates (that is, the rates controlled by the British Ministry of Food contract) have been moving up, as the result of end-of-the-year adjustments.

They now are close to each other. Rates in non-British South Pacific countries now are less than the British MOF rates.

Growers in Papua-New Guinea, Solomon Islands, Fiji and Samoa, who until recently were protesting because their MOF rate was so much less than world-market rate, to-day are getting pretty. Their returns,

even in the depreciated Sterling, are profitable; and, under the MOF contract, they should remain profitable for 1952 and 1953, at least.

All rates controlled by the MOF contract went up on January 1. (The P-NG rate, formerly changing on March 1, was brought back to January 1, so as to keep all MOF contracts in line.)

After that, there were further adjustments—mostly the result of the local authority (P-NG Production Control Board, Fiji Copra Board, etc.) handing on to growers amounts which had been deducted in 1950 and 1951 to provide for various costs, which proved to be less than anticipated; and also the result of adjustments by the British MOF. The position varied from Territory to Territory, but now may be shown in the table which follows. For purposes of comparison, the rates (which are for top-grade copra, per ton) have been converted to Australian currency, and they show the approximate price per ton received by producers at the point of delivery (which varies slightly in the different territories):

	1951 Rate £A	Jan. 1952 £A	Since added (adj.) £A	Present Rate for 1952 £A
P-NG	57 0 0	64 10 0	4 15 0	69 5 0
Fiji	61 7 0	66 13 6	6 7 0	73 0 0
Samoa	56 18 0	62 0 0	6 10 0	68 12 0
Solomon Is.	53 15 0	58 13 0	5 0 0	63 15 0
N. Hebrides	120 0 0	50 0 0	—	45 0 0
Tahiti	122 0 0	52 17 6	—	45 0 0

LONDON reported in mid-February that, as a result of selling pressure in mid-January by holders of coconut oil, copra began to fall in price, and on February 8 it was:—

Straits—CIF, Continental ports, Stg. (£95 Aus.).

Indonesian—Heavy sales at rates about £3 under Straits.

Philippines—Fell to 165 US dollars, and then recovered to 175 dollars.

The coconut oil market was sick. The price was around £100 Stg., CIF, with few buyers.

The FOB price of Ceylon copra at the end of February was £92/15/-s. per ton.

The fall in the price of Copra in New Hebrides and French Oceania calamitous and, as yet, unexplained. The rates are only half those quoted in the other free markets.

It will be noted that in all the territories under the MOF contract (New Guinea, BSI, Fiji, Samoa) producers have benefited by about £12 Aus. per ton, just at a time when a slump has hit the world market.

It would appear that some good work has been done somewhere by the authorities which operate the MOF copra contract for the four territories named, and which had

to negotiate the 1952 price with the British Ministry of Food. The world price was slumping at the end of 1951, yet the MOF price was increased by the full 10 per cent. permitted under the contract.

This has a long-term effect. Even if the slump continues, it means that the South Pacific producers will get the 1952 price until the end of 1952, and (under the contract which will not permit more than a 10 per cent. fall in any one year) they are sure of around £55-£60 per ton (Aus.) in 1953.

No competent authority has issued an analysis of the cause of this fall in price. There is no indication of a reduction in the world demand for coconut oil and meal—these are foodstuffs of quality, and the world is seriously short of food. With Germany and Japan coming quickly back into world trading, it might be supposed that the demand would grow—both were considerable buyers of coconut products, pre-war.

Maybe, the position is related to increased production in the East Indies. Pre-war, the Netherlands Indies and the Philippines were by far the two largest producers of copra. From 1942, both were out of the world market, and the comparatively small production of the South Pacific became very valuable.

Philippines production recovered quickly after 1945, but East Indies

(owing to the grave political unrest which followed the betrayal of the Dutch) were very slow in making an economic recovery. East Indies copra, in increasing quantity, is said to be appearing in Singapore, however, and this larger supply may have affected the market.

The South Pacific copra producers are entitled to some real benefit from the MOF contract. For at least two years, under that contract, and as the result of the arbitrary devaluation of Sterling in 1949, they were deprived of about £30 Aus. per ton.

SHARP COPRA SLUMP IN THE FRENCH TERRITORIES

IF Australia has any real interest in the New Hebrides—a subject concerning which there has been much speculation for some time, and on which officialdom is stubbornly silent—now is the time to prove it.

For some obscure reason, New Hebrides planters and traders can get only £50 Australian, or less, for their copra. Australia, if it wished, could buy all the NH copra for £50-£60 per ton (as compared with the £80-£90 it pays for New Guinea copra for local consumption) and gladden New Hebridean hearts.

But officialdom never will get around to a decision like that without continuous prodding; and, by that time, the French growers' market may have recovered.

New Hebrides smoke-dried copra is notoriously the lowest-quality copra in the Pacific; but that does not explain the sharp fall.

This extraordinary price of £40-£50 per ton, reported from New Hebrides and Tahiti, has no relation to the world market. Good quality copra is still worth £80-£90 in European ports, Singapore and Manila, though slow of sale. Copra has world value, and should not be affected by the present depressing events in France.

Buying power in the French Territories has been sharply reduced, and there has been a near-panic in some quarters. Probably, the market has reacted to an unfortunate combination of circumstances, and should soon recover.

Mr. Francis Frederick Wheener, of Nirex Pty. Ltd., exporters, will leave Sydney by air late in March for New Caledonia, Fiji, and Tahiti, to make the acquaintance of his Papeete clients and to establish new contacts in Noumea and Suva. Mr. Wheener, who is Nirex's executive purchasing officer for all merchandise they ship to the Islands speaks French fluently.

New Guinea Pine Forests Go To Monopoly

Big Plan For New Timber Industry

AFTER discussions extending over three years, the Australian Commonwealth Government and Bulolo Gold Dredging Ltd. (the most successful goldmining company in New Guinea) have agreed to jointly form Commonwealth New Guinea Timbers Ltd. (CNGTL), with a nominal capital of £2,000,000 (each side contributing £1,000,000), to exploit in the Morobe section of New Guinea a stand of Hoop and Klinkii Pine estimated to produce 500 millions of super feet.

Feature of the plan is that no more than 10 million sup. ft. will be taken out per annum; that scientific re-afforestation will follow the cutting, so that the forests will have grown again when, 50 years hence, the last of the forests now standing on the Morobe uplands have been cut.

Government will be a sleeping partner. Private enterprise (BGD) will operate the new company. BGD is part of a very efficient and profitable American mining organisation.

Australian Prime Minister Menzies, making the announcement, on February 29, said that not only did BGD have all the facilities for this enterprise (hydro-electric stations, experienced staff, wide knowledge of how to work this timber) but it also had an excellent reputation for caring for and training its native employees.

The agreement is subject to ratification by Parliament. It is unlikely to be opposed, because the plan was actually initiated during the Socialist regime.

BGD has been cutting, logging, milling and marketing this pine, in a small way, for over a year. The Forestry Department, under Mr. McAdam, has been producing and planting seedling pines, as BGD removed the trees. From the data and experience gained in this joint pilot enterprise, it should be possible to launch the bigger industry without argument or confusion.

This development ensures the economic future of the Bulolo Valley and Morobe District, already threatened by the working-out of the gold-bearing country. Timber, like gold, can be worked out; but timber, unlike the precious metal, can be made to grow again. Somewhere—probably Bulolo—big mills will produce large quantities of plywood and veneers.

MANY people will feel regret that a close monopoly has been created in this new industry. Since a monopoly had to be created, none is better fitted than BGD for the major and active part. But why a monopoly?

The open goldfield attracted the

best type of individualist. Conditions were tough, and competition ruthless, and only the best of them survived. But the country benefited, overwhelmingly. The remarkable development seen in the interior of New Guinea in the last 25 years would never have taken place under monopoly.

If this valuable Bulolo pine had been thrown open, under proper control, to selected individuals and companies, the development of the famous New Guinea plateaus and rich valleys would have been assisted more than under the present plan.

Do You Remember?

THE files of the PIM of just 20 years ago show that in March, 1932, practically all of the Pacific Islands were convulsed by troubles of some sort—mostly economic. Governments had just then started to fiddle about with exchange and our editor was trying, usually vainly, to explain to recalcitrant producers how much their copra should be bringing them, or why it was not bringing them as much as they thought it should.

Here are some other items of interest from PIM issue of 20 years back.

"A severe hurricane swept over the New Hebrides and New Caledonia on February 24. Damage was extensive, especially to Epi, NH, and to agricultural districts in central New Caledonia. As a result, 2,700 natives on Epi are destitute."

An air-freight war was reported from the Morobe district of New Guinea, where four air-freight companies, including the powerful Guinea Airways, were competing for business. Freight rates from Salamaua to Edie Creek, the last lap by road, were quoted at 6d per pound and there was some suspicion that one of the companies was doing the job for as little as 4-2/3d per pound. The companies were running picnic and week-end air excursions.

We reported that: "Officially, Fiji is not at all friendly to Australia because of the banana situation." (Several months previously, Fiji had cut Australia out of the British preferential tariff in retaliation for Australia's having shut Fiji bananas out of Australia. In March, 1932, Australian rice producers were threatened by an extension of this "war" to rice—they had recently been denied a profitable market for rice in New Caledonia but were competing for the Fiji market with a price of £11 per ton f.o.b. Sydney in favourable competition with Burma. In some quarters in Fiji there were murmurings that Australia was "dumping" cheap rice in the Colony.)

"Everything is now in readiness on the New Guinea goldfields for the starting of the No. 1 dredge of Bulolo Gold Dredging Ltd. The date for commencement is

This new plan probably will be much more acceptable, to both the native-welfare-conscious Administration and the Trusteeship Council, than competition, and an "open go." But it may not be in the best interests of New Guinea, in general way. On the other hand, it guarantees a substantial income to the sleeping partner (the Government).

New Guinea Goldfields Ltd., already operating in the Bulolo Valley, in a sawmill plant in 1950 and working on a small lease of gold pine, demonstrated that it, also, could produce good sawn timber efficiently and profitably. Why should it now be shut out of

March 21 and the official starting will be performed by Brig.-General A. E. Wisden, Administrator of the Territory. A second dredge is being built and a third is on order."

A New Britain reader wrote to claim that he could make copra at £10 per ton pay on a plantation producing 10 tons per month. Actual cost of producing one ton of copra he put at £3/ per ton, made up as follows: Freight Rabaul, £1/5/-; 14 copra bags, 17/-; cutting the copra, 12/-; drying, 8/-; cleaning, 2/6. PIM pointed out, editorially, that he did not take management cost or interest on capital value into consideration and that, on the figures, a planter would probably live well, if plantations were well stocked, but would not make more than £400 per year. He did not seem to think that this would be enough, even in 1932—but, of course, some planters were making very much less.

Under the heading, "Heavy Ban Production Swamps NZ Market," our correspondent said: "The Islands banana industry is suffering from over-production. Tonga and Samoa have been pouring bananas into the New Zealand market which cannot stand the strain. A shipment of 20,000 cases from Fiji, the January Tofua was disastrous. Shippers received 2/- net per case, that was completely absorbed by the cost itself, which cost 1/6, and the export tax of 6d per case." He added, however, that in Fiji their heads might be bowed but were still unbowed.

"The new Matson liners Mariposa and Monterey will take over the Pacific service from Sierra, Sonoma and Ventura in 1933 this year. They will make the voyage San Francisco to Sydney, in 20 days, against the 26 days taken at present."

During the month the price of rubber in London "recovered" to 2-15/16d per pound—it had been 2-1/2d—and Australian rubber manufacturers were agitating the removal of the 4d a pound import tax on all rubber imported except from Papua. Planters said that if the preferential tariff were removed the industry in the Territory would collapse. Copra production varied from 5.8d per pound to 6.9d, according to location of plantation.

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urther timber development? Presumably, when its present limited timber lease is worked out, shortly, it will have to close its timber enterprise. That seems unfair.

TRANS-BUSU AREA

The name of the successful tenderer for the exclusive right to cut timber in the 21,000-acre Trans-Busu area near Lae, New Guinea, was announced on March 3. He is Mr. C. R. Patterson, of Cairns, Queensland.

Tenders for timber rights in this area were called just on 12 months ago.

The area is east of Lae, between the Busu and Bunga Rivers and is described as "comparatively accessible." Mr. Patterson will now have the right to remove 70,000,000 cubic feet of timber in the area over the next 10 years. In return he is to build a bridge over the Busu river, and within 12 months erect a mill and begin operations. After local requirements for own timber are met, the surplus will be available for export to Australia. As well as building timbers, the area contains stands of red cedar, rosewood and walnut.

S-W Pacific Schedules

THERE is still some confusion about shipping schedules in the south-west Pacific, due mainly to the premature withdrawal of Burns Philp's aged ship *Orinda*, which was on the Sydney-Norfolk Is.-Lord Howe-New Hebrides-Honiara service.

Between January and early March, *MV Malaita* made a voyage from Sydney to all Morinda's usual ports plus some in Bougainville, and New Guinea.

She arrived back in Sydney on March 11 and will leave again towards the end of the month on her usual New Guinea run. Burns Philp advise that New Hebrides, are unlikely to see one of their ships again until May.

BP's new ship, *Malekula*, is now on her delivery voyage from Scotland and is expected in Sydney on April 19. Her route is uncertain but it is expected that she will go to the Sydney-New Guinea service.

Symptomatic of the depressed prices on Sydney Stock Exchange is the outcome of persistent international scares regarding a coming crash—Morris Hedstrom shares at the end of February were quoted at 43/6. This Co. has an enormous surplus of tangible assets, and never falls less than 10 per cent. A Sydney finance writer said "the crowd-heads are busily stalking them."

EVATT: GATE-OPENER FOR ASIA

Disclosures About New Guinea and Manus, 1945-47.

AUSTRALIAN Parliament and press wallowed in Pacific politics early in March, when the Pacific Mutual Security Pact (between United States, Australia and New Zealand) was up for acceptance.

Australia and New Zealand are very small countries, and it seemed unnecessary for the world's greatest Power (USA) to bother about such a Pact. But the Pact gives Australia and NZ some security against the deadly menace of Asia; and Australia and NZ have received it in return for the British Commonwealth's approval (most reluctantly given) of the new American-Japanese Treaty.

The Western Powers regard it as vital, in their struggle against the Communist world, that they

should keep Japan in the Western camp.

The South Pacific communities recognise this fact, and accept the Jap treaty in return for the Pact; but they make little effort to hide their hatred and fear of Japan—the nation which treacherously attacked and cruelly raped them in 1942-44. "They tried once to overwhelm us, and they will try again, when they have the chance" say the Australians, and with reason... But that is another story.

OUT of the Canberra talks and newspaper discussions of early March there appeared, for our inspection and appraisal, the arch-villain of Pacific politics of the 1945-50 period—Dr. Herbert Vere Evatt, now Leader of the Socialist Opposition, and almost certainly Prime Minister of Australia after the next election. Concerning Dr. Evatt, these things seem clear:

- In 1945-6, when Australia could have annexed New Guinea—and, by her sacrifices in defending that country, would have been fully entitled to do so—Dr. Evatt (then Australian Foreign Minister) insisted that the Mandate be transferred to the Trusteeship Council of the United Nations. Consequently, Australia has not got the control over P.-NG.

- In 1945-6, when the United States offered to share with Australia the maintenance, upkeep and use of the huge Manus base (north of New Guinea), Dr. Evatt was non-co-operative; and USA abandoned the base, and sold the equipment to China.

- In 1945-7, Dr. Evatt, as head of the United Nations Organisation, took a large share in the proceedings by which the Dutch were driven out of the East Indies, and the chain of archipelagoes ("stepping-stones" between Asia and Australia) handed over to the inexperienced and wholly untrustworthy Indonesians.

The first charge was made by Australian Minister H. L. Anthony, in a speech on March 4.

The second charge was made by Australian Foreign Minister R. G. Casey, in various statements, and especially a speech on March 4.

The third charge has been made by this journal at intervals over the last six years, and has been supported by various disclosures. It lines up exactly with charges 1 and 2.

Australians have every reason for labelling their Dr. Evatt, in the face of history, "the Gate-Opener for Asia."

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DUTCH SURRENDER OVER NG NOW THOUGHT LIKELY

JUST when, on March 1, it seemed that the Dutch were going to surrender to the Indonesians over Western New Guinea, the talks ceased. The Indonesian Government, as a result of much internal strife and discontent, had collapsed, and the Indonesian delegation made a hurried return from The Hague to Jakarta.

On February 3, the Indonesians, who formerly had belligerently demanded the surrender of West New Guinea, asked the Dutch if a joint administration was possible; and when the Dutch showed interest in the idea, a plan was formulated in Jakarta.

Netherlands and Indonesia were to jointly rule Irian (West NG); the "Union" between Netherlands and Indonesia was to be replaced by a "most favoured nation" status; both would give pledges that neither would use force against the other; and they would exchange consular and diplomatic representatives.

It appeared that, by making these concessions, Holland would retain the right of her nationals to hold their property in Indonesia, worth hundreds of millions of pounds. The loss of that property would lower the standard of life in Holland.

The talks probably will be resumed when the political crisis in Jakarta is over. Australia, which wants to preserve the status quo, and keep Indonesians out of New Guinea, does not like the development.

THE EDITORS' MAILBAG

That Raluana Line-up

An old resident of Rabual says the litigation over the refusal of the Raluana villagers to line, at the order of an official organising village councils (Jan. PIM), really had nothing to do with lining, but was closely connected with the current war between District Services officials, and the European police (nearly all ex-Provosts).

He says the Raluana natives "are a lot of semi-educated big-heads," who defied their own Paramount Luluai. Instead of getting out of the prosecution, they should have been disciplined; and there would have been an appeal to the Supreme Court if "Moresby Brass" had not become scared of certain possible reactions.

He adds that "this Raluana mob" are partly out of control; that they have an underground government of their own, with their own tax system, courts and standover men. "One of them was a Kempi Tai and is the cheekiest coon I've ever met," says our correspondent, who pleads for more, not less discipline.

Hirstein, NOT Nordhavet

The name of the Norwegian ship which was lying in Rabaul in January, 1942, and which could easily have taken the Rabaul civilian men to safety, had Australian officialdom permitted, was the Hirstein, and not the Nordhavet, as stated in January PIM.

The error is pointed out by Mr. R. T. Bruce, of Kikori, Papua. Mr. Bruce was one of the four Europeans who were engaged in loading copra onto the Hirstein when she was bombed and destroyed on January 23, and one of the very few who escaped, with their lives, from the Japanese invasion.

RLS Book Through London

A note from J. C. Farnas, of Lebanon, New Jersey, USA, informs us that his invaluable Biography of Stevenson, entitled "Voyage to Windward," is being published by Faber and Faber, of London, for British distribution. Most British folk could not get the new book, in its American form, because they cannot get dollars.

Police Bigheads

"I am sorry young Sid Smith has experienced trouble in his handling of Papuan native police" writes a former Papuan official. "He is such a good bloke, and an excellent officer . . . in fact, one

of the best of the younger men in the field . . .

"The present-day crop of police boys contains too many who are arrogant and big-headed—they are a menace to any officer who has to depend upon them in the bush. The fault lies with the divided control: there are now too many police-masters who never leave the station, and the police get the idea they are solely responsible to these gentry."

She Had Steam Up

"It is true that the Calliope was burning Westport coal when she saved herself from the hurricane in March, 1889," writes Keast Burke, editor of Photo-Review, apropos of an article in November PIM. "But there is one important point omitted from your account."

"This was that the Calliope had steam up, whereas the other vessels had not. In those days, it took time to get up steam; and it was in this direction that the seamanship of Captain Kane was demonstrated."

Tomb Completed

Anent "Rapa for his Kingdom" (February, page 66) our Tahiti correspondent sets our minds at rest:—

"Jimmy Paul completed his concrete tomb. He died at Rapa on September 20, 1946, aged 78, about a year after undergoing a serious operation at Papeete. He was buried at Turangainunu, near Ahurei village, on Rapa, and was given military burial honours, as a returned soldier of the first World War."

"He first came to Papeete as a boot-maker shortly after the first World War."

King's Death In A Condominium

Side by side from the Residencies and their Offices, public buildings and commercial houses, the Union Jack and the Tricolour flew together, half-mast.

Lowered together at sunset they all re-appeared the following morning at full mast to commemorate the proclamation of the new Queen. At the designated hour, all flags in unison descended again to the half.

—From a Vila, New Hebrides Correspondent.

"British" Pacific Islands

From the British Commissioner, Canberra, comes a copy of a Colonial Office production — a

copiously illustrated, beautifully printed, attractively-arranged (as far as it goes) little book of 100 pages, entitled "The British Pacific Islands."

It may be recommended for a hour's pleasant reading, but, as work of reference, it is complete useless.

It purports to describe the British Pacific Islands—but it ignores Papua, New Guinea, Norfolk Island, Nauru, Western Samoa, Niue, and Cook Islands. Presumably, because the latter are Australian and New Zealand Territories, or Trust Territories in the care of the Dominions, they are, in the opinion of the high-nosed gentlemen at Whitehall, not "British."

If one took this book as a guide one would believe that the on Territories of the South Pacific over which the Union Jack flies are Fiji, Solomons, Gilbert and Ellice, New Hebrides, and Tonga.

There is no index; and "Contents," being more literary than factual, are useless for quick and easy reference.

A little thing: but an indication of one of the reasons why the British Empire is sliding toward disintegration.

'Metho's' Possibilities

"So the P-NG natives are still drinking methylated spirits," remarks Sydney H. Chance, retired Papuan magistrate. "They were doing it 20 years ago. Certain Europeans, too." He becomes amusingly reminiscent.

"A pious ex-mission-boy once told me that a certain trade was no longer persona grata with his mission chiefs because—and his voice dropped to a whisper—'I savvy kaikai lamp mura-mura.' That is what they call medicine or a toxicant in Motuan."

Mr. Chance says that in 1937, or thereabouts, Dimi of Suva visited friends at the Bank's headquarters in Moresby. A cocktail (metho diluted with siporo—the local lime-water) party was on, and Dimi was given an extra big shot. Dimi passed out and was carried down to Tom Gough's office. Dr. Williams was called, and Dimi regurgitated the lot. "Gosh—I'm glad no one lit a match!" remarked Tom. Next day, the cocktail shaker, one Tau of Kapakapa, was before the Court, and was fined £20, or two months. Mr. Chance proceeds:

"Apropos of what Dr. Gunthorpe said (Feb. PIM), that metho can be bought anywhere, I remember that I asked Dr. Williams to read aloud the Spirituous Liquor section of the old AL & OP Ordinance, which prohibited the sale of metho spirituous liquor. Doc said it was."

"Only a few days later, I read in a Sydney newspaper that a magistrate had ruled that metho was not

(Continued on Page 119)

AUSTRALIA AS P-NG's FAIRY GODMOTHER

Remarkable Aspects of £7 Million Budget

RIGHT months after the beginning of the financial year, the Papua-New Guinea Administration submitted to Legislative Council its "estimates" of expenditure for the year. Non-official members pointedly said that there is little "estimating" about it—most of the expenditure already has been incurred.

In the current year, the Administration is spending approximately £7,000,000, and this total includes:

Public health	1,354,500
Police administration ..	967,100
Agriculture and Forests ..	482,000
Education	417,000
Naval, Marine, Police ..	869,500

The £7,000,000 of revenue, it is anticipated, will come mostly from:

Customs, gold royalty, timber rights	1,263,000
Levying, postal, rentals, etc.	289,600
Exports of goods and service ..	201,900
Grant from Australia ..	5,371,000

Mr. E. A. James made a dissection, pointing out that about £280,000 revenue came from copra export duty; and directed attention to the following interesting items of expenditure:—

RADIO DAMAGE COMPENSATION TO NATIVES	£270,000
Treasurer, Mr. Reeve, replied that over £1,000,000 had been paid under this head, and another million was still being met.)	

POST OFFICE ADMINISTRATION MESSES	£22,000
Treasurer said the messes cost £36,000 in 1950-51, and an attempt to make them self-supporting was being made.)	

RADIO RECEIVERS FOR EDUCATION DEPT.	£10,000
Education Director Groves said it was necessary to develop the broadcast session for native people; and to make the session effective the sets were bought specially in Australia and supplied to the natives at slightly above cost (£22-£23).	

OFFICE REQUISITES	£24,000
Treasurer said that all stationery was bought in bulk and distributed to Departments according to requirements.)	

Mr. Don Barrett described some of the figures—particularly those concerning wharves and roads—as startling. He doubted if P-NG was getting value for money spent on works carried out by the Department of Works and Housing. He pointed out that wherever this department went it spent considerable amounts setting up elaborate offices, messes and quarters.

Mr. James (in private life an auditor and public accountant) said that accounts were presented in such a way as to be confusing. They did not give unofficial members a clear picture of how the seven million pounds were to be spent. Why were separate ventures, such as the supply of electric power, not shown as separate accounts?

EDITORIAL COMMENT

Little wonder that Senator Roy Kendall, addressing a private meeting of the Government Party in Canberra after two months in P-NG was sharply critical of the Port Moresby Administration.

Some of the items of the 1951-52 expenditure, shown above, suggest that, despite the Menzies Government's promise to reform policy, the chief purpose of the Administration is lavish expenditure on natives.

That might be defensible if P-NG were anywhere near self-supporting. But more than five-sevenths of the money spent there comes directly out of the pockets of Australian taxpayers. Yet more than £1,000,000 already has been spent on that scandalous appropriation, "war damage compensation for natives," and another £270,000 is proposed.

£1,354,000 for health measures; £10,000 for radio receivers for a native broadcast session, the educational value of which is debatable—surely it is time that some realism were introduced to the P-NG Administration.

What does Port Moresby imagine will happen when—as seems inevitable—the financial cold breeze hits Australia, and those generous millions of Australian funds cease to come along. Why cannot the Territory show some sense of proportion? Why, in the matter of native welfare, does it not try to walk sanely, before it gallops?

All Australian funds spent on the development of the country, so that it may become self-supporting, and contribute towards native health, education, and whatnot, can be justified; but many of the items

Mr. Powles Reappointed HC of West Samoa

APIA, Mar. 3.

MR R. G. POWLES has been appointed High Commissioner in Western Samoa for a second period of three years. His first term expired in February.

Mr. Powles is a lawyer. He served in World War II and attained the rank of Colonel; and from 1946 to 1948 he was in the New Zealand Embassy in Washington as First Secretary and Counsellor. He has carried out his difficult task here, at a critical time, in a manner notable for tact, dignity and skill, and he has received the congratulations and good wishes of all sections.

After the announcement, Mr. Powles discussed some of the Territory's chief problems. He forecast:

Further development of Savai'i, which has been neglected. Roads and wharves must be built, and resettlement of Lealatele district undertaken.

The continued clamour for water supplies in outside districts must be attended to.

The banana industry, now stagnant, should be stimulated.

A general economic survey of the whole Territory should be undertaken, to see the possibilities of new industries.

in that £7,000,000 budget represent merely the airy-fairy dreamings of well-meaning theorists, who seem to have no conception of the present precarious condition of Australian economy.

Chalmers Memorial



Australian Territories Minister, Mr. Paul Hasluck, accompanied by Mrs. Hasluck, Mr. J. Howse, MP (Parliamentary Under-Secretary to Minister), Colonel Devonshire and Mr. Walker (both representing the 27th Battalion Association), the late Colonel F. R. Chalmers' daughter, Mrs. Ramage, attended the unveiling of the Chalmers' Memorial on Nauru in November. Photograph shows the memorial just after it was unveiled. Colonel Chalmers was Administrator of Nauru when the Japs invaded in 1942. With Dr. B. H. Quin, F. F. Harmer, W. Shugg, and W. H. Doyle (whom the memorial also commemorates) he voluntarily remained there to care for the natives. He and his companions were murdered by the Japs.

FIJI COURAGEOUSLY REPAIRING STORM DAMAGE

THE after-effects of the record-speed hurricane which struck north-east Viti Levu, Fiji, on January 28, and cut a 35-mile-wide swathe of destruction from Penang to Suva, may be summarised thus:

- Under the dismal conditions created by much wreckage and far too much rain, the local authorities and private citizens of Suva and district have done a remarkable job of repairs. The town, having lost most of its luxuriant vegetation and many of its roofs, has a battered look, and will retain it for some time; but most public utilities and communal life generally are functioning again.

- Although some 30,000 Fijians (out of 120,000) lived in the district affected by the storm, they have accommodated themselves very quickly to the new conditions and, with the assistance now being provided from various Relief Funds, and help from other native communities outside the wrecked belt, they will be sustained until their crops grow again. They are rapidly rebuilding and replanting.

- Because of somewhat misleading reports about "famine in the villages", and the publicity given to same, there has been a lively, three-cornered fight between the Government, the Methodist Church and the Fiji Times.

- Although, owing to the destruction of communal services, there was for a time some considerable danger of epidemics and disease, good and prompt work by the medical officials prevented any troublesome outbreak.

- A great deal of expensive repair work is being undertaken by both the Government, the local bodies and private-property owners. But the burden has been accepted philosophically and there generally has been a ready disposition on the part of the lucky ones to help those less lucky.

THE three-cornered fight started when a Fijian Methodist minister reported to his headquarters that Fijians in some of the villages of the Waidina River area were suffering famine conditions, and that some actually had bartered their treasured personal possessions to the Indian storekeepers for food.

The Methodist Church is by far the most powerful mission organisation in Fiji. Its head, the Rev. A. Tippet, immediately organised relief for the Waidina area and then—apparently without checking the report with the

Government and the local authorities—gave the information to the Suva newspaper.

The Fiji Times gave great prominence to the report. The press associations distributed it. "Famine in Fiji" was a heading prominent throughout the British Empire in the last week of February.

Naturally, the Fiji Government was much disturbed. Its disturbance turned to anger when it sent officials to investigate and found (it says) that, while some of the natives were distressed, there was nothing resembling famine conditions. It said, in forthright fashion, that there had been grave exaggeration by both pulpit and press.

The Church and the newspaper defended themselves, and hit back with shrewd blows at officialdom. Early in March, the clamour still was echoing along Victoria Parade.

THE row probably had its base in the criticism which some citizens, and the newspaper, had directed at the organisation (or lack of it) responsible for distribution of relief. New Zealand and Britain gave £10,000 each; NZ newspaper subscribers found another £12,000; the Fiji Government made £2,000 available; the Methodist Church provided £5,000; many private citizens and institutions subscribed to a fund which reached £3,500 at the end of February; the Fijians of Lau sent £2,000.

But these considerable funds did not appear to be assembled in one place, nor was their distribution made the responsibility of any one authority. Questions arose.

Who were entitled to ask for financial help: The head man of a Fijian village or the small Suva businessman? Or the European householder of small means whose house had collapsed? Or the Indian cane-farmer who had lost everything?

How were claims to be assessed—was it first in, first served? Did a smashed Fijian house in Tavua, from a relief viewpoint, have priority over a smashed European roof in Suva?

The Government appeared to be slow in giving a lead in these matters—probably because so many of the donors wanted to attach conditions to their gifts. "This must be used only for the help of the native Fijians," and so forth.

With so many demanding information and guidance, and the officials being as cautious as they always are when there are no pre-

cedents to help them, much irritation was engendered; many people were feeling the strain of the disaster and its effects; and the Fijian - Government - Methodist Fiji Times incident came just the right moment to touch off explosion.

However, observers in New Zealand and Australia, getting better perspective than the natives living too close to the hurricane troubles in Fiji, could appreciate the courage displayed by all Fiji communities in attacking innumerable problems created by the visitation, and the work done by all sections in quickly restoring order.

HURRICANE NOT AS BAD AS REPORTED

SOME prominent residents of Suva have told the PIM that they resent the incorrect presentation in Australian and New Zealand newspapers of the nature of the hurricane.

"From these reports," writes a man, "people abroad would imagine that the colony has suffered much devastation, and that the natives are starving. These appeals for funds have given a very wrong impression."

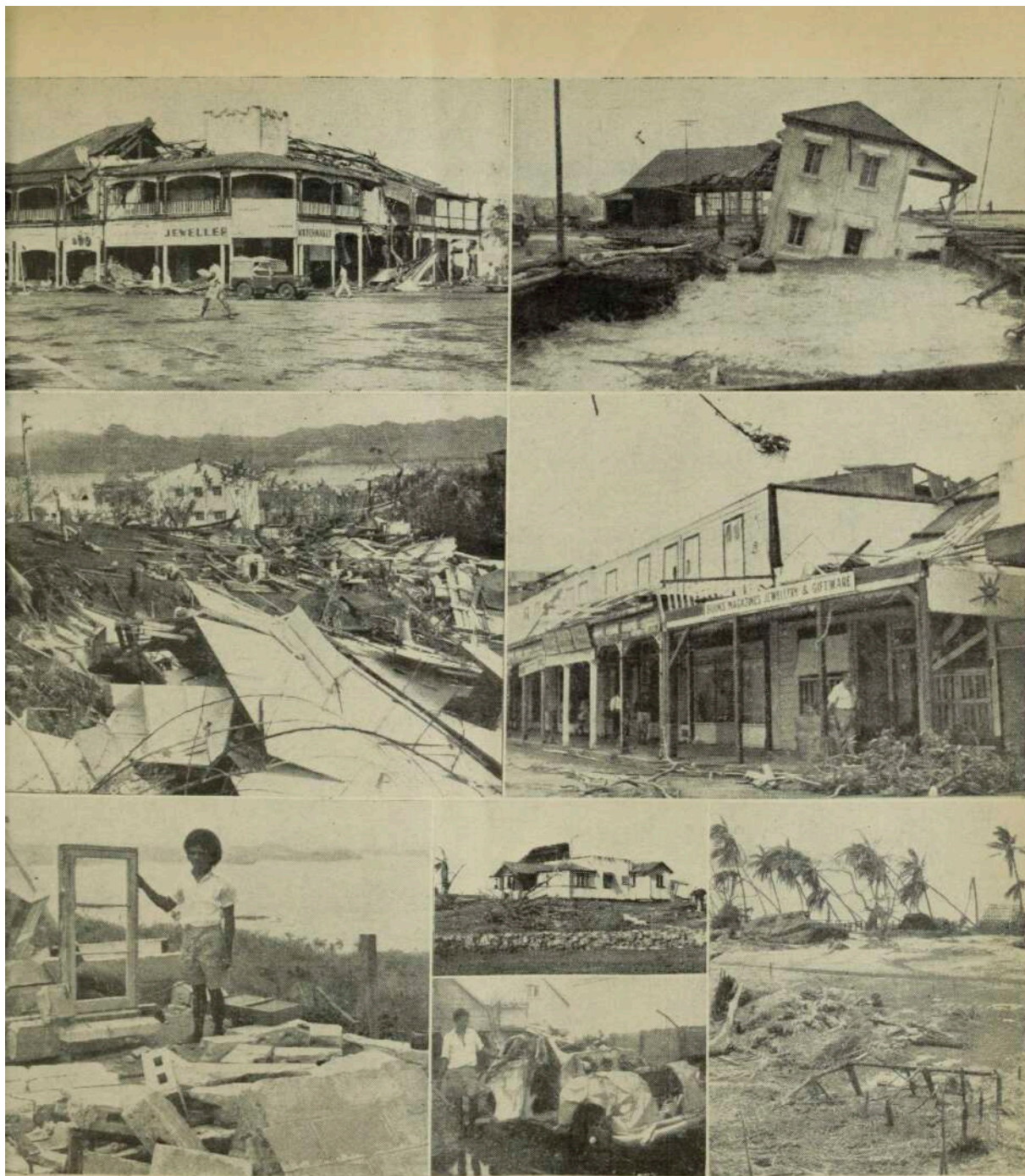
"The track of the hurricane was only 35 miles wide, and it extended only over one end of Viti Levu. Eastern Viti Levu is not Fiji."

"Our property-owners are doing a good job in re-building, and are grumbling too much. This is a part of the risk, which we all accept living in the hurricane area."

"When the rebuilding is finished Suva will be a cleaner and better town. Quite a number of the buildings shattered in the bush section are well out of the way of the hurricane. The Suva Council from ordering their reconstruction, and the owners the expense of fighting the Council. In other cases, some compensation will be in order—and very welcome it comes. This applies to Europeans and Indians."

"A lot of silly nonsense has been published about the sufferings of the Fijians. There are 125,000 Fijians, and not a quarter of them were in the track of the hurricane."

"Their gardens and houses were smashed; but this is not nearly as bad as it sounds. The Fijians, after a thousand years, have been subjected to these storms. They know what to do. They do not sit down and weep and starve. They move to one side or other of the devastated belt, and join up with the Fijian settlements which were not affected, and which usually have surplus food. They can always get some sort of foodstuffs out of the bush. In a few months



Top Row, left: The Central Buildings, one of Suva's best-known business premises, lost most of its roof. Right: The Harbour Master's Office fell into the sea after huge waves had washed out the Reclamation. Second Row, left: The remains of the dental Section of the Fiji Club. Right: Damage to some of the older shops facing Victoria Parade. Third Row, left: This the weather station at Yasawairara, Yasawa Group; the cement-block building broke up while the weather-observer and family were sheltering there—his small child was killed. Top Centre: Mr. Carl Corbett's home at Tamavua, Suva. Bottom left: The Suva Assistant-Harbour Master's car—something fell on it. Right: What a hurricane does to a Fijian village—Yasawairara.

—Photos by Fiji Public Relations Office and Stinson Studios.

They have re-built their homes, and their food-gardens are back to production.

They can do with all the help available, in the way of foodstuffs and simple household goods, during

this period of restoration; and they are getting that help, right now."

PROBLEM OF SUVA PORT

ANOTHER correspondent says that the Government's biggest

problem probably is the port of Suva. The King's Wharf (which parallels the shore) was badly damaged—although some repairs very quickly made have
(Continued on Page 109)

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TERRITORIES TALK-TALK

By Tolala

IT'S good to hear, at long last, that the Territory is to have its own postage stamps again, after years of being saddled with the unbeautiful Australian stamps. In the list of proposed issues I see no mention of a special air mail stamp. There is bound to be a world demand, especially for the first issue; let us hope that there will be enough to go round, for everyone, and not just a favoured few. They will be a good money-winner as well as helping to put the Territory on the map.

Latest official figures of the number of natives employed in P-NG show a considerable decline from the pre-war statistics, and the drop for the three months (October-December, 1951) was about 4,000. At the end of December, 1951, the total was 49,948, of which 16,001 were employed in Papua and 33,947 in N.G., an overall decrease of 10,000 workers. At June 30, 1951, the TNG figure was 34,419. That does not sound good for a country striving to register progress. Or is there an effort to impress the UNO stick-ys?

Frustration section: As I finished reading about Charles Booth and his timber from Morobe in the February "Do You Remember," I picked up a Sydney morning paper, and be confronted with banner headlines concerning the Prime Minister's announcement of a 50-years plan to harvest 500 million of NG timber off the 40,000 forest at Bulolo. One and the same area, no doubt, that had been owned by Charles back in 1926. It would be interesting to know what happened to his application. I suppose that is what you call the work of the game.

I like the little cover-up for theification of the UNO gentlemen, who are apt to look sideways at such "exploitation." Says Mr. Menzies: "This will be an important factor in advancing the economic and general welfare of the native inhabitants."

That phrase is characteristic of every Canberra announcement about the Territory. There must always be a blah-blah paragraph about native welfare.

Don Barrett, MLC for the NG lands, made a sensible suggestion at the last Council meeting concerning the location of the School of Pacific Administration. He said training of the officers should

take place in the Territory, instead of in Sydney. It would be a good idea if every officer had to spend six months on a non-Government plantation as an overseer, in order to appreciate the "other fellow's" position in the Territorial scheme of things. It might make some of them a bit more human. It would, at least, broaden their minds.

An inquiry into Customs policy in P-NG is mooted by Minister Hasluck. I should like to know how an Australian Territory and a Trustee Territory can share the same Customs tariff, bearing in mind the fact that no discrimination can be made to any member countries of UNO by a Trustee Territory. We may hear all about it later on. (Continued on Page 25)

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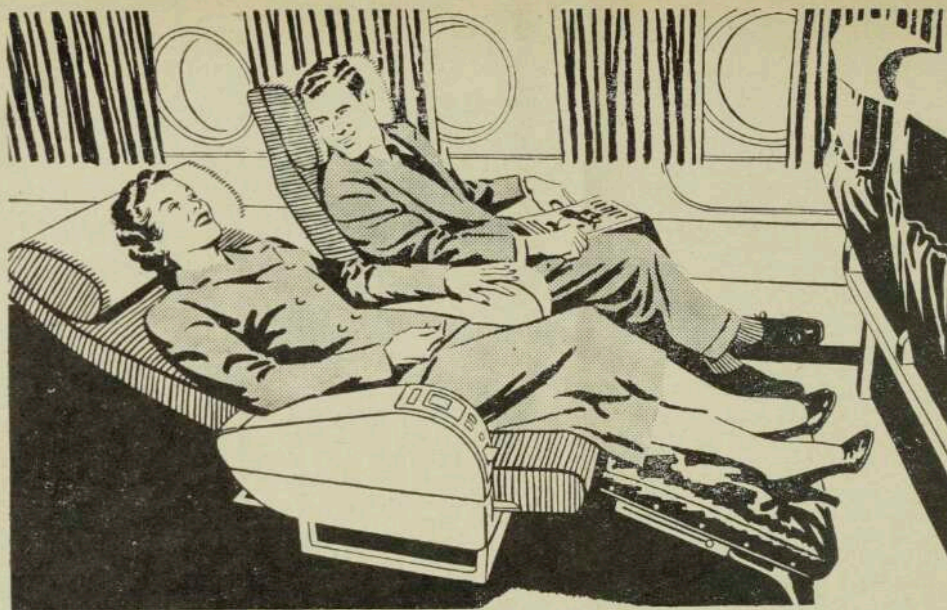
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Non-official members of P-NG Legislative Council are complaining of insufficient time allowed them to study bills before they are brought before Council. TNG had exactly the same trouble in previous days. There were times when bills were handed round in the chamber only an hour or so before being introduced. Canberra had them up at the last moment. What can an Opposition do? I am glad there is some talk of official members organising themselves in some way. Thus they have a greater influence on official members and be less "rubber stamps," as E. A. has described them. Assistant Administrator Cleland's defence of Administration's methods was convincing.

Once again the fate of Rabaul being discussed. It is only 14 years since they first started talking about shifting the place, so there should be no impatience. Not at all! If residents of Rabaul were to give the government an undertaking to make no claims for compensation in the event of eruption, some finality might be reached.

Anyway, Mr. Jimmy Duncan, the Mayor of Rapopo (the possible new town for the town), doesn't seem to be worrying one way or the other. He sailed for Bonnie Scotland recently, accompanied by his wife, whom everyone esteems as "Auntie."

The TNG report for the UNO as of June 30, 1951, contains the statement that medical patrols treated 61 natives. That might sound good, but in 1938-39 the number treated by European patrolling members of the PHD totalled 52,843. Sections of NAB alone were given 67 natives. Hospitalization (in out patients) totalled 30,203. So bad, after all, for the B4 island.

Comparisons are odious. I know, they often show how the wind blows. Incidentally, I notice in the statistics that TNG, at the end of June last year, had 111 local foreign companies. That is an increase of exactly two since 1939! To-day TNG has an adverse trade balance of £750,000. In 1939, exports exceeded imports by 19,918. There is food for thought here.

Malekula, the new 4,000-tonner BP, has completed its trials in the Clyde. It is hoped that it will be on the New Hebrides-Momon Islands run by May. It does not carry the true BP name, according to ancient custom, for it has eight letters in its name.

All the old islanders started with M and had only seven letters.

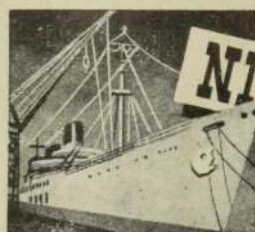
Judging by the debates in the House at Canberra at the end of last month, Manus appears to be the skeleton in the cupboard of both parties. Alleged that some papers are missing from an important file. Add the agitation for an inquiry over the Fall of Rabaul—which is being consistently side-stepped—and TNG seems to be a headache in more ways than one to Canberra.

Senator Roy Kendall, back from a trip to the Territory, cut loose with some outspoken criticism of

conditions up north, at a Government Party meeting at Canberra towards the end of last month. He did not blame Minister Hasluck, but put the blame for wrecking the economy of the Territory and hindering its development on the Moresby Administration.

The Minister defended the policy of the Administration; but it is quite possible that Roy Kendall may eventually succeed in getting Canberra to take a realistic view of conditions as they are.

The Rev. F. C. Bastian, who has been on leave in Australia from the Anglican Mission in Tonga, will be unable to return, owing to ill-health.



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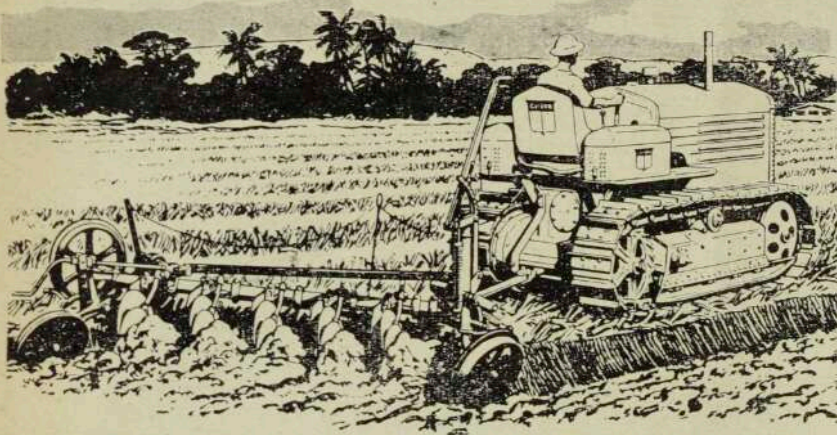
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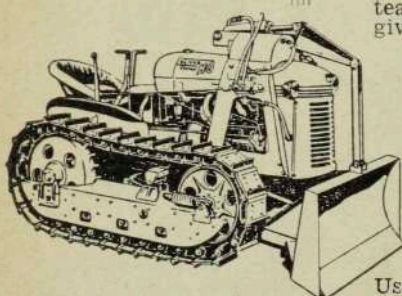
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CANBERRA'S STRAINED SILENCE ABOUT RAPOPO, TNG

ON the eve of his departure for a holiday in Europe, Captain "Jimmy" Duncan came in to the PIM office.

"Some people have asked if I was dreaming, when I said a year ago that the Administration was taking over my plantation at Rapopo," he said. "Well, I've decided to show you these letters."

First letter was dated in Canberra on April 12, 1951, and signed by J. R. Halligan, Secretary of the Department of Territories.

"I refer to my letter of December 1, 1950, in connection with resumption of Rapopo plantation for proposed Administration centre in the Rapopo-Kokopo area.

"It has now been decided that transfer to Rapopo of the Administration centre at Rabaul will be effected. It will be necessary to sume Rapopo plantation; and the Administration has been requested to contact you in this matter."

A second letter was dated April 18, 1951, and signed by E. P. Holt, Secretary of the Department of Lands, etc., P. Moresby.

"Now that the Minister has affirmed the decision that the headquarters of the New Britain district should be at Rapopo, it will be necessary for this Administration to acquire your property known as Rapopo Plantation. In view of the above it will be much appreciated if you will inform me of the lowest price you are prepared to accept for Rapopo Plantation as an encumbered estate, in fee simple.

High officials first inspected Rapopo in 1947. In 1949-50 a survey was worked there for 18 months. There was a pause; and then, in the letters quoted above, Captain Duncan gave his price, as requested last April.

Since then, complete official silence—and not even an explanation of the silence.

Councillor Voices Discontent

P. MORESBY, Member of Parliament for the New Guinea Islands and long-time spokesman for the planters, Mr. Don Barrett, got onto his hobby-horse in the Legislative Council and again demanded to know what, if anything, was planned for Rabaul. He described the official shilly-shallying that has gone on since the 1937 eruption.

Coming up-to-date, he told the Territories Minister Hasluck that he had given a pledge that a decision would be made by the end of the year.

reached by the beginning of
since the war there have been
years of indecision," he declared.
that time there have been three
eys of Rapopo and naval sur-
of the coast. Delegations have
ately sought decisions from
essive Ministers.

ow commercial interests and
ents have begun erecting per-
ent buildings, while Works and
sing have just spent £15,000 on
own offices and mess."

he port, he said, handled 50,000
of inward freight a year and
al of more than 80,000 tons, yet
real wharf existed and many
ss roads were impassable.

ie constant delay in deciding
aul's future was hampering the
er operation of the richest area
ne territory.

t. Barrett was supported by Mrs.
h—but to no avail.

ie Assistant Administrator, Mr.
M. Cleland, simply got to his
and told them it was a "Com-
wealth matter."

outh Pacific Post" came in with
ditorial asking why money was
t on an Administration and a
sative Council, if such purely
estic matters were to be de-
d by Canberra.

Mr. R. T. G. Pattrick, who has
been Secretary of new Zealand's
Island Territories since 1947, will
shortly retire. The name of the
new Secretary has not yet been
announced.

Returning to Madang after leave,
Mr. B. Kriekenbeek left Sydney
early March to resume duties as
shipping and customs clerk for
Burns Philp & Co. Mrs. Krienken-
beek followed per March Bulolo.

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Island Travellers

DR. ROBERT H. BLACK, who, with his assistant, Mr. L. Gray, departed from Sydney for the Trobriands to conduct a Malaria Control project for the South Pacific Commission in the Trobriand Islands. (See article elsewhere.) MRS.

R. THOMSON, who returned to Port Moresby with her husband late in February, after a vacation in Europe.

M. LOUIS DE KERSTRAT, resident of Tahiti since 1939, returned there per Changchow in March, after seven months at Pondicheri, India. M. de Kerstrat, a practising Buddhist, said that, although

there are about 20 Buddhists in Tal only seven are strict followers. MISS BARBERA, of Perth, flew to New Guinea to be married. Who's the lucky man? She wouldn't say.

MR. M. DAVIES, formerly of Works and Housing Department, returned to Lae, NG, after leave to work for J. Stubbs & Co. Mr. Davies is a star player in the Lae football team, who defeated Port Moresby for the Australian Island Shield last season. MR. F. CHURCH, formerly of Works and Housing Department, Madang, NG, was involved in a motor accident in Castlereagh Street, Sydney, early in February, and was recuperating when this photo was taken in March.

DR. L. ROTH accompanied a party South from Port Moresby at the end of February. He spent a week in Melbourne before returning by Qantas. MR. BIRCH, Inspector of Native Labour, Rabaul, NG, returned there by Qantas on March 4, after leave in Sydney.

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Matua Temporarily On Sydney-Auckland Run

Another Result of Fiji Hurricane

BECAUSE it is not expected that Fiji's hurricane - devastated banana-lands will be productive sufficient bananas for several months, the Union Steamship Company has temporarily withdrawn the 4,000-ton Matua from New Zealand-South Pacific service.

The new Tofua will continue to run between Auckland, Suva, Paga, Samoa, Niue, Pago Pago and return.

Matua made a trip to Suva in January. It was then announced that between March 20 and the end of May she will make three voyages between Auckland and Suva. Her movements after that are uncertain.

The announcement that Matua could run across the Tasman has disappointed some people in the Cook Islands who thought that it was a bad hurricane that blows no good, and that they might never see Matua in their waters. It is also disappointed those whose hopes of fancy led them to think that Tofua might have been di-

verted to a direct service between Sydney and Suva.

WHY NOT SYDNEY-SUVA?

The shipping company knows its own business best, but it can be presumed that they are not so concerned at the 69 passengers Matua is capable of carrying across the Tasman in two, three and four-

berth cabins at approximately £28 per berth, so much as Matua's cargo-carrying capacity which is extensive for a vessel of this size.

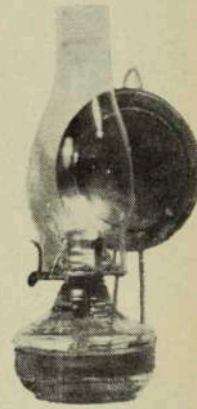
It is permitted, however, to comment here on the fact that even way back before World War I there was considered to be a lucrative passenger-cargo trade in the South Pacific from Sydney to



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attention.**

Fiji and beyond to the Cooks and Samoa. Probably half a dozen ships were engaged in that trade. Just prior to World War II there had been a considerable rearrangement of shipping schedules in these areas, but between Sydney and Suva there was a quick shipping service with three Union

Steamship Co.'s ships, Aorangi, Monowai and Niagara, and the Matson ships Monterey and Mariposa, (all five of which then went on to Hawaii and North American ports).

To-day only one ship, Aorangi, remains on that service. There are, however, numerous cargo ships

which are engaged on the Sydney Pacific Islands-North America and upon which the Island communities in Fiji and Samoa depend for the large quantities of goods that they now import from Australia.

The development of air-transport in South Pacific territories is undoubtedly the reason for present trends in shipping; nonetheless some "amateur experts" feel there would also be room for a service of Tofua's type on a direct service between Sydney, Fiji and Suva.

It is pointed out that Fiji depends on Australia for a large proportion of her imports, the great deal of Australian capital invested in the Colony and many European residents of Fiji are ex-Australia. On the face of it, it appears that there is as much scope for a vessel the size of Tofua on the Sydney-Suva service as there is for the Bulwer on the Sydney-New Guinea service. However, the querulous at this stage are no doubt asking "How profitable is the Bulwer?" And the answer to that, of course, is known only to her owner, Burns Philp and Co., Ltd.

BANANAS ON TOFUA

As a result of strenuous effort on the part of Fijian banana growers and all sections of

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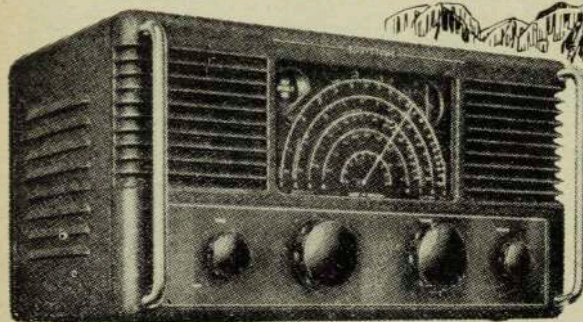
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of the Fiji Department of Agriculture, 9,500 cases of bananas were shipped to New Zealand on the Tofua. Approximately 10 cases were shipped on the Tofua at end of February. Practically all of the fruit had been salvaged from hurricane-damaged plantations. Much of it was rejected because it was over-ripe or had been bruised during the hurricane. Matters were further complicated by lack of banana cases due to disorganisation in timber mills after the blow. Some of this shipment of bananas in orange cases but this is likely to be the least of its banana troubles until the end of the year when it is hoped that Fiji plantations will be producing normally again.

INNES-BARNARD WEDDING

THERE were many Fiji and Papua-New Guinea links at the wedding at St. Martin's Church, Pymble, Sydney, on February 22, of Heather Lou-Ann Innes and Peter Barnard.

Heather is the younger daughter of Mr. and Mrs. Allen Innes, of Longueville, New South Wales, and formerly of Fiji, Misima (Papua), Rabaul, and Salamaua (NG). The groom is the only son of a distinguished British airman, the late Captain Franklin Barnard, AFC, OBE, and Mrs. Irene Williamson, of Surrey, England. The bride was attended by two matrons of honour—her sister, Mrs. Frank Marden Adell, of Roseville, and Mrs. Kevin Clark, of Orange, NSW; and two bridesmaids, Miss Joan Wetherell and Miss Sue Kingsmill. Miss Kingsmill's mother and the bride's mother were on the nursing staff of the Colonial Hospital, Suva, during World War I, and in Fiji they met their future husbands. Mr. Barnard was then with Burns Philp and Nigell Kingsmill was on the staff of the Bank of NSW.

Sydney architect, Mr. Peter Kaad, who is the best man at the wedding of the bride's parents in Fiji, proposed the Royal Wedding toast. Mr. Kaad's parents, the late Captain Christian and Mrs. Kaad, were one of Fiji's best-known couples in days when Levuka was living through its most prosperous years.

The bride wore a frock of very old Brussels lace over pink satin, a weighted train and pink tulle veil. The wedding was a small one (as Innes marriages go) but a series of pre-wedding parties had been given, including an afternoon tea at the New Guinea Women's Club of Sydney.

The reception was at Mandalay, Lane 1, which is run by Mr. and Mrs. James, late of Bulolo, TNG; and the artistic floral work, the bride's and groom's posies were all done by Miss Fae Terwood, the first European child born in Salamaua and now one of Sydney's accomplished florists.

Mr. O. G. Chapman, Assistant Engineer in the Fiji PWD has been promoted to the British Solomon Islands as Director of Public Works.

Polio In Ocean Island, Nauru?

IT was reported in Sydney newspapers on March 1, that two iron-lungs had been sent to Ocean Island and Nauru to help combat an outbreak of poliomyelitis there.

Natives of the Tokelaus (a group near Samoa, administered by New Zealand) may not now travel to NZ unless they can show that there is suitable accommodation awaiting them, and they can speak English.

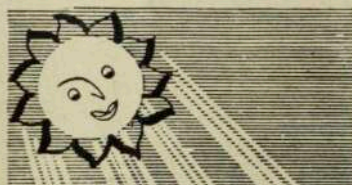
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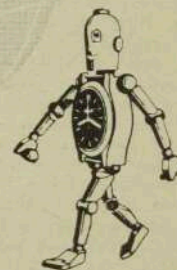
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TEAL CELEBRATES.—During its proving flight to Papeete some weeks ago, TEAL entertained local notables. The top photo shows Mr. Donald Allen, Mr. and Mrs. Weston Moore and Mr. G. N. Roberts, general manager of TEAL, at a function on the dining terrace of Les Tropiques Hotel. In the lower photo are shown (seated, left to right): Mr. Harvey Turner, a TEAL director; Miss J. Arkle, TEAL flight-stewardess; Leonard Isitt, chairman of TEAL; Miss Rosemary Ely, of NZ; Mr. G. N. Roberts, and Mrs. Ewing, American visitors to Tahiti; and Mr. F. A. Reeves, commercial manager of TEAL. Since these photographs were taken, the TEAL service, Auckland-Papeete, has been established on a regular schedule.

AUSTRALIAN BOOKS

THE BLUE MOUNTAINS AND JENOLAN CAVES.—A Camera Study by Frank Hurley. A panorama—in text and 13 magnificent colour, 71 monochrome photographs—of majestic mountain scenery and the treasure-house of the Caves.

25/- (post 8d.).

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CC12/102

A son was born to Mr. and Mrs. Ray Harrison, of Rabaul, New Guinea, on February 15, at Namanula Hospital.

NZ Red Cross despatched two consignments of clothing by air early in March, for distribution among hurricane victims in Fiji.

Small Ship Wrecked

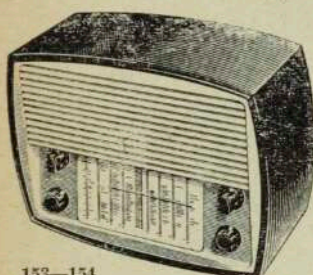


MV Talasea, owned by Mr. Charles Blake, of Rabaul, N.G. is shown where she grounded at Pondo Plantation, New Britain, during the storm of January 17 1952. She was attempting to leave the harbour.

Combined towing efforts of the Dual and NG Government trawler Teresa May had failed to refloat the vessel on February 2, when this photo was taken.



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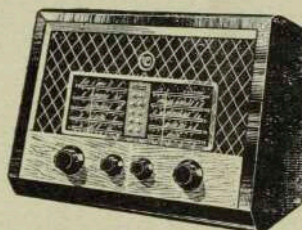
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"Meadow Lea" **TABLE MARGARINE**, 2 lb. tins, 6/- per tin 71/6 doz.

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NZ MINISTER'S HOODOO VISIT TO WESTERN SAMOA

IF ever a Dominions Minister had a Hoodoo Voyage to the Pacific Islands, it was that suffered by New Zealand Islands Minister C. Webb in January-February. Accompanied by his wife, his Departmental head (Mr. R. T. G. Attraction) and private secretary (Mr. E. Gay), the Minister set off from Auckland in January for Samoa and Cook Islands.

The party got to Fiji on January 18—just in time to see Suva blown almost inside-out in the Colony's fiercest hurricane.

They proceeded on the Tofua to Western Samoa. As they arrived at Apia, the area was experiencing terrific thunderstorm.

Two days later, as they were embarking on a huge programme of dancing, feasting and a tour of the group, news arrived of the death of the King. All entertainments were cancelled.

Mr. Webb had a very lively 3-days session with the Samoans, in which important administrative matters were discussed, without war or favour. (Report elsewhere). Both the Minister and his wife then became seriously ill with what was called an "Islands sickness." They cancelled a proposed visit to Savaii; and then cancelled the remainder of their tour (to the Cook Islands).

Mr. and Mrs. Webb flew back to Fiji and, at Nadi, joined the Trans-Pacific plane on which the NZ Prime Minister (Mr. Holland) was returning from London. They arrived in Auckland on February 1.

The Minister said he would visit the Cook Islands later this year. Meanwhile, he would try to solve the Group's main problem—that of an adequate shipping service.

NOTE: In 1914, the editor of the PIM first visited the Cook Islands with the then Minister—the Hon. Maui Pomare. He said exactly the same thing about the need for a shipping service).

Small Ship's Wharf Completed In Rabaul

RABAUL, Feb. 24.
THE small ship's wharf which has been constructed by Colyer Watson (NG) Ltd. has now been completed.

The work was carried out by contractor R. Elliott in approximately three months.

The wharf is 65 feet long by 51 feet wide, has a depth at low water of 22 feet, and is capable of taking any interisland ship operating in these waters.

FIJI CUTTER PRESUMED LOST

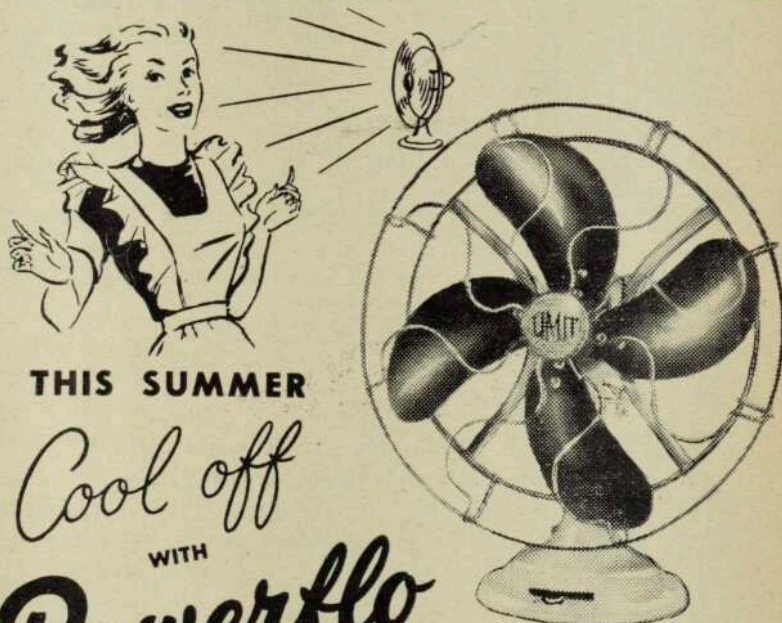
SUVA, Feb. 20.
THE Fijian sailing cutter, Tui Maloku, is now presumed lost with all hands. She has not been sighted since January 26, when she was towed outside the reef at Ngau and set sail for Moala.

It is believed that she was lost before or after the January 28 hurricane. Six passengers and a crew of five were on board.

On February 19, it was reported that a galley door and an oar had been washed up on Moala. It is presumed that these are from the Tui Maloku.

MAORI DISPUTE OVER ASHES

IT was officially announced on February 19 that the ashes of the late Sir Peter Buck would remain in Honolulu indefinitely, owing to a dispute between Maori factions in the Taranaki district. Lady Margaret Buck and the NZ Government wished the ashes to be interred at Manukarehi, near Waitara, NZ. Another section of Maori opinion considered that they should be buried at Urenui. Until the difference is resolved, the ashes will remain in Hawaii.



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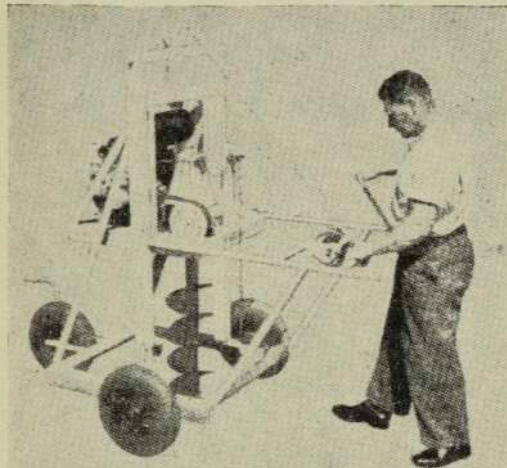
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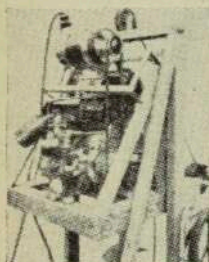
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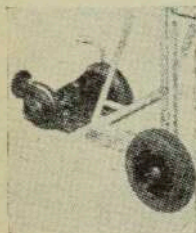


The Mobilco Post Hole Digger digs a 2' 8" deep hole in 10 seconds in average soil. This well-balanced, one-man machine will pay for itself in no time . . . and see the attachments (below) which can be fitted to a Mobilco Post Hole Digger.



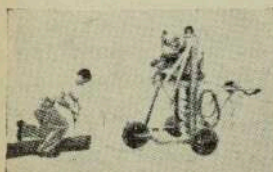
Electric Generator

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.



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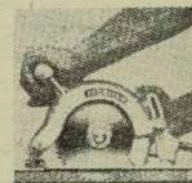
Driven from the 32 volt generator on the Mobilco Post Hole Digger this light, smooth running Drill bores up to 1" holes in hardwood and 1/2" in metal.



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.

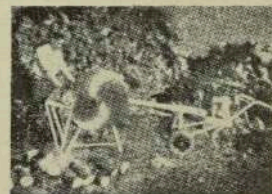
Electric Hand Saw (Circular)

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.



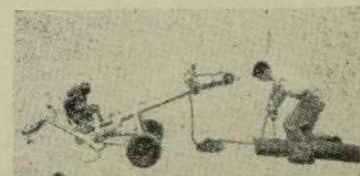
Copra-Cutting Saw

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.



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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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TAHITI NOTES

presentation of Decorations

On February 9 a large crowd witnessed the presentation of Decorations outside Navy Office, Papeete. The decorations included Legion d'Honneur, Médaille Militaire, Croix de Guerre and Médaille de Sauvetage. The recipients were, Robert Terve, Jean Marquand, Marc Danois, Marcel Curienne, Lucien Neven, Albert Leffaff, Jean Costa, Anuu, Tapeta, anderson.

TRIBUTE TO BRITISH KING

Tahiti paid its respects to the late King George VI on February 15, when a service, which was very largely attended, was held in the Protestant Church. The Protestant Church of French Oceania, affiliated to the Church of England, has the largest following of any church in French Oceania. The flags of commercial and government buildings were flown at half-mast for 15 days.

NEW TOURIST ATTRACTION

Le Col Blue, largest restaurant-casino within Papeete city limits, has been transformed and renamed "Carroll's Tahiti"—after Carroll's of Paris and Carroll's Beach on the Riviera.

A new four-man orchestra leader, Louis de Maeyer, arrived on the

Changchow late January from France. The official opening on February 2 was attended by the Governor and his wife and most of the population, the festivities carrying through until daylight next morning.

Carroll's Tahiti is conducted by Madame Cowan and should provide a further attraction for tourists.

PROTRACTED MURDER CASE

Two years ago a Rarotongan living on Tikehau Island, in the Tuamotus, was found dead with his head in a small cave. Recently an inquest into the death was opened for the third time. A small boy has accused a man of striking the Rarotongan with a shovel during a dispute over a share in some copra.

In January, a Judge and members of the French Department of Justice, accompanied by Mr. Devenish, British Consul, proceeded to Tikehau in the Government schooner Tamara to re-open the case.

Nothing definite could be established on the spot, but the body was again exhumed and the skull brought back to Papeete for examination.

GENERAL

A 13-ft. tiger shark, weighing nearly a ton, was caught off Panapaia, popular residential district of Tahiti, in January. Its liver

weighed 200 lb — and its stomach contained several chunks of beef, bones, and tin cans. It is said to be the first tiger shark caught in Tahiti waters.

The Tuamotuan diver Tara, famous in the Tuamotu pearling lagoons, died in the Colonial Hos-



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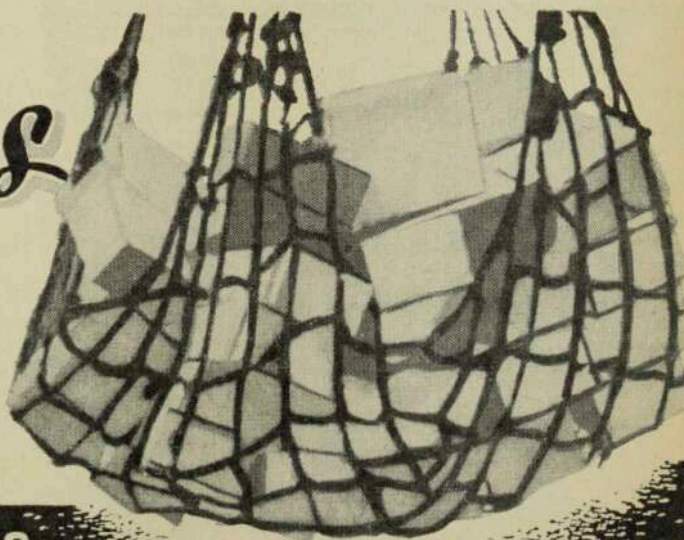
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pital, Papeete, on January 24, after a short illness. His age is not reported. Tara was said to be capable of remaining under water in a dive for four minutes. He also held the record for depth.

Mr. Otto Degener, well-known botanist, of Honolulu, will spend several months in Tahiti, climbing around the mountains of Papara, from May of this year.

Rev. Gordon Young of the Methodist New Guinea Highlands Mission was in Victoria in February, studying languages to aid him in his pioneering work.

Rev. J. F. Goldie, veteran Methodist missionary of the Solomons, was reported to be seriously ill in St. Andrews Hospital, Melbourne, in February.

CUTCH INDUSTRY IN PAPUA

LATE in February, Australian Territories Minister Haslam conferred in Canberra with two directors (Messrs. Reid and Dolbey), of the South Borneo Mangrove Company, which for 50 years has been taking cutch extract from the bark of mangrove trees. The substance is used in dyeing and tanning. It is proposed to establish the industry in Papua, and is hoped it will bring in £300,000 per annum, in dollars, within three years.

Better Treatment For Hansen Disease

TREATMENT of leprosy by sulphuret and diamidin (which replaced the chaulmoogra treatment in recent years) is now being replaced by treatment with a new drug, DADPS, which is more effective and very much cheaper. This was stated in Brisbane in February by Dr. H. E. McMahon, who has been assisting in the work against Hansen's Disease (leprosy) and who has been relieving medical superintendent at the Mt. Hagen leprosarium in New Guinea. There now are 220 patients at Mt. Hagen, and 690 out-patients, and the number will increase with the new law, designed to stamp out the disease in New Guinea, applied.



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.

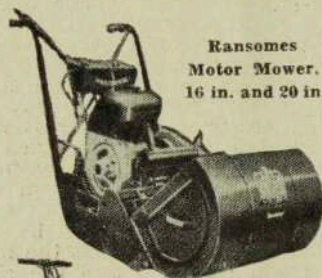
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16 in. and 20 in.



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ALK OF NEW INDUSTRIES FOR NEW GUINEA

But RSL Settlement Plan Limpers And Falters

LOWLY and creakingly the Papua-New Guinea administrative machine, planned to establish new industries in the Australian tropical territories, and like the latter self-supporting, is getting from low into second gear. Within recent weeks, the following developments have been announced:

• Government is eager to establish cocoa production on a big scale, as an alternative to coconuts.

• Government is entering into a large-scale plan, with Bulolo Gold Mining, Ltd., for the exploitation of the huge natural pine forests of the Morobe uplands. (Plan described elsewhere.)

• Government will actively assist private enterprise to develop the rubber fibre industry—on strategic rather than economic grounds. (See article elsewhere.)

• A new dollar-earning catch industry is being developed by private enterprise in Papua. (See article elsewhere.)

• Government says it will co-operate with private enterprise in the establishment in New Guinea of rubber and beef production.

Some of these industries are taking some shape, such as timber and rubber. But most are still in the planning stage, and high authority seems exasperatingly slow in getting down to practical considerations, such as the availability of land, and the encouragement of new planting by Europeans.

For example, the P-N-G State Branch of the RSS & AILA (Returned Soldiers' League) for years been pressing for some practical plan for assisting ex-servicemen settlers to become established as planters. Government again and again expressed lively interest and promised to shape a plan; but nothing has been done. When the RSL held its annual congress at Lae on February 16 and the members were ready for a vote on this subject, the Administrator, Colonel J. K. Gray, formally opened the Congress, and he said that there was "very real intention" to establish the RSL Settlement Scheme in the territory, and it could be in operation before the end of the present year. But, he added, there were many difficulties to be overcome before any scheme could operate, and he gave the following list:

1. Areas would have to be purchased from the natives and surveyed; roads of access, and other transport requirements had to be met; the land had to be cleared, cultivated, planted and maintained—to

say nothing of the considerable amount of finance involved.

It had been proposed, he said, that prospective settlers should be gainfully employed by a Land Settlement officer on clearing and other jobs, with the object of associating them with all operations and at the same time providing them with an income. But the alternative of clearing the land on a big scale by contract would not be lost sight of.

He warned them against the tendency to over-capitalisation, and

referred to mistakes made in soldier settlement schemes in various Australian States.

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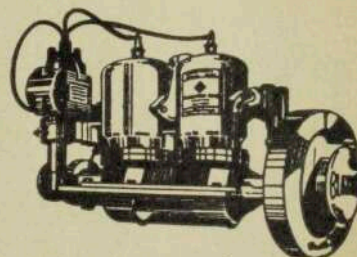


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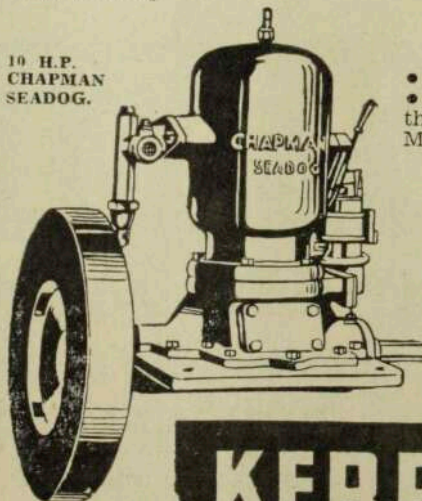
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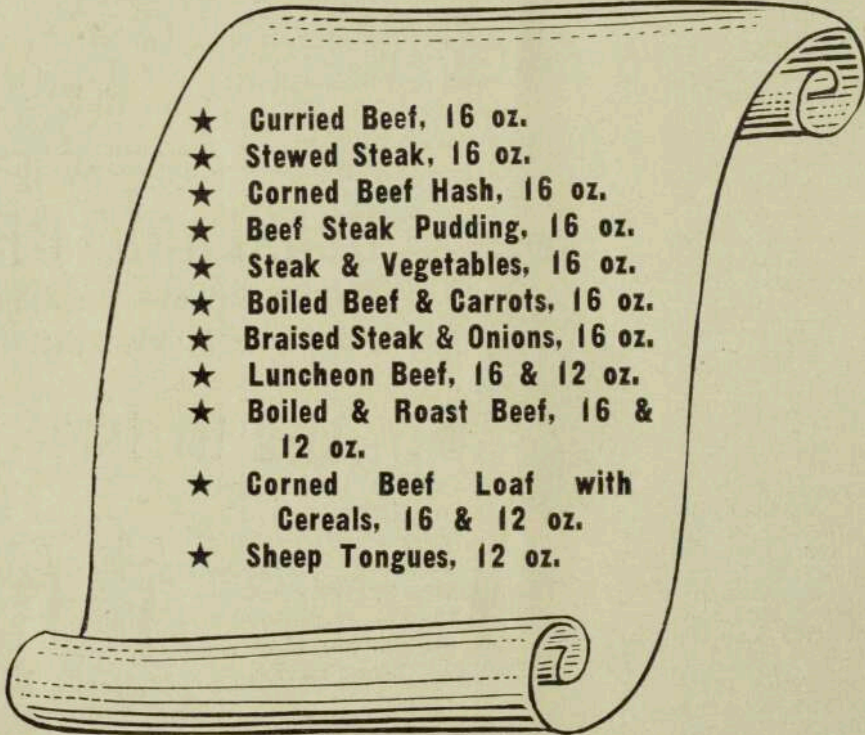
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ard he believed the RSL could
the Australian Government to
rantee the purchase, up to Aus-
ian requirements, of all such
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olonel Murray advocated
sures to ensure that the native
ples should increasingly feel
dship for the white man, and
resentment. It was vitally im-
ant to avoid mistakes made
where, which had resulted in the
genous population becoming hos-
towards the administering power.
interests and survival of the
ve people were wrapped up very
ely with those of the white
ilation. He expressed confidence
the Europeans could bring
at the economic development of
ua-New Guinea and play a
inuing, essential role in the
try, and at the same time pro-
over the next half century,
the general welfare, and the
al, economic and political de-
velopment of the indigenous people.

E delegates appeared to ap-
preciate His Honour's as-
sances that something was to be
soon; but they clearly were
ing a more definite lead.
ey got it from Mr. G. Whittaker,
President, in his annual
rt. He said that he and his
utive had given "an enormous

amount of time and work" to land
settlement and service homes and
"the conversations with the Minister
on those schemes had been most
disappointing".

He said that an official party had
inspected the Warengoi Valley lands,
outside Rabaul; inquiries had been
made concerning a coffee-growing
plan near Wau; and much time had
been spent on a plan for growing
kenaf on land sufficient for 200
servicemen, near Gusap, between
the upper waters of the Markham
and the middle Ramu. But nothing
had come of any of these plans.

He said his last interview with the
Minister was "most unsatisfactory",
and "the discussions had not
reached a very advanced stage". He
said that if more development was
not undertaken, and if the Aus-
tralian taxpayer refused to provide
more cash, "this country will be in
a desperate condition financially".

It was plain, from subsequent
discussions, that delegates felt that
progress in relation to settlement
of ex-servicemen was far too slow
and ponderous; and they suspected
that the reason for this was re-
luctance in some quarters to
alienate suitable land for new white
settlement, and further reluctance
to make available the funds that
would be required to support
new settlers until they became self-
supporting.

(These aspects of New Guinea's

most vexed problem are dealt with
in a special article on another page
of this issue).

The following resolution was
carried:

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approves the endeavour of the
Federal Government and the Ad-
ministration to inaugurate the War

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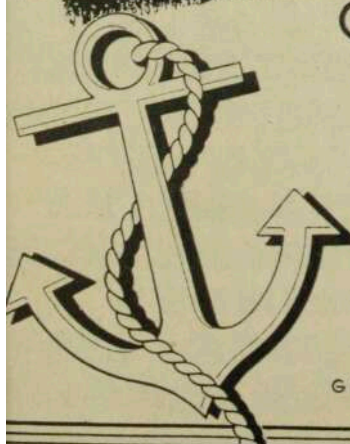
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Service Land Settlement scheme in Papua and New Guinea, and desires to have the State Congress do all in its power to get the scheme under way as soon as possible. However, we demand that responsible officers of the State Branch be given the opportunity to be represented on the

Land Board, equal in number to the present membership of that Board."

Mrs. W. W. Bentley, of Suva, Fiji, with small daughters Jacqueline and Elizabeth, arrived in Sydney to visit her mother at the end of February.

FIJIAN AUNTS DON'T HATE PENS

THE Fijian Grammar, which is the result of the visit of Mr. G. Milner to Fiji a couple of years ago, is finished and will soon be published.

Mr. Milner is on the staff of the London School of African and Oriental Studies, and in a recent BBC broadcast told something of the difficulties entailed in producing the 21 lessons and other items that the Grammar contains.

He has departed from the usual methods of teaching a language. Fijian is so different from, say, French or German, that it cannot be taught by the same methods. The grammatical framework that he has used is 100 per cent. Fijian, and he has avoided such time-wasting sentences as "The pen of my aunt is on the table."

In the first place, says Mr. Milner, it is important to know whether the aunt, in question, if she is a Fijian aunt, is your mother's sister or your father's sister because they cannot speak to them both in the same way. Then she probably doesn't own a pen, in any case.

In his broadcast, Mr. Milner thanked Ratu Sir Lala Sukuna, Mr. Howard Hayden (Fiji Director of Education) and Mr. King Roth for their assistance.

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NEW GUINEA KENAF

Investigations Proceed

ERRITORIES Minister Paul Hasluck reported in mid-February on the results of an investigation of fibre-growing possibilities in the New Guinea area, made by American fibre expert J. Dempsey in January. The Minister also announced the Commonwealth Government's attitude towards the prospective industry.

Mr. Dempsey considered that sisal in New Guinea were suitable for the growing of sisal, manila and kenaf as rotational year-round crops.

Subsequent conferences between Mr. Dempsey and Government and business interests in Australia indicated that there appeared to be good prospects for profitable production of the three fibres, to meet the American market and Australian needs.

The Minister stated that the Government would encourage private enterprise by making land available, offering technical advice, providing plants and seeds. It would, of course, have to be provided by private enterprise.

Some kenaf seed and sisal plants were available. Manila would be available for two years.

The Government would continue to make available results of research into techniques and economics of production and would share, with private enterprise, the cost of establishing a kenaf growing industry in Australia, when fibre was available in quantity. Naturally, buyers of copra bags and other fibre products are mainly interested in the New Guinea experimental plantings from the point of view of whether or not these result in cheaper fibre products becoming available.

Mr. R. A. Colyer, of Colyer, Watson & Co., taking a leading part in the current experiments, pointed out, however, that the establishment of an Australian fibre industry is primarily a strategic matter. If the present India-Pakistan supplies suddenly became unavailable, our first consideration would be that of obtaining essential supplies at ANY price. It is too early to say whether Australia will be able to turn out fibre supplies at competitive world prices. All that has been proved for certain is that kenaf is definitely a superior fibre to jute, and that it can be grown in New Guinea.

Mr. Colyer agrees that, as stated in our article on copra sacks in November, the cost of sack-weaving machinery would be very great, and that, in the early stages of the industry, any weaving would have to be done overseas. The New Guinea trade would be mainly in

the export of unfinished fibre, until such time as the output from New Guinea warranted the establishment of weaving mills. The production side will have to be proved, first.

Mr. R. Smith, of Casuarina Studio, Rabaul, New Britain, was in Sydney in February on sick leave.

Mr. Fred Jones, well-known trader of Vanikoro, Santa Cruz Group, was in Santo on a business trip when the Christmas hurricane hit the New Hebrides. He left for home on February 12 after he had learned that the blow had carried away all his possessions, including his personal library and business papers.

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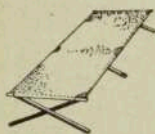
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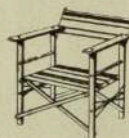
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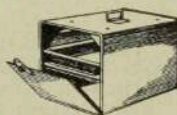


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AMERICAN SAMOA AND THE TROUBLES OF TRANSITION

OR 51 years under US Navy administration, American Samoa did very nicely but kept out of its affairs to itself. The change-over from Navy to Civilian rule, in mid-1952, has been of considerable interest to students of the Pacific, and some light on the transition period was given on January 15 by Governor Phelps.

The Governor was speaking at the convening of the Fono (Samoan Parliament) of American Samoa. His review shows that the territory has some problems peculiar to itself and others that are common to most Pacific Groups. It was also that, although Washington appears reluctant to help as much as some Samoans would like for reasons enumerated by the Governor—US Administration personnel now remaining in Samoa working unselfishly and with enthusiasm to get Civil Administration on to a sound basis. Perhaps this is because, as the Governor says somewhere in his report, "Some persons who did not or would not work the hours and accept the responsibilities . . . have been replaced." He was referring to the medical

department, but possibly this could be applied to other departments.

However, the Governor holds out no easy way back to prosperity and, indeed, apart from Washington handouts there seems no way of achieving this.

The Governor pointed out that although there were three times as many American Samoans now as in 1900 (the annual death rate is a quarter the birth rate) there was not one square foot of extra land and any increase in agricultural products must therefore come through increased efficiency of land use, and improved agricultural methods.

High prices have stimulated the cutting of copra and the Department of Agriculture is introducing

new varieties of coconuts which, it is hoped, will produce more copra per tree.

The Territory's finances were helped considerably in the last six months of 1951 by the receipt of a cheque of 154,919 dollars from the United States for arrears in a tax levied on copra millers in the States.

The money, which bears no relation to the price paid for copra went into general revenue and was not intended for distribution to copra producers. As the amount was for a period of years, the Governor was unable to calculate what amount could be expected from this source in subsequent years.

The Governor said that he was doing his utmost to increase the present inadequate shipping service with Hawaii and the United States—for the sake of the lucrative mat and curio trade as much as anything—and that he would make

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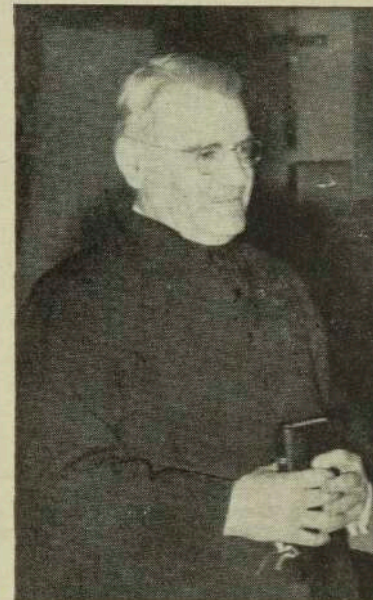
He had every reason to hope that the grant-in-aid from the Federal Government would be increased for the fiscal year 1953 and that the Lieut.-Governor was then on his way to Washington to present American Samoa's financial needs

in the right quarters.

He warned the Fono, however, that American taxpayers were at present heavily burdened and would continue to be so while the cold war lasted and that Congress would continue to try to keep appropriations for other than defence preparations as low as possible.

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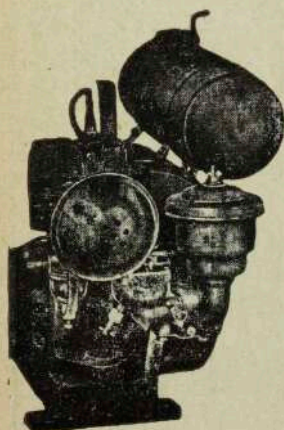
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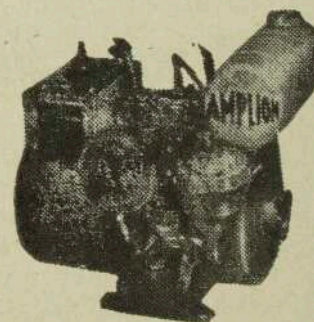
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tant job of Vocational Director
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ted States and Canadian Areas.
headquarters are in Boston.
e had been for 30 years in the
nds—most of the time in the
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roaching a national lamentation
he pleasant atolls of Haapai.
ather Tremblay has consider-
literary ability, and it is re-
ed that, in the intervals of the
work of his new job, he is
ing a book, "Mission Stories
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te, has found a real tropical
dise, in the British Solomon
ids. Writing in the Adelaide
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name is Anuda. Its nearest
bour is Tikopia, 100 miles away—
he world hasn't heard of that either.
da is the top of an extinct volcano,
eathered cone thrust up from the
deeps of the Pacific. Its soil is
and the waters surrounding it
with fish, turtles and dugongs.

day 96 people live there. They are
esians of superb physique. They are
ed to be the descendants of a
crew separated by storm from a
of migrants sailing from Hawaii and
many hundreds of years ago.

da's contact with the troubled
outside is practically non-existent.
of the older men have made canoe
to Tikopia and there learned a little
de-mer English, but those to whom
ke when the American brigantine
visited the island for the first
recently, said they knew nothing
the Second World War.

far as I could make out, the last
to visit the island anchored briefly
re four or five years ago. It was
oly a Government schooner from the
ons.

arently the Melanesian mission ship,
ern Cross, has also visited the
in years gone by, because there is
church on the island where an aged
r" sometimes holds services that
glican Church would have difficulty
ognising.

Anudans are an excellently
hed people. They use fish hooks
from trochus and mussel shells.
ultivate yams, sweet potatoes, taro
bananas in plots tilled with a
ve digging stick.

r houses are solidly built of palm
with matting walls. They are
skilled mat weavers and make
ous fish nets and lines from

pulverised hibiscus fibre. They are also
expert at building and sailing outrigger
dugout canoes which they manoeuvre
confidently through the heavy surf that
pounds ceaselessly against the island's
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travel. Its people have no enmities. They
kill only for food. They reap no more
and no less than they sow. Their women
have equality and dignity. They are kind

to their children. They do not fear
tomorrow.

Captain Ron Partridge, of Man-
dated Airlines Ltd., Mr. and Mrs.
Frank Martin and Mr. and Mrs. C.
Farnham, all of Lae, NG, returned
from overseas leave in February.

Mr. and Mrs. H. Nelson, and
family, of Lae, New Guinea, are at
present on eight months' leave in
Australia.

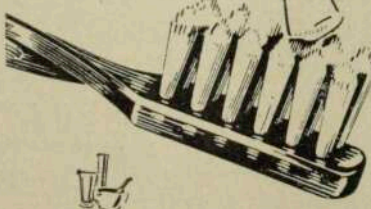
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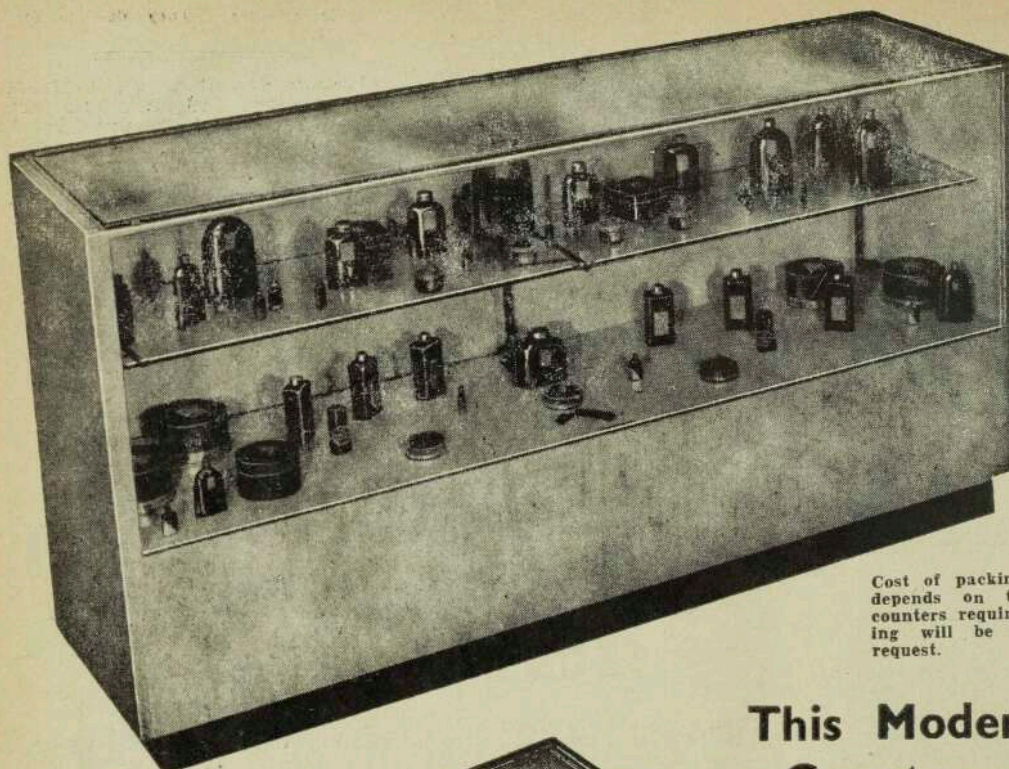
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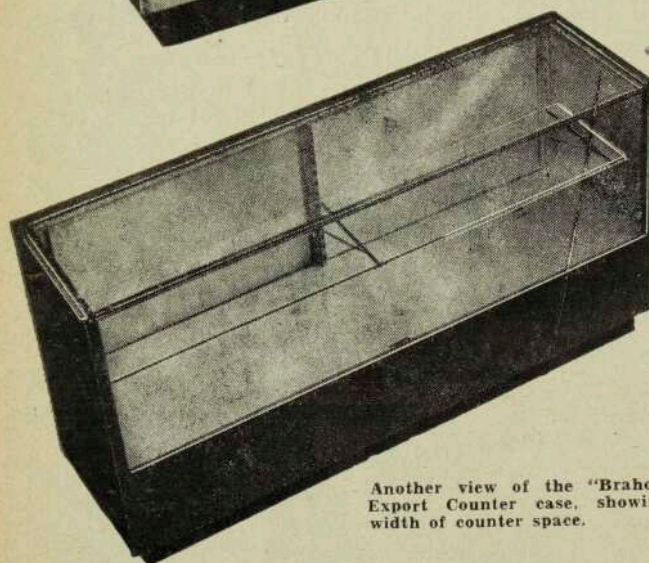
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depends on the number and size
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Another view of the "Brahol"
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width of counter space.

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Moreover, it is specially built for export, that it can be readily securely packed, and assembled by anyone, from simple directions in an hour, with no tools other than a screw driver. Retailers all over the world have learned the selling value of modern display equipment, and this "silent salesman" will soon pay for itself in increased sales.

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SYDNEY WANTS NIUE BASKETS

EARLY in February a large Sydney department store was featuring Niue Island baskets—for the first time in 12 months they've received a shipment of just "the advertisement announced. They were imported to Australia by a well-known Islands firm. The retailers admitted that they made 10 per cent. on cost—and it may be assumed that the importers make at least 25 per cent. In addition, transport and other taxes claim 33 per cent.

The baskets on sale were about 12 inches by 8 inches across the mouth, and they retailed at 11/3 Australian currency. The Niue producers receive a very low return—something like 2/- NZ per basket. Travellers to Niue can buy a good sized basket on the beach for about 6 NZ.

The retailers stated that they had firm order with the importers for 10 dozen of these baskets, but were never able to get enough of them. Most of Niue's basketware goes to NZ on the Union Co.'s ships, but through the Niue Post Office, which allows postal concessions on basketware. The NZ shipping strike in 1951 held up supplies of baskets and, as Niue gets a ship only every two months, there is still a backlog. This is one reason why supplies are

shorter than usual in Australia.

Actually, there is a huge market in Australia for Islands handiwork of this kind, but it never has been developed because of the enormous charges for both duty and distribution. Natives in many Islands would be happy to engage in these industries, if they could get a fair return. It seems to be the sort of thing the Pacific Islands Missions organisations could handle, with advantage to all concerned.

Metcalfe-Corban Wedding

A WEDDING of Mission and general BSI interest took place at Sasamunga, Choiseul, BSI, on February 8, when Miss Elizabeth Joy Metcalfe, daughter of the Rev. and Mrs. J. R. Metcalfe, of the NZ Methodist Mission, was married to Mr. A. L. Corban, of Melbourne, Victoria.

The large native church was decorated with ferns and masses of mauve and white orchids and the ceremony was attended by over 1,000 Islanders and 23 Europeans.

The bride, who had spent four months with her parents prior to the wedding, wore a full-length gown of pink Swiss organdie over taffeta, and a pale pink tulle veil. She was attended by Miss Beth Corban, of Melbourne. Mr. Grenville Joyce was best man. The bride's father performed the ceremony, assisted by the Rev. A. W. E. Sylvester. The bridegroom's father, Mr. A. F. Corban, flew from Australia for the ceremony.

A reception was held in the Mission kindergarten hall. A huge feast at a table 100 yards long was prepared in the local village for natives who had gathered from far and near.

After a brief honeymoon at Sagari, the young couple left by Qantas Empire Airways for Melbourne, where they will make their home.

HERE'S HOPE For A Persistent Worry

CONSTIPATION, fore-runner of many troubles, affects people of all ages and walks of life and causes much annoyance and worry.

When the bowels refuse to work naturally and regularly, the body absorbs poisons from the waste that remains in the system. Constipation brings sick headaches, biliousness, coated tongue and unpleasant breath, flatulence, loss of appetite, blemishes and other troubles which quickly upset your health and well-being.

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NEW HOME FOR TORRES ISLANDERS

BAMAGA settlement, 4 miles from Red Island Point, former port for the wartime Jackie Jackie airstrip, is the centre of an ambitious development project undertaken on Cape York Peninsula by

Queensland Director of Native Affairs (Mr. C. O'Leary).

It involves the transfer of 1,000 natives from Saibai, in Torres Strait. Saibai is a low-lying, malarial-mosquito-infested island. It is constantly being eroded by the strong Torres Strait tides, and its gardens regularly destroyed by saltwater inundations when spring

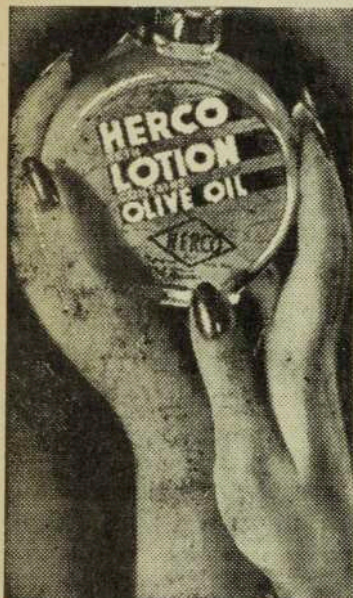
tides and strong winds combine. Hence the Bamaga settlement centred on 60,000 acres of fertile soil, and a natural harbour for vessels of reasonable draft.

The population transfer is proceeding by degrees. The advance guard has settled down with enthusiasm to the new life, with a clean, well-built village, hospitals and highly productive gardens. A labour is provided by the new settlers. Virgin tropical jungle is being cleared and a large modern saw-mill provides timber for houses and boat-building.

Another developing industry is market gardening, for which irrigation is projected. A four-acre garden shows that the soil is ideal and that Bamaga eventually will be able to provide Thursday Island and the Torres Strait area in general with vegetables, meat and dairy produce. Tomatoes, pumpkin, cabbages, melons, lettuce, onion and other root crops have yielded good returns, and the garden will be expanded to 12 acres when the settlement is fully established.

An experiment with pigs and cattle (there are 200 cattle on the station), has proved that meat production is a practical possibility.

Bamaga, fully developed, may be the solution to the development of Cape York and the Torres Strait Islands.



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AGRICULTURE ON

NEW

GUINEA'S HIGHLANDS

AN interesting statement about the agricultural and pastoral possibilities of the Highlands New Guinea was made to an *Elaine* newspaper on January 31 by Mr. Stanley Norgren, who has charge of the NG Agricultural Department's livestock station on Upper Ramu.

Mr. Norgren said that tea and coffee could be profitably produced in the Highlands, coffee being the easier crop to handle; and the investigation of fibre production had possibilities.

The crossing with Java sheep, of which 500 Romney Marsh sheep sent to Nondugl by Mr. E. J. Illstrom had given a good mutton sheep, and a great cut of black, heavy wool. Although the fleeces were badly cut, they brought 100d per lb in Australia. First lambing averaged 90 per cent.

His Department was crossing Red Polls, Poll Shorthorns and Australian Illawarra cattle with Zebus, which gave tick immunity to the fifth cross. One of the big problems was pasture. Local pasture was poor, but they were getting encouraging results by establishing guinea grass, paspalum and red clover swards. Good food for pigs, in the shape of sweet potatoes, could be brought from natives at a farthing per lb.

Mr. Norgren said there was abundance of native labour available on the Highlands and vast scope for private enterprise wishing to invest in NG agriculture. He did not say, however, that the only transport giving admission to the Highlands is expensive air transport; and that, having got there, prospective investor would have utmost difficulty in obtaining land.

NATIVES AND LIQUOR

From Our Own Correspondent

MORESBY, Mar. 3.

The Central District Advisory Council is backing the Port Moresby Advisory Council on the subject of liquor-drinking by natives.

At its last meeting the D.A.C. suggested that Arms and Liquor Prohibition Ordinance be amended to enable magistrates to impose fines without the option of a fine. At present, sentences only be ordered in default of the payment of a fine.

A son was born to Mr. and Mrs. Ogdan, of Rabaul, New Guinea on February 12, at Manula Hospital.

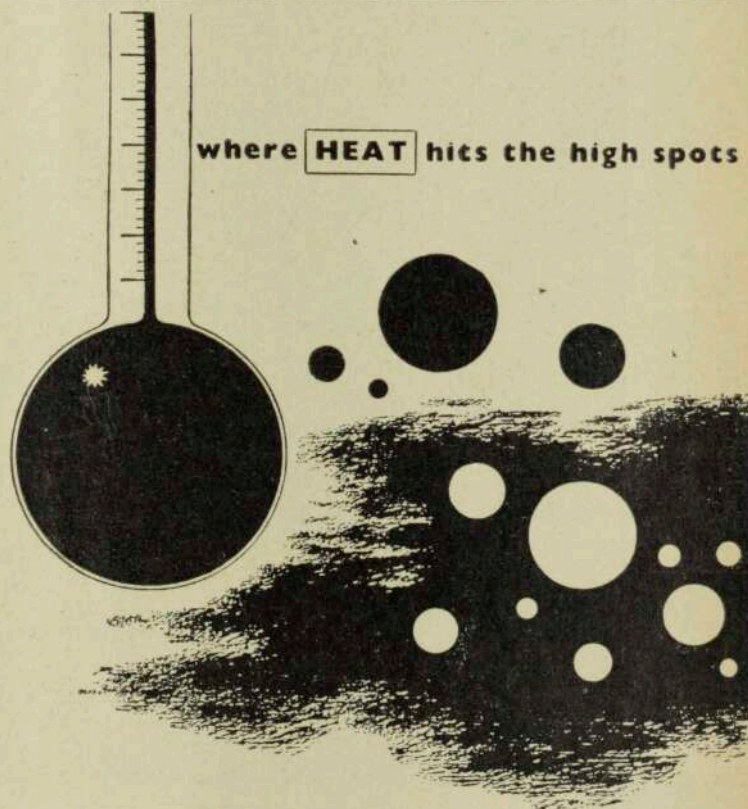
NEW GUINEA SCHOLARSHIP (QUEENSLAND) WINNER

THE New Guinea Memorial Scholarship (Queensland Division) of £30 has been awarded this year to Eileen Theresa Gordon, of Brisbane.

The Scholarship, tenable for three years, is awarded annually to sons and daughters of British or Aus-

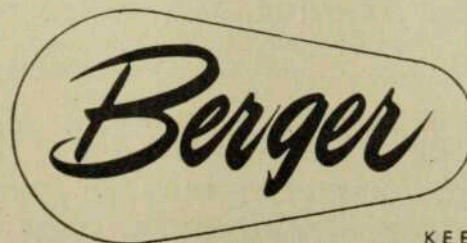
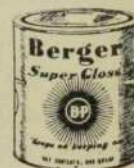
tralian former residents of New Guinea who lost their lives through enemy action.

The engagement has been announced of Miss Judy Hudson of Terrigal, NSW, to Mr. Jim Hoile, only son of Mr. and Mrs. A. J. Hoile, of Wau, New Guinea. They expect to marry towards the end of this year and to make their home at Lae, NG.



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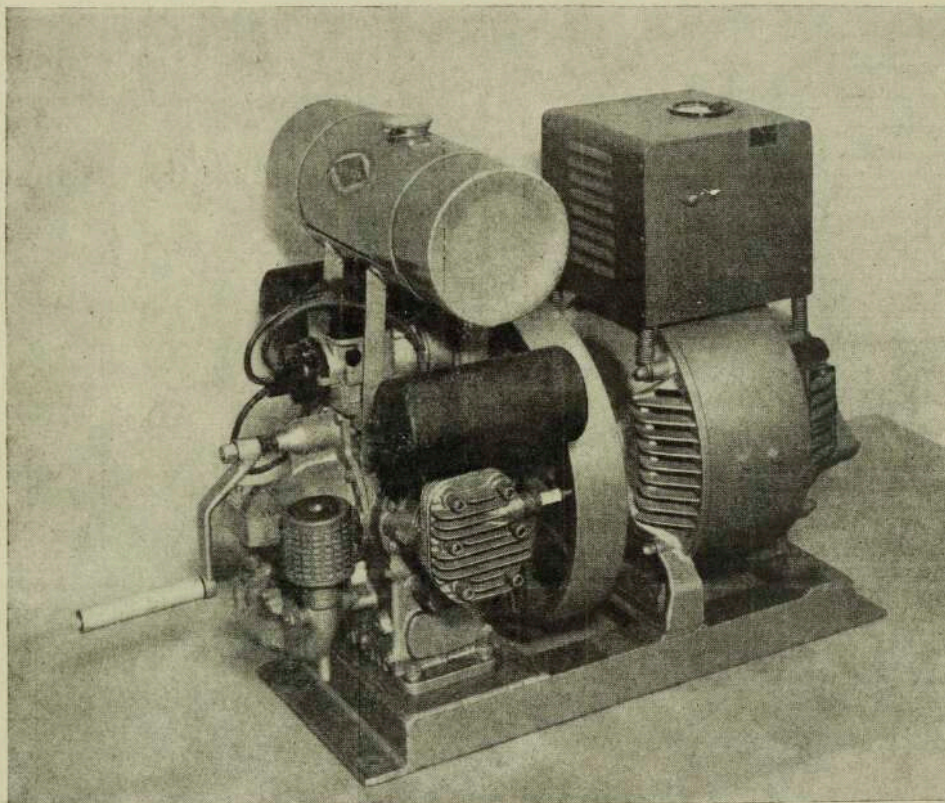
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P-NG HOSPITALS STILL A DISGRACE TO AUSTRALIA

is And Other Matters Discussed At RSSAILA Congress In Lae

(See also Soldier Settlement, page 39, this issue.)

THE second annual congress of the Papua-New Guinea State Branch of the RSSAILA was held at Lae, New Guinea, on February 16 and 17.

The State President Mr. G. K. Whittaker was in the chair and present were Messrs. C. Beckett, (vice-president), J. Peterson (State secretary), S. E. Pointon (State treasurer), J. V. Knight (Assistant State secretary), and delegates from Port Moresby, Rabaul, Bulolo, Samarai, Madang, Wau, Kavieng, and Wewak sub-branches. Apologies were received from vice-presidents I. Macdonald (Port Moresby) and E. Smythe (Rabaul).

The Congress was officially opened by the Administrator of Papua-New Guinea, Colonel J. K. Gray.

The new State Executive was elected, as follows:—

Mr. G. Whittaker, State president (opposed); Mr. C. Beckett, Lae; R. Whippy, Rabaul; Mr. I.

Macdonald, Port Moresby, vice-presidents; Mr. J. V. Knight, State secretary, and Mr. S. E. Poiton, State treasurer.

PRESIDENT'S REPORT

DURING the first day's business, Mr. G. K. Whittaker, president of P-NG State Branch, presented his report.

He outlined the steps that had led to the creation of a P-NG State Branch, and the financial and other obligations that this would now entail. He reported that it had been suggested that the Annual Federal Congress, which is held in each Australian State in turn, would, in 1953, be held in the Territory, at Wau.

This would mean that, among other things, accommodation would have to be found in Wau for 40 delegates and secretaries, as well as for press and radio representatives. There would also have to be provided an efficient staff for typing and Gestetner work.

TERRITORY DEFENCE UNITS

Under the heading of Defence, the president said that, although the P-NG

Branch had urged upon the Commonwealth Government the officering of native military units in the Territory from European residents who were already on the reserve of officers and had had at least four years' experience in dealing with natives, this had been ignored. He understood that there had

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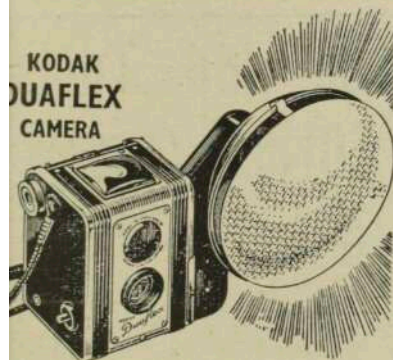
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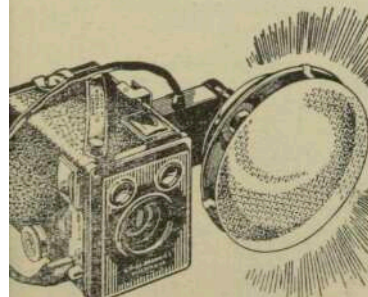
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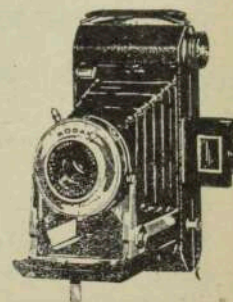
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already been some trouble with native members of the local military units.

TERRITORY HOSPITALS

The president reported at some length on hospitals in the Territory, particularly the Lae European hospital, which he described as a "hovel."

He said that following the public outcry last year and the adverse publicity

given Lae Hospital after the visit there of the Federal president of the RSSAILA, the Commonwealth Government agreed to spend £7 million on hospitals in the Territory over a period. It was expected that the buildings would be prefabricated overseas and erected in the Territory by imported labour.

Mr. Whittaker said that it now seemed

obvious that overseas manufacturers were too occupied with defence preparation at home to be interested in erecting hospitals in New Guinea, and for this and other reasons of economy, etc., the way the Territory could hope to have hospitals was for local contractors to build them from local timber and Australian building materials.

Referring to Lae Hospital, he said that since the Federal president's attack on conditions there last year, new bathrooms and lavatories had been built and a hot water system installed, but that the wash basins in the male sections were still old army-style galvanised iron, the hot water system led only to the kitchen and labour ward, the labour ward was still only walled with sisalkraft paper, the walls did not extend to the ceiling and it was certainly not sound proof. This, in a native country, was a disgrace.

He said that Lae Hospital was built as a temporary structure by the Americans in January, 1944, when they and the Australians were moving quickly in the Pacific campaign. But, eight years later, this and two other hospitals in the Territory were the only places where men who had fought for their country could get treatment as repatriation patients.

He said that hospital conditions in the Territory were not the fault of the P.I. Administration or officials, but wholly that of the Australian Government.

GENERAL BUSINESS

During the course of the two day congress, numerous matters were discussed.

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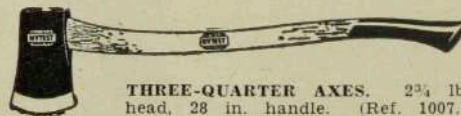
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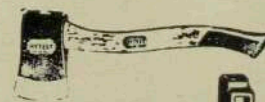
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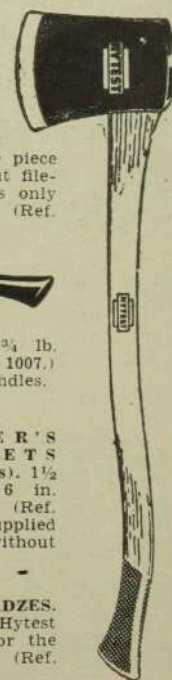
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me of the more important resolutions at arose out of discussions follow:—

SECONDARY EDUCATION.—That further action be taken to stimulate the ministration to go ahead with the construction of Secondary Schools in Papua and New Guinea, and that the Wau Sub-branch supports the Lae Sub-Branch's a for secondary education with the ggestion that the proposed High School at Wau as suggested previously.

EUROPEAN HOSPITALS.—That this agress sees no prospect of the larger eme for new hospitals throughout the ritories reaching completion within a sonable time. It is accordingly moved at an immediate start be made on ddings which can be used later as el for the final hospitals.

OLDIER PREFERENCE.—That the Lae e-Branch wishes to ascertain through te Congress if it is the general policy the Administration of Papua and New nea and the Department of External ritories to extend preference to re-ed soldiers and, if so, moves that e fact be made clear in the Public vice Ordinance and Regulations.

ADVISORY COUNCILS.—That the Ad-ory Councils in the Territory of Papua New Guinea be wholly elected.

CHINESE BROADCASTS.—That the amonwealth Government be asked to asor a radio session in Cantonese over lo Australia, for the enlightenment of Chinese, not only in New Guinea, but in South East Asia.

NNEXING OF NG.—Proposed that the eral Government be asked to annex Territory of New Guinea as a Terri-of Australia.

NEW GUINEA WOMEN'S CLUB, SYDNEY

N February 7, the New Guinea Women's Club of Sydney resumed e popular weekly meetings after the stmas vacation. There was not the d happy feeling among members on day, however, owing to the death on previous night of the King. Mrs. N. Foxcroft, the president, after extend-a welcome to all, made these remarks: The tragic news of our beloved King es as a great shock to us all and we he New Guinea Women's Club mourn passing of a great monarch. Our ers and sympathy go out to his loved . To the new Queen, so very young yet so very capable, we dedicate our ty."

te president then called for one ate's silence. eable of sympathy was sent to Her esty.

e afternoon tea party was held on uary 21 and took the form of a er tea for Miss Heather Innis, whose diage to Mr. Peter Barnard took place he 22nd. The president, in present-the gifts, wished the young couple th, happiness and prosperity in their e life.

e February 28 members gathered at

a morning tea to bid farewell to Mes-dames Page, Adams and Duncan on the eve of their departure for Europe. The president wished them well on their journey.

The development of a plastic moulding powder from copra meal, a by-product of the coconut industry, has been announced by the Philippine Institute of Science and Technology. The Institute says the powder shows "excellent qualities" and could be used in place of imported plastic materials now being used by local industries.

To stimulate interest in the work of the Methodist Church overseas, the Rev. Elaisa Taito, of Fiji, and Rev. Saia Tuipolotu, of Tonga, are at present visiting churches throughout the Australian eastern States.

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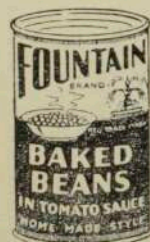
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P-NG LEGISLATIVE COUNCIL

From Our Own Correspondent

P. MORESBY, Feb. 28
THE Legislative Council of Papua New Guinea contained for the first time new faces when it met for its second session on February 18.

Government Secretary S. A. Logan and Agricultural Director E. P. Dwyer were both back from leave, and replaced Messrs. Clau Champion and Colin Marr, who took part in the inaugural session last November. Also back from leave to take his seat was Mr. J. McCarthy, District Commissioner in New Britain. The fourth was Mr. T. Grahamslaw, acting Chief Collector of Customs, who replaced the late Mr. T. P. M. Byrne, who died last month.

The Council sat on seven days and put through a lot of business.

With a minimum of formalities this time, the Council quickly got down to business, and several measures were passed in the seven days in which it sat in the latter part of February. Among them:

A Bill to control the practice of pharmacy, which, according to John Gunther, was almost a straight lift of a N.G. Ordinance but which would apply to the whole of the Territory. Its aim is to control dangerous drugs, limiting the sale to patients producing a doctor's prescription. The Bill, which passed without amendment, also requires that any business carried on as a pharmacy be at all times under the direct supervision of a qualified pharmacist.

Two Bills amending Companies Ordinances, the purposes of which relate primarily to the provisions for registration of charges or debentures for company assets and to create a central register where persons interested in the financial position of any company may ascertain this by search. After a few minor amendments, the bills were passed.

A Bill to provide for the suppression of leprosy which, under the terms of the bill, will in future be called Hansen's Disease. Dr. Gunther, who introduced the bill, said that there were about 5,000 victims of the disease at large in the Territory. About one third were infectious. An amendment giving natives and Europeans the right to appeal against a medical officer's decision to segregate was agreed to and the Bill went through.

A Bill to regulate the cotton growing interests was passed after the Director of Agriculture had explained that the aim was to bring the former Cotton Ordinance

apua, now repealed, into line with practice in N.G.

A Bill to set up machinery for the registration of persons providing medical services. It provides for two non-medical men to sit on a registration Board, and for the de-registration of any person deemed by the Board to be guilty of drunkenness or addiction to any drug.

A Bill to prohibit the sale of any goods to which a false trade description is applied.

The Council ended its second session at noon on February 26. The session lasted 7 days, during which Bills were passed.

The next session is expected to open about mid-August.

Bills passed on the closing day dealt with stamp duties, heavier penalties for supplying natives with liquor, compulsory third party insurance for motorists, pure foods, and a re-drafted Town Planning Bill.

SCHOOL AND STAFF SHORTAGE

The existence of the School of Pacific Administration at Mosman,

Sydney, was given as a reason for the severe shortage of staff in the Department of District Services, when Mr. D. Barrett raised the matter in the Council.

Mr. Barrett referred to a statement made recently by the Administrator that the frequent transfer of field staff from one place to another was undesirable.

"The staff shortage which causes so many movements," Mr. Barrett said, "is largely due to the absence of so many officers at one time at the Mosman school."

He pointed out that there were presently 28 officers at Mosman, 27 of whom would be lost to the Territory for two years. He submitted that if these men required any training then they should receive it in the Territory.

NO PLANTING OF PALMS

Mr. B. Fairfax-Ross, nominated member for Papua, told the Council of his alarm at the degree of senility in the copra industry. Compared with pre-war figures, he said, there was already a drop in pro-

duction of 20,000 tons a year and there had been virtually no new plantings since the war.

He said the drop may be due mainly to the increasing senility of the plantations themselves, and if something was not done to remedy this drop, plantations might have to be abandoned in 15 years' time.

Mr. Fairfax-Ross suggested that out of an annual estimated expenditure of £400,000 the Department of Agriculture should be able to provide a competent agricultural officer and soil chemist to make a special survey of the Territory. He said a similar problem was already being tackled in Ceylon.

A memorial chapel to the Rev. Father Binois, a Marist missionary who served for almost 30 years in BSI, was opened recently on Choiseul Island. Bishop Wade, SM, officiated at the ceremonies and Catholic missionaries, Government representatives and 1,000 natives attended.

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DEATH COMES TO SAM ANGARAU

IN September PIM there was a snapshot of the Rev. John F. Goldie, pioneer Methodist missionary of the Solomon Islands, and Sam Angarau, 80-year-old, white-bearded Solomon Islander who

played his own part in establishing a mission station in New Georgia 50 years ago.

Now news comes from Roviana of the death of Sam Angarau.

Sam was a young man, living on the north-west coast of Guadalcanal in the 90's when he agreed to go to Fiji to work on the sugar plantations. He was impressed by the

work of the Methodist Mission in Fiji and asked a European missionary if it were not possible to extend the work to the Solomon Islands.

The missionary wrote to the Australian Methodist Conference every year for six years — until permission was granted.

In 1902 the first pioneer Methodist missionaries and Sam established themselves at Zongia Island just off the present Roviana anchorage. For many years the men and their wives laboured under great difficulties. Sam preached in New Georgia, Ganton and Vella Lavella in those days.

When the Methodist Mission was re-established at Munda after the 1942-45 war, Sam, his wife Rach and a son, Sam Junr., remained at Zongia Island where many people camped until homes and gardens were made on the mainland.

The Rev. A. H. Hall of the Methodist Mission in BSI recently related how the boys dug Sam's grave on a little rise where Sam had camped nearly 50 years ago. One of Mr. Goldie's party, Mr. Hall read the burial service and the college boys, in clean white calico and white shirts, sang "O' There" and laid Sam to rest, feet down in solid coral.

Young Sam Angarau has entered the mission college to train for the native ministry and will carry his father's name into the coming decades.—A.J.S.

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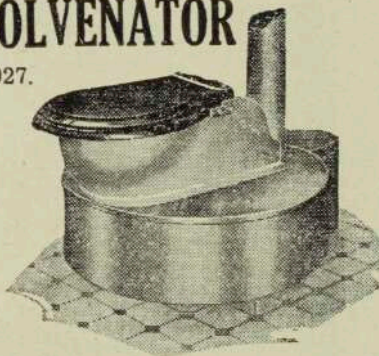
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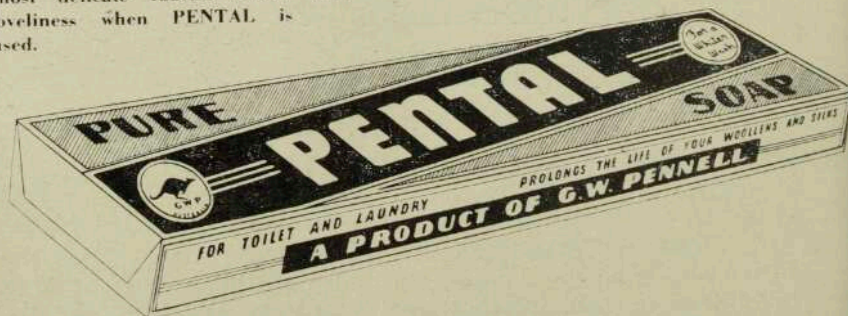
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'MIRACLE' DRUGS

Search For Antibiotics In New Guinea Soils

SEVERAL months ago Mr. E. J. Hallstrom and his son, John, were instrumental in having samples of soil from New Guinea, New Ireland, New Britain and Manus flown to the Lederle research laboratories in New Jersey, U.S.A. for examination.

Early in March we asked Mr. John Hallstrom if any results had been received as yet. He pointed out, however, that it might be another months before it would be known whether these samples contained a disinfectant for the so-called "miracle drugs" which have transformed medicine in the past 10 years or so.

One of the most recently discovered of these earth moulds secretes a substance which has been named chloromycetin by its discoverer, Dr. Paul R. Burkholder, of the University.

This substance was obtained from a sample sent from Caracas, Venezuela, and it is proving to be a highly effective drug for combating typhoid, typhus, undulant fever, Rocky Mountain spotted fever, and dysentery.

The fevers mentioned are carried by a microbe known as rickettsia, which lives in ticks and lice and is transferred by them to man. "Panama River fever," endemic in New Guinea, is in this group of diseases. It has proved highly fatal to those who have contracted it, including members of the Armed Forces in New Guinea during the war.

Chloromycetin was discovered in 1947 and first wide-scale test of the drug was made in a typhus outbreak in Bolivia in the same year.

The results were amazing, an improvement being shown usually within 10 minutes of the first injection. A complete cure for typhus is often effected in three or four days; and, most important, toxic effects are noticeable from the drug itself. Toxic effects are not serious in the case of some of the other antibiotics, as this group of earth-mould-derived drugs are not.

Chloromycetin can now be produced synthetically; but research is continuing to discover still more earth moulds which will attack those diseases which still resist all known drugs. The soils of New Guinea may assist the good work.

At a party at their residence in Lautoka, Fiji, in February, Mr. and Mrs. H. B. Riley announced the engagement of their daughter Margaret to Mr. Bruce Nenke, of the Lautoka branch of the Bank of New South Wales.

THE SMILING TONGANS

WRITING about the Pan Pacific Women's Conference, held in Christchurch in mid-January, a New Zealand journalist had this to say about "a gay group from Tonga":—

"The party of three from Tonga are always an outstanding group. All three women are very tall and wear attractive coloured dresses with their native plaited grass decorations. They are Mrs. Helu, Miss Puloka, and Miss Pinau. Accompanying them is Miss Rowlands, head of the Queen Salote College for Girls, who is an Australian from Melbourne. All the Tongan delegates have ready smiles and a very warm charm."

PACIFIC ISLANDS YEAR BOOK, 1950

Price: 25/- per copy.

Add postage, etc. (Within the British Empire, 1/3; Foreign, 2/6.) (In U.S. Currency: \$3.50, including postage.)

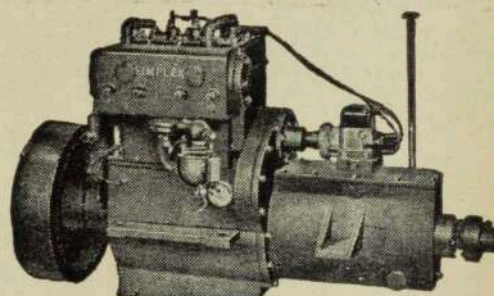
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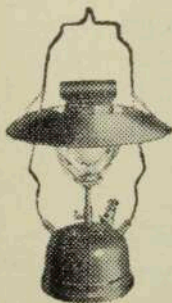
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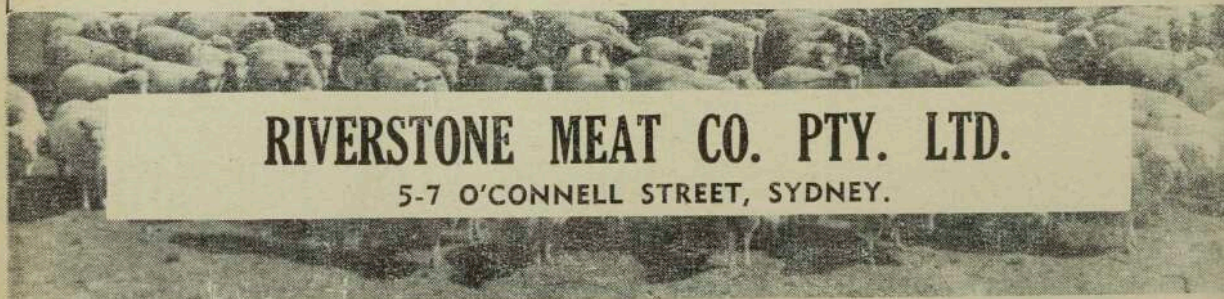
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THE M.O.P. INDUSTRY

Second of Two Articles on the Pacific Shell Industry, by JPS.

LAST month's article was a general discussion of the Trochus Shell industry. This article reviews the Mother-of-Pearl (MOP) shell situation and matters affecting the shell industry in general.

The only important MOP grounds in the South Pacific are the Tuamotu atolls of French Oceania and the Northern Cook Islands atolls of Manihiki and Penrhyn. After Australia, they came respectively second and third in order of world MOP production during 1950.

Together, these islands produced an equal to rather more than half the Australian output of 100 tons in that year; and, of the 20 countries supplying the American market, they contributed an important part of the 2,600 tons total.

The importance of the MOP industry to these Pacific Territories is indicated by the fact that in 1950 French Oceania received payment \$342,000 and the Cook Islands \$215,000. Repeat, dollars! Shell is now the Cook Islands' most important export, and the source of over half the annual income of the entire Group.

Comparison of the production and proceeds from the various shell-fishing areas from year to year is complicated by differences in the "pearling year", the financial year, and fluctuations in exchange rates through the years. This necessitates a careful investigation of published statistics; but figures given here are a fair indication for 1950.

The Islands fisheries produce mainly black-lip shell — with the possible exception of small quantities of gold-lip from the Tuamotus—but American statistics for 1950 show that the average price paid for Tuamotu black-lip is only about 2 cents per lb. below the 41.5 cents paid for Australian white shell. Manihiki shell is 3 cents below the Tuamotu price.

Both fisheries are now using a combination of skin and dressing, though the latter has, post-war, only been reintroduced to the Cook Islands in the past three years.

The most notable feature of the Cook fisheries is the enormous increase in post-war output and the relative unimportance now of the famous Penrhyn lagoon of which is gone by — famous for its pearls, however, rather than for its output of shell. In 1950 Penrhyn produced only 20 tons of shell—

its highest output since the war—as compared with 228 tons from Manihiki.

For the five years ending 1950 Manihiki has produced 10, 63, 89, 174 and 228 tons respectively. Prices realised for Cook Islands shell, as published in the official Annual Report, are evidently the nett returns to the producers, for they are clearly well below the f.o.b. prices paid by American buyers. As with the Tuamotu shell,

almost the entire output goes to the American market.

Tuamotu shell output for the five years ending 1950 was 915, 505, 356, 685 and 483 tons respectively, and the average prices in Pacific Francs were respectively 303,000; 331,000; 302,000; 387,000; and 410,000 per ton; but the rate of exchange be-

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tween dollar and franc variations during that period so the figures are misleading. Dollar prices paid are not known. However, shell probably French Oceania's most important dollar-earner to-day.

PACIFIC shell producers and the Administrations of the territories concerned are interested in the future of this valuable industry, for all the evidence seems to indicate that the market has not reached its peak and that a price decline is inevitable, especially with other than white shell.

Principal factors controlling the outlook to-day are — probably in order of importance — the entry of Japan, plastics, and the success or otherwise of research into new uses for shell.

Since the war, Japan has been a buyer of shell, though not a very important one. With the ratification of the Japanese Peace Treaty it is almost certain that Japan will not only be able to supply for other Pacific waters her own considerable needs — much of which will go to her button export trade — but will probably very soon be in a position to offer shell on the world market in a big way.

Even supposing that ways are found of preventing Japan from cutting prices by her cheap productive methods, the fact of increased world output will inevitably react unfavourably on prices presently paid to producers, America, the principal importer.

THOUGH we are primarily concerned with the Islands, it is worth mentioning here that most Australian shell producers are perturbed at the outlook. They are mainly agreed that Japanese divers, if not physically, are certainly temperamentally better suited to deep diving, and the general conditions associated with the pearling industry, than are other people.

Many of the Japanese divers who were the mainstay of the Australian industry pre-war, are eager to return—and many of the independent employers are eager to have them back. Independent boat operators, who fish about half of the MOP output from Torres Strait, point to the steady decline in output in the three post-war fishing seasons. Diving was easy at first, but now the divers are having to go deeper and further afield for the good shell.

The Queensland RSL has declared itself utterly opposed to admitting the Japanese. One very good reason is that 700 Torres Strait Islands ex-servicemen have been rehabilitated into the shell industry with their own boats. Pearling is one of the few occupations open to the Torres Strait islanders. These men are

present earning about double the basic wage by operating their own boats in a co-operative scheme of the Islands Industries Board. Other independent boat owners who employ labour declare, however, that unless the Japanese are admitted—under the necessary safeguards—there will soon be no whaling industry in the Torres Strait area. They say: "Why not take advantage of the skilled Japanese labour available. Only a hundred or two men are involved, and their exploitation could give an enormous boost to Australian whaling output and its valuable dollar income." They point out that, unless these same Japanese are permitted, they will very soon be applying their skill in Japanese whaling.

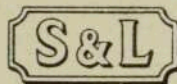
Most of the best Australian whaling grounds are outside the mile limit; and, although a Bill has just been introduced at Canberra which seems to have the object of extending Australia's control over certain waters to the 10-fathoms line, the Japanese will doubt contest this right in an international Court after ratification of the Peace Treaty.

In any case, there are other areas where Japan can obtain large supplies of black-lip and white-lip shell, if not the better quality Australian shell.

The Japanese standard of shell-grading was always very favourably regarded by American importers; and it is certain that, whatever influence Japanese fishing has upon Australia, it is sure to affect seriously the Pacific Islands shell market in the near future.

PLASTICS appear to be a rapidly increasing and serious competitor of the shell trade in general. According to American importers, 95 per cent. of all shell entering the States is applied to the button trade—the other 5 per cent. to purely luxury lines, jewellery, etc.

(Continued on page 74)



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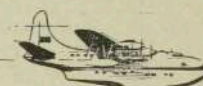
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MAGAZINE SECTION

NORFOLK: Tourists' Island

BECAUSE it is a small isolated fertile place with an equable climate and no income tax, Norfolk Island attracts as much interest as any small Island in the Pacific. Hundreds of times the writer has been asked: "What is N.I. really like?" I spent 48 hours there couple of years ago, and these are my impressions.

I have a pleasant sub-tropical climate and perhaps the most fertile soil in the world. It seems that everything out of the tropical zone, and nearly everything from the temperate zone, will not only grow there but flourish in a remarkable way. With a few acres of that red soil, and a small income wherewith to buy such things as oil, hardware, clothing, anyone could live well and comfortably. Most of the freehold land is tightly held; but small farms can be bought occasionally. Cheap leasehold is available.

There is no town on N.I. The whole Island (which measures only 10 or three miles across) lies like a flat tabletop, at an average of 100 feet above the sea. It is cut up by many gullies, intersected by numerous non-metal roads (very troublesome and slippery in wet weather).

Norfolk Island pines (among the most beautiful conifers I have seen) are sprinkled everywhere. Most of the Island is clear of scrub. The spaces between and under the pines are in grass, kept to a good turf condition by large herds of sleek European cattle.

The Island is like a great green park with many houses scattered out among the pine trees, fairly close together.

There are general stores, bakeries, butchers, and so forth, scattered all across the island—no semblance anywhere of a business centre.

At the one place where the ground slopes gently down to the sea—Kingston, on the north coast—there are the Post Office, the Administration office, the principal boarding-

house, and the ruins of the old convict settlement. There is a delightful bathing beach there and a golfing course. But all the green slopes thereabouts are treeless and the aspect is southerly, bleak and melancholy.

As I left an hospitable dinner table late one evening and made my way beside the moaning sea, back across the bare slopes to the cheerful pine-clad up-lands, I could almost imagine that I still

BY R. W. ROBSON

could hear the wailing of the hundreds of wretched convicts who were so ruthlessly done to death in that hellish place a hundred years ago.

N.I.'s thousand people are divided roughly into three communities—the Islanders, descendants of the Pitcairners who were settled there in 1856 and who own most of the land; the Mainlanders, who are mostly people of private means who have gone to this place as a quiet and peaceful refuge, and bought small properties; and the tourists—mostly determined holiday-makers from New Zealand. To-day, because Australian currency runs in N.I., New Zealanders, with their appreciated currency, can enjoy a marvellously cheap holiday there.

But accommodation in N.I. is strictly limited. Most of the dozen boarding houses available are either converted farm-houses, or quite small establishments taking a handful of guests.

The Administration is believed to be committed to the erection of a large hotel; but there is no evidence that the project has got beyond the planning stage. It seems to be an enterprise demanding the co-operation of the business community (which really does need a new industry) the Administration, and the air companies of Australia and New Zealand, which now carry most of the passengers and a growing proportion of the freight.

N.I. is a delightful place at which to spend a quiet holiday—emphasis on the quiet. There is nothing to do except eat, walk, ride, swim and fish. The world's biggest schnapper may be caught at two very excellent fishing banks, one north and one south of the Island.

There are no communal services worthy of the name, no electric light, no sewerage, no water supply, and only a most haphazard telephone service left by the Airforce after World War II.

There are few recognised industries. The most luscious oranges I ever tasted lie mostly in heaps rotting on the ground under the enormous orange trees. There is no market for them in Australia, and few chances of transporting them to citrus-hungry New Zealand. The Island is amazingly free of fruit and vegetable pests. Passion-



Typical Norfolk Is. scene.

fruit grow very easily and luxuriantly. There is a factory for canning passionfruit pulp which operates sometimes. The Island's chief source of revenue, apart from tourists, comes from the export to Australia of bean seed.

Sea transport is the Island's worst headache. There is nothing even resembling a sheltered port. Ships lie off the rocky coast—either north or south of the Island according to the weather—and cargo is loaded and unloaded by lighters. The sea is rarely calm.

All financial and trading transactions take place in Australian terms of currency. Practically every home has a radio set capable of picking up Australian, New Zealand and Fiji broadcasts.

Air services link Australia, New Zealand and Fiji closely to NI. Increasing quantities of NI's splendid vegetables go by air to Suva.

The three communities—keeping mostly to themselves—provide their own entertainment; and there seems to be plenty of it. There is

a regular cinema in the Rawson Hall, at about the centre of the Island.

Any married couple would be quite happy in Norfolk Island, provided that they liked each other's company and shared a liking for gardening. I should call the Island a garden-lover's paradise. People who want other kinds of entertainment should not commit themselves to too long a stay.

The famous Pine Avenue, planted across the south-west side of the Island by a wise Governor in 1853, had to be cut down in 1942 to allow a great airstrip to be constructed for urgent war purposes. Everyone deplored the loss of NI's most notable feature. Now they deplore the loss for another reason—it was a remarkable break for the Island's prevailing wind. Since the avenue of tall pines disappeared, the winds often sweep brutally across the flat top of the Island in a way not known for a hundred years.

There is no licensed hotel on the Island—the residents obtain all reasonable liquor requirements at

the Government's bond store. That is the Island's second great attraction. The first of course, is the absence of income tax. It may be added, in parenthesis, that most NI householders are skilful brewers

Prophecy ?

SOMEONE sent us this poem, by Henry Lawson, Australia's bush poet. It is entitled "The Storm That Is To Come," and it was written 40 YEARS AGO.

By our place in the midst of the farthest seas

We are fated to stand alone—
When the nations fly at each other's throats,
Let Australia look to her own.

Let her spend her gold on the barren West,

For the land and its manhood's sake
For the South must look to herself for strength
In the storm that is yet to break.

The rain comes down on the Western land,

And the rivers run to waste;
While the townsfolk rush for the special tram
In their childish, senseless haste.

But never the pile of a lock we drive;

But a few mean tanks we scratch—
For the fate of a nation is nought compared
With the turn of a cricket match!

I have pictured long in the land I love
What the land I love might be,

Where the Darling rises from Queensland rains
And floods rush out to the sea.

Will it be our fate to wake too late

To the truth that we've been blind;
With a foreign foe at our Harbour gate,
And blazing drought behind?

Bank in the Magazine Business

When one is told that "The Etruscan" is the quarterly staff magazine of the Bank of N. S. Wales, one visualises something prim, and good, but definitely not exciting. But No. 3 of Volume 1 just to hand from Editor G. A. W. Robertson, is a very handsome and attractive compilation and, both in literary quality and "readableness," far outside the staff magazine class. On the bookstalls, it would command high sales.

A feature of this issue is an article on Fiji, by L. J. F. McHugh. The latter is a second generation Fijian (his grandfather landed there nearly 70 years ago); and L. J. F. was in the Bank's Suva office from 1925 to 1933. He was back at Lautoka, as manager, in 1947, and now he is at headquarters in Sydney in the Inspection branch.

Crossquiz—No. 27

(Solution on Page 102)

ACROSS

1.—Under what name was the film actress, Gladys Mary Smith, better known?

7.—What political system tolerates only one party and requires complete submission of the individual citizens?

9.—What synonym of smell is connected with sanctity?

10.—In what state of atmosphere does water freeze?

11.—What is the more usual name for egg-cells?

12.—What is equal to 63,360 inches?

13.—What word is associated with Christmas?

15.—What is the scientific name for heath?

16.—What are words and phrases in common colloquial use but considered outside standard English?

17.—What Scottish woman's cap sounds a lot?

18.—What American statesman and orator promoted the Compromise Bill of 1850?

19.—What is another term for a spike of corn?

20.—What is one of the highest cards in euchre?

21.—What synonym of 20 across means an enclosed seat in a garden, covered with branches of trees?

DOWN

1.—What instrument measures musical time?

2.—What man believes he is guided in

his action solely by reason and not by authority?

3.—What type of person travelled on the "Mayflower"?

4.—What is the name of the structure placed over a coffin during a lying-in-state?

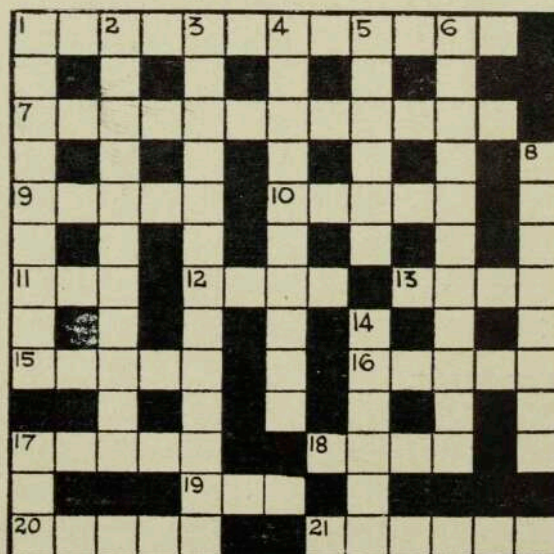
5.—What is the term for a litter of pigs?

6.—What is the term for a person who attempts to reverse political action?

8.—What is the term for the introduction to a play?

14.—What is the name of hewn or squared stone used in facing a wall?

17.—Who is the queen of the fairies?



Tropicalities

YOUNG ANGLICANS ARE AGAINST IT

MOST of us have heard of the he, she or it who tried to teach Grandmother how to cook eggs. Unfortunately, history does not record how Grandmother retaliated.

Latest to qualify as teachers of egg-sucking are the Young Anglicans of Bathurst diocese, N.S.W., who, in January, met in conference at Dubbo and solemnly passed this resolution on to the Commonwealth Government:

"This conference of Young Anglicans views with concern the suggestion that the Australian Federal Government should lease land in Papua to private holders.

"In view of results of similar action in the past in Fiji and the Gold Coast, it is felt that Papuans would be in the future land serfs in their own country.

"We welcome the suggestion that land be developed by a Government sponsored native co-operative or similar scheme under the guidance of Christian Missions."

Ah, the lost causes of youth! The lads and lasses of Bathurst must have been listening to too many tales from returned missionaries. Better stick to cherry-grow-

ing, kids (which Bathurst is good at), and leave New Guinea egg-sucking to old Granny Government.

ALL AROUND THE VANILLA BUSH

NEWS comes that the Tahiti fragment of James A. Michener's *Return to Paradise* has been filmed by Paramount and tentatively named *Tahiti Story*. In this, his second Pacific book, Michener wrote a factual story about each of the South Pacific countries and followed it with a fictional story with the same locale.

The Tahiti story concerned fun and games in a vanilla plantation and a young lass who was periodically packed off to Papeete to get herself a rich American but who always returned with the wrong guy.

As most of the story's action takes place in bed, one wonders how the movie makers—and the censors—will treat it.

DEVASTATION IN BLUE LAGOON ISLANDS

THE most tragic scenes of hurricane destruction in Fiji are found at the two northernmost

islands of the Yasawa Group—Yasawa and Nacula.

More than 1,700 Fijians were left absolutely destitute, and the islands themselves look as if they had been scorched by giant flame-throwers.

Detailed accounts in the New Zealand press (and probably elsewhere) have been built on the theme that the Blue Lagoon islands have been ruined. This refers to the fact that in 1948, an expensive British film unit shot a considerable part of the latest film version of the H. de Vere Stacpoole fairy-tale in the northern Yasawas.

The film, which was a top-flight success when originally shown in New Zealand, has been dusted off since January 28, and is being publicised (justifiably) in the Dominion as a record of the pre-hurricane beauty of the islands.

Incidentally, the film contains some excellent and unexaggerated colour photography, notably in scenes of the tail of a hurricane which just flicked the Yasawas in January, 1948.

On that occasion the London studio publicists told the world that the Blue Lagoon unit, Jean Simmons and all, had weathered a full-scale hurricane. Four years after the film people had gone, Nature provided the works pretty well as Stacpoole had described them.—S.

SEPIKS AND WAPIS SLUG IT OUT

IT was reported from Port Moresby at the end of February that a squad of police had been rushed to Kar Kar Island, off the Madang coast, to stop a large-scale brawl between 200 Sepik and Wapi plantation labourers.

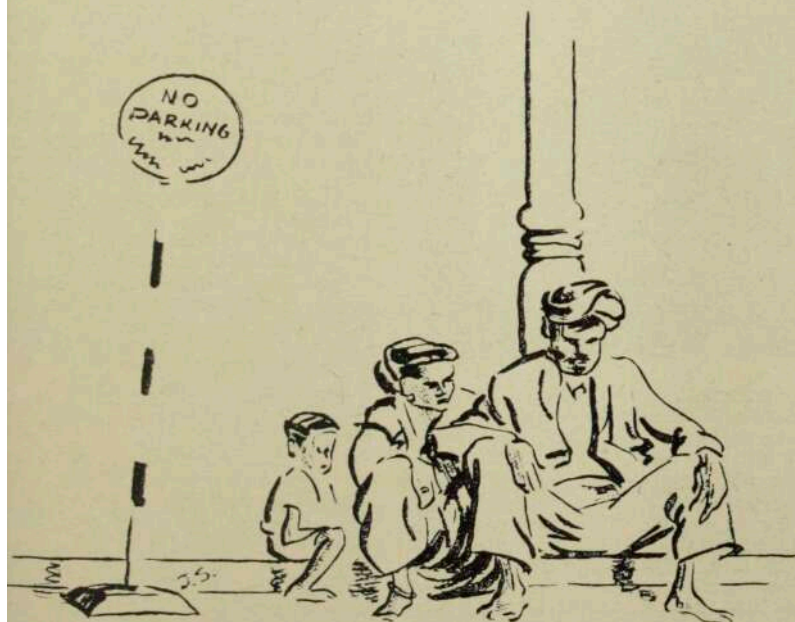
Stones, sticks and knives were used in the argument which is said to have been over a matter of sorcery—or "making poison" as it is called locally—and there were many casualties, some serious.

The Sepiks are (usually), big, sullen-looking men with a highly developed sense of their own importance. The Wapis are (usually), small mountain men from the Torricelli Ranges, back of Aitape. They are not regarded as the intelligentest of New Guinea, and normally they have a wholesome respect for the big Sepiks who, they say, "savvy karkai man."

Some of them are, according to their own lights, expert sorcerers, so possibly they are trying this method of making the score with the Sepiks a little more even.

THOSE BALLANTYNE-SIZED COCONUTS

THIS seems to demonstrate a prize example of bureaucratic stupidity somewhere: the most noticeable schoolbook among several carried by a young Fijian girl the other day was a condensed and



drawing from Suva artist James Stewart—typical, he says, of the days following the squary hurricane when hundreds of Indian match-box houses literally went with the wind. The happy-go-lucky Fijians can always bob up smiling after a day or so. Not so the Indians, who feel their troubles keenly.

"simplified" version of *The Coral Island*, by R. M. Ballantyne.

Ballantyne's schoolboy classic may be still exciting reading for boys and girls in chilly climates—assuming that they can tolerate the excruciating priggishness and prudishness of its earnest young heroes—but as a schoolbook in the coral islands themselves it is altogether incredible.

Ballantyne, who drew his detailed descriptions from travellers' books and missionary records of more than a century ago, was appalled when his mistakes were pointed out. As a result, he vowed that he would never write of places he had not visited.

He had put penguins in the tropics, and had made unhusked drinking coconuts small enough to go in a boy's trouser pockets. Further, his account of the Fijians was inaccurate when he wrote it, and to-day it is an outrageous libel.

To give Fijian children such a book to study in school is not only ludicrous; it is an insult.—S.

SEADLER STORY

THE death of Captain Victor Brisson (Dec., PIM) recalls an incident of World War I, as related by T. L. Richards in his book "White Man, Brown Woman." There were many historical and spelling mistakes in that pot-boiler; but this is the story.

Richards sailed as supercargo with Captain Brisson in the schooner *Lutece*, of Papeete, on a voyage to Flint and Bellingshausen Islands.

After loading 50 tons of copra at Flint, the schooner, nearing Mopiha, spotted a large three-masted barque on the reef inside the lagoon. Captain Brisson entered to pick up the survivors, visible on the shore; but he was immediately overcome by Second-Lieut. Alfred Kling, and a party of German naval ratings, from the wrecked vessel, which was the raider *Seeadler*. Von Luckner had already left—to be later captured in the Fiji Group.

The *Seeadler* survivors included the crews of the merchant vessels

Tjiordken II and *Farallone*. The master of the former was responsible for encouraging Von Luckner to enter the Mopiha lagoon well knowing it to be unsafe.

Lutece—later named *Fortuna*, an eventually wrecked on Easter Island—was taken by Kling and his men who escaped, abandoning the merchant seamen on Mopiha.

Brisson and Richards, with the natives, thereupon set out for Bora Bora in a small boat. They met bad weather, and the voyage took nine days, and some of the natives died en route. The fresh water supply was lost early in the voyage. Brisson and his party were picked up after several weeks on Bora Bora and taken to Papeete by the *Mitiaro*.

DOWN AMONG THE DEAD MEN

IT was the early morning of September 7, 1951. Oscar Nordman, of Tahiti, passenger on the *Changchow*, en route to Sydney, slept peacefully.

Awakened by a knocking, he arose and opened his door. "See there he is," said the purser. Two Tahitian girls, with shouts of joy, fell upon the traveller, and embraced him warmly.

In Tahiti, one is accustomed to feminine ebullition and enterprise. But even Oscar, aged and experienced, felt that the intrusion called for explanation.

"They insisted you were dead—they were told that you were put overboard last night," said the purser.

Oscar, reassured, convinced that it was a case of mistaken identity.

The previous day, an inconspicuous passenger named Vaen had died of peritonitis. The captain decided that there was no need to broadcast the news of the death on his crowded ship.

The body was sewn into canvas and, at midnight, the "burial" took place. The captain was accompanied by four officers and two civilians, of whom M. Nordman was one. After a brief service, the body was dropped overboard.

But the incident was not unobserved. Within a few hours, the passengers had all the facts correct—except that the name of the dead man was Oscar Nordman.

He said afterwards that he was ready to die similarly at any time if he could have his status restored in the same pleasant fashion.

Mr. H. J. Hinchey, Financial Secretary of the Western Pacific High Commission, has been transferred to Mauritius as Financial Secretary. He is an Australian and was seconded from the Bank of NSW staff in 1940 to organise Fiji's wartime exchange control. He joined the Colonial Service in 1943, and has been WPHC Financial Secretary since 1948.

Nondugl Wear-More-Wool Campaign



THIS is what the well-dressed New Guinea Highland matron and her infant will be wearing this year (it is hoped). The bilum (string bag, suspended from the head) is for the infant; the short, chain-mail, jerkin arrangement is for Mumma.

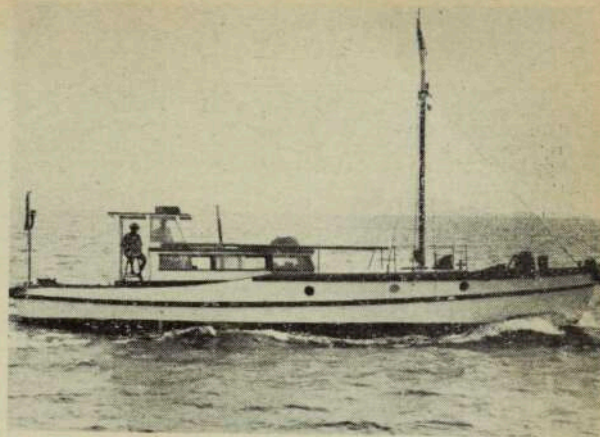
Bilums are the usual cradles of NG infants, but the new thing about this outfit is that it is made from Nondugl wool and, as such, supplies warmth. Miss W. M. Archer, also shown in the photograph, is a handcraft instructor of the P-NG

Department of Education; she went to the Highlands to find the best use to which Nondugl wool could be put for native purposes.

NG Highland women usually wear a couple of bunches of green leaves fore and aft, or some yards of string mesh in strategic positions, and one might imagine that the wool garments would be welcomed in that alpine climate. However, when it comes to dress-reform, these people show about as much enthusiasm as do male Europeans who swelter in navy-blue serge suits in an Australian summer.

Pilots On The World's Toughest Sea Way

By J. W. MORRIS



Pilot Cutter Torres III, in Normanby Sound, Thursday Island.

USE by the Americans during the war, and increased peacetime shipping have spotlighted the Great North East Channel, one of the main arterial sea lanes which traverse the Straits north of Cape York Peninsula.

Here ships of the world make their way through reef-studded waters in safety because of deep and wide channels which connect the Coral and Arafura seas and the Pacific and Indian Oceans.

The Great North East Channel itself is 143 miles long and follows a safe pilotage course from Bramble Cay to Tucker Buoy at the western entrance to Normanby Sound (the harbour for Thursday Island). It is the longest pilot cutter service operated by any maritime service in the world. But it is safe only because of the knowledge of the pilots of the Torres Strait Pilot Service.

Shipowners using this channel today find that time is saved and running costs of their ships reduced. Five to ten days are saved through the Great North East Channel compared with ships using the northern routes via Bass Strait.

This particularly applies to shipping trading between Eastern Australia, America, Fiji and the S-W Pacific and the Far East, Singapore and India.

The route is used also by the great tanker fleet which moves oil from the big refineries at Tanjong Ueban, Balikpapan, Tarakan and Singapore.

Because of the navigational problems involved world shipping lines using the Great North East Channel utilise the services of Torres Strait pilots, and although the pilot service has operated since 1865, never before have so many been employed to-day.

During World War II the volume of traffic was particularly heavy and the pilot service safely navigated all types of ships from Bramble Cay and set them safely on the inner route of the Great

Barrier Reef for Eastern Australian ports.

This service would not have been possible if it had not been for the unremitting co-operation of the women of Stephen's Island who, without thought to themselves, set up a voluntary pilot cutter service.

They rowed heavy dinghies from the quiet waters of Stephen's Island to any incoming ship which carried a pilot, and with expert seamanship, brought their small row-boats alongside large warships and ocean liners and safely transferred the pilot.

This was a period of radio silence. Commanders of warships or merchantmen, simply blew the ship's siren. The island women then launched their dinghies and rowed out to the vessel.

Knowing that such a voluntary service was available, most of the master mariners did not wait at Bramble Cay to pick up the pilot but navigated the open water between it and Stephen's Island, 40 sea miles on a south-west course.

BRAMBLE Cay is a small sand bank, half a square mile in area, with little vegetation. It is 190 miles west of Basilisk Passage, the entrance to Port Moresby, and it is here that pilots normally meet ships en route to the Arafura Sea or Indian Ocean.

The cay itself is marked by isolation and loneliness and the only visible link with civilisation is an unattended navigation light.

An unusual feature of the surrounding area is the seasonal pollution of the sea by the discoloured waters of Papua's mighty Fly river. Logs and other debris are washed down during the wet season from December to March.

Around the reef of Bramble Cay the rotting hulls of old windjammers can clearly be seen resting on the bottom at 20 fathoms. It is claimed that more than 200 ships have been wrecked there—barques, brigantines

and schooners of types that were fashionable years ago.

Bramble Cay is the graveyard of three centuries of ships whose masters could not foresee the dangers of the apparently calm waters of Torres Strait.

It was because of these dangers and disasters that a demand for pilotage arose and Torres Strait Pilots with local knowledge of the area began to navigate this route.

TO-DAY modern passenger liners of up to 40,000 tons use the Great North East Channel and the luxury liner Caronia on its recent visit to the S-W Pacific steamed through at 22 knots.

Such a demand for pilotage established the longest pilot cutter run of the world, and the cutter's run from Thursday Island to Bramble Cay is to-day famous.

This course of 143 sea miles is unique; there are longer distances from world ports, but in such cases a pilot vessel is adjacent to the pilot pick-up point and the pilots operate from a mother ship.

In the case of Thursday Island to Bramble Cay it takes from 20 to 24 hours steaming each way and generally in daylight; three overnight stops are made on the four-day voyage. In early days, cutter crews rowed or sailed the 143 miles.

Sometimes the estimated arrival of a ship at Bramble Cay demands that a non-stop run be made by the pilot cutter in order that no undue delay is caused to ships awaiting pilotage.

The pilot-cutters used on this run are the Captain Banks and Torres III. They are sturdy diesel-powered launches of 56-ft., with all conveniences to sleep four men. Their speed averages eight knots.

Calm seas are seldom encountered on the run. It is usual to steam through medium seas on the entire course and the launches take severe buffeting from the seasonal north-

wester or south-wester. The crew of three have no easy time. Main meals are served only when anchored at night.

The actual course navigated by the cutter is identical to that used by the piloted ships. All navigation is by dead reckoning on modern navigation instruments fitted to the cutter.

Prominent landmarks seen through the Channel are Twin Brothers Island, Three Sisters (Bet, Sue and Poll Islands) Bet and Dungeness Reefs and Coconut Island. Stephen Island is sometimes used as a stop-over place for the night.

Manoeuvring pilot cutters alongside a large ship at Bramble Cay calls for a high order of seamanship.

Generally the ship is slowed down to about five knots and the cutter then makes a wide circuit so that it comes alongside at the beam of the vessel where the pilot's ladder has been suspended over the side.

Once the pilot and his baggage have been transferred the cutter exercises the same care in leaving the vessel and is steamed off the ship's side at maximum speed. If the ship is stopped, the cutter sometimes cannot clear.

My Dream of the Islands

BY HAROLD CHAMBERS

(EXPLANATORY.—For many years, the dream written of in this poem, has persisted. Again and again I have sailed through these dream-islands, but only twice, in my dream, have I landed on any of them, and it was not until June, 1947, that, in the dream, I learnt their name. This fact made me commit the dream to the form of a poem.)

Off in the dreams of night have I
Embarked on ships of varied burthen;
Now, with white sails athwart the sky,
Anon, steam-driven, o'er the ocean.

No clear awareness in my dream
Of any port of embarkation,
Nor, as I voyaged, did there seem
To be a sense of destination.

Just sailing, sailing, on and on,
With strong, fair winds the white sails
filling,
Or, in some steamer, surging on,
Her buoyant bows the billows cleaving.

And ever in my dream there grew,
Like smudges on the distant ocean,
A chain of islands which I knew
And hailed each time with deep emotion.

And yet I knew them not, nor where
They hide in latitude uncharted,
Nor was there of these islands fair
A name to me in dreams imparted.

Twice only did my vessel stay
In all my voyaging nocturnal
At anchor in a lovely bay,
Of one of those dream-isles supernal.

Olive-skinned islanders I saw,
Graceful of mien and softly-spoken,
Gathered to welcome me ashore
With smiles and fruits in friendly token.

I felt as though these gentle folk
Greeted me as kinsman to them—
Their ways I knew, their tongue I spoke—
Sometime, somewhere, I'd surely known
them.

I rambled once through tropic green,
And chanced upon a church, with steeple,
A priest's life-labour it had been,
To worship God and shrive his people.

Standing entranced, I gazed upon
His garden of exotic flowers
That nestled 'mid that Eden lone—
His presbytery among the bowers.

Bearded and stooped with weight of years,
He welcomed me into his dwelling,
And there, with tales of joy and tears,
He held me spellbound with the telling.

And, as the years have passed, there
came
My dream of islands, oft recurring,
Unnamed, uncharted, yet the same,
Setting my deep emotions stirring.

Into my dream there came at last
The name of these, my isles supernal,
Given as though a favour vast—
"Na-isa," isle of dreams nocturnal.

I know not what "Na-isa" means—
Maybe from childhood's mem'ry stealing;
Or else a name some factual scenes
Of future life will be revealing.

But where or when, or how or why—
If strange preview or void of meaning—
Persistent through the years have I
Oft seen "Na-isa" in my dreaming.

(NOTE: In Fijian, with some straining of the meaning, "Na-isa" could mean, "The longing" or "The yearning." On the other hand, the Fijian word "Naisa" means "The opposite."—H.C.)

In spite of Fiji's hurricane troubles, it was announced on February 27, that on the nine days that Fiji's new Development Loans had been open, £400,000 worth of bonds and debentures had been sold.

Through the offices of Major-General Sir Charles Rosenthal, former Administrator of Norfolk Is., Norfolk Is. pines soon will be planted in British war cemeteries in Europe. The young trees, grown from seed supplied by the former Administrator, are now being prepared in an English nursery.

THE SHUTTER-BUGS

BY AMEL

I SUPPOSE it all started when an American doctor invited us to see his collection of home movies. I see now that we should have feigned illness and stayed at home—it would have saved us a lot of money. Still, it was inevitable that, sooner or later, we would see somebody's home movies, and there are many enthusiasts in Pago Pago.

The films were of the doctor's own making, and were in colour. For three hours, we sat attentively and entranced while his slow, easy drawl gave humorous comment on each sequence. By the time we went home, Tom was a convert to amateur movies.

But somebody in the family had to think of the bawbees, so when he started talking of buying the most expensive 8 m.m. movie camera on the market, I said "No!" loudly and firmly (as I always do, while he said nothing (as he usually does)).

Two months later, he mentioned the subject again; and once more I indicated that I was not in favour of the idea. Whereupon he calmly unwrapped the camera, which had arrived that morning, by air mail. . . . I swooned—and when I regained consciousness, I found that he was unwrapping another parcel which contained a ducky little thing called a light meter—absolutely essential to good movie-making.

You aim it at the light, press button, and if it registers above on High, you turn the trident to Low, and if it registers below 10 Low, you stamp on it, throw it in the sea and take movies without it.

With camera, light meter and films (a mere 5 dollars apiece), reflected, rather naively, that he should have everything he needed. "But" I begged, "For goodness sake, make every foot count, or we'll be paupers!"

Joyfully, Tom went out and took movies—the water-cart watering the road; Fita Fitas on parade ships sailing on the Harbour; Samoans dancing—then rushed his first precious film off to Honolulu. When it returned, and he showed it through a friend's projector, he was nervously critical of his first effort.

"My hand shakes," he said. "I need a tripod."

I did some quick mental arithmetic. "Drink less beer," I advised bluntly.

It was as if I had not spoken.

... went on thinking aloud. "You see that under-exposed bit there, and that over-exposed bit there? Well, they should be eliminated. I must have an editing-viewer, and a splicer. I must also get a titling machine and a screen, and I simply must have a projector."

"Must?" I asked. "Must? What's this 'must' stuff? May I remind you that we also must have food and clothing, and a little cash to keep the wolf from the door."

"What wolf?" was the absent-minded reply. "Take a look at this catalogue . . . it says that I can buy a projector for only a few hundred bucks . . ."

"Okay!" I yelled. "If you get that projector, I'll send to Sears for a dozen dresses!"

"Go ahead," he said calmly. "Take a look at this tripod, only fifty . . ." It was no use. I collapsed. I chewed my fingernails, and I faced the fact that I was married to a shutterbug.

We toured the island, making views of this and that. Tom and I off the footage (at 10 cents a foot) while I trotted along dutifully with the tripod, the light meter, the camera case and a lot of fond wifely criticism.

Having featured in some of the films as I now understand why movie stars demand so much money. The house is worth all they ask and more. Especially when the director lies, insults and criticises you. You're walking too fast. Now you are too slow. You look knocked. Don't grin—smile. Sit down. Sit up. Go back and do it again. Who d'you think you are? My La Marr?"

The house is cluttered up with movie equipment. I am continually tripping over the tripod and the screen. The splicer sits astride the bureau. The titling set is on top of a bunk. Processed films may be found amongst the shirts. The projector and the editing viewer need cupboard to themselves, while the camera and the light meter hang on a coat-hanger in the wardrobe.

But I bear it all cheerfully because, I must confess, I too am converted to this interesting, extensive, fascinating hobby.

We now invite friends to our "home movie" sessions, and as we watch the colourful pictures unfold, the question of finance doesn't seem to matter. For what, after all, are a few miserable dollars, compared with the awfulness of seeing oneself on the silver screen—opening and closing one's mouth like a stranded codfish?

Mr. and Mrs. John Ratard, of New Hebrides, recently arrived in Sydney for two months today.

THIS WAS THE END OF TAIPI

Story of Capt. Cambridge's Famous Old Argosy

ACCORDING to advice from Rarotonga, Captain Cambridge's famous Taipi has finally ceased to disturb the Cook Islands.

The Taipi, we believe, was formerly the Javo II, purchased by two Polish nationals at Panama in 1932 and sailed to Suva. There she was abandoned and became a derelict on the mud flats of Walu Bay—until Captain Cambridge sighted her in the middle 30's.

The little craft was then in a very sorry condition—and remained so for the rest of her days, though Captain Cambridge sailed thousands of miles in her. She was held together mainly by tarred canvas, tarred brown paper, and the will of Allah—according to contemporary observers.

Devoid of engines and with anything but speedy lines, this extraordinarily-shaped argosy drifted from island to island in the Cooks for 12 years or more.

Regularly, as she became long overdue, all Islands would be alerted to keep a sharp lookout for the vessel. A voyage which took a normal vessel 6 days frequently took Taipi as many weeks.

The 24-hour schooner run from Aitutaki to Rarotonga took Taipi three weeks on one memorable occasion. For two weeks she was within cooee of Rarotonga. Each night the little craft managed to creep up to windward, almost within reach of its goal, only to be blown away to the westward with the freshening morning breeze. Finally, she ran right back to Aitutaki to get a fresh slant at Rarotonga.

On one of his last lengthy voyages to Manihiki, Captain Cambridge related how, a month out of Rarotonga, his crew of three natives mutinied—to the extent of refusing duty unless he turned back.

Nothing daunted, the skipper continued north, the crew lying in the fo'c'sle below. Two days later, Manihiki in sight, the crew, full of apologies, reported for duty.

"Yes," said the skipper, "by all means get back to work. But naturally I've had to log you for refusing duty. You are each fined the amount of your wages to date. Then, of course, if you should be thinking of returning home to Rarotonga, there will be a passenger vessel sailing within a week—otherwise I will be very happy to let you work your passages south!"

That was the cheapest voyage the little ship ever made.

About 1948, Taipi made her last voyage. Somehow, Captain Cambridge got her inside the Palmerston lagoon. But it is believed

that not even his endless ingenuity could get her out again—though after a long spell there a radio message came to Rarotonga appealing to the pilot of an NAC plane to drop a nautical almanac some time when passing towards Samoa. This was big news—the Taipi was coming out again.

But, about that time, Captain Cambridge is reported to have married an attractive young Palmerstonian and swallowed the anchor—or, rather, the old Model-T Ford engine which served that purpose.

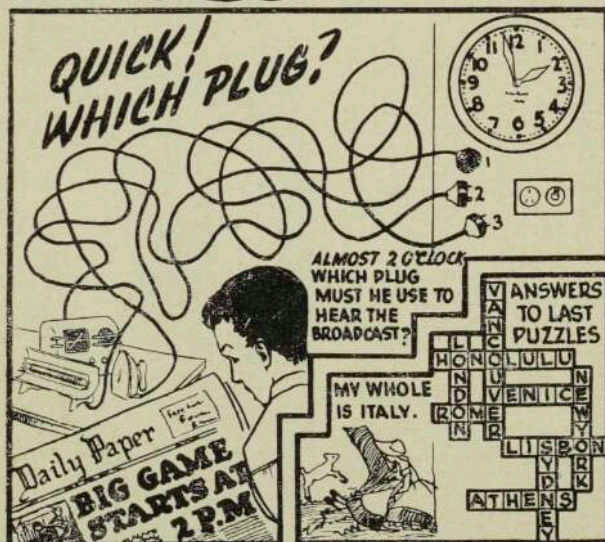
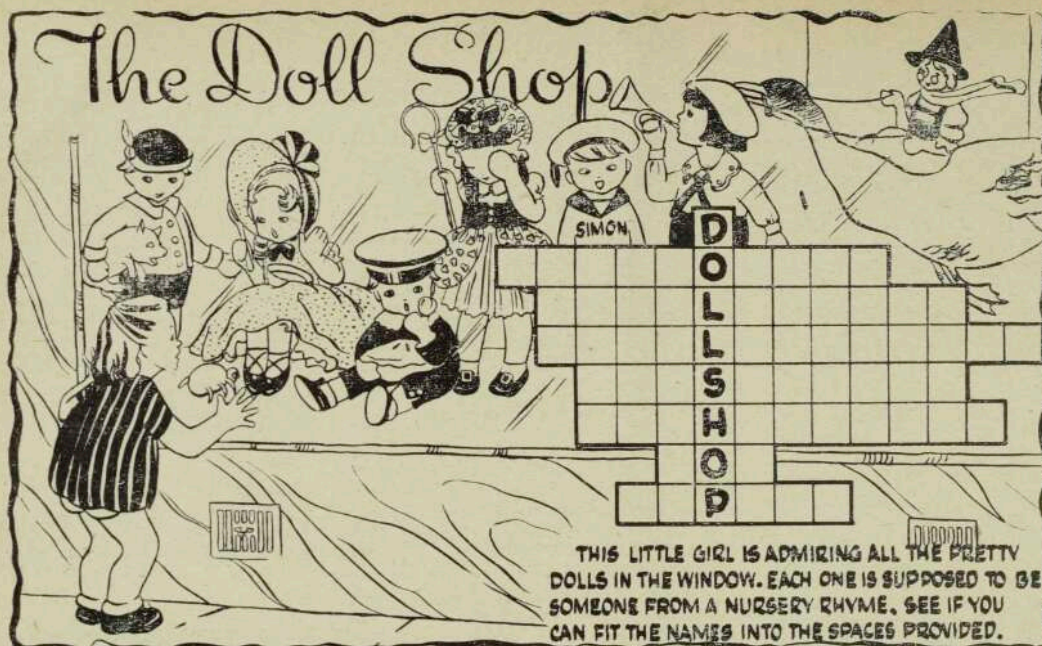
Captain Cambridge now lives quietly at Manihiki. But, lately, came word from Palmerston that the rotting bones of Taipi, well anointed with tar, are piece by piece helping to cook the local flying-fish. —JPS.



Capt. Cambridge (with hat) and a companion examine Taipi's hull. This photograph was taken some years ago.

Miss Roberte Charon, daughter of the Consul for Norway in Tahiti, was one of 19 students from New Caledonia who visited Sydney in February. The trip was a reward for high marks.

Sister I. Dreckow, having completed training for her double certificate in nursing, expected to join the Lutheran Mission, Rocke Island, New Guinea, in March.



9 A WONDERFUL NUMBER.
HERE IS AN AMAZING THING ABOUT THE FIGURE 9. TAKE ANY NUMBER AT ALL, SAY 552 AND DIVIDE IT BY 9. THE ANSWER IS 61 AND 3 OVER. NOW 3 FROM 9 IS 6. NOW TAKE THIS 6 AND PLACE IT EITHER BETWEEN THE TWO 5'S OR THE 5 AND 2 AND YOU WILL FIND THAT 9 WILL DIVIDE INTO IT EVENLY AS FOLLOWS:-

$$\begin{array}{r} 9 \overline{) 5652} \\ \underline{628} \end{array} \quad \begin{array}{r} 9 \overline{) 5562} \\ \underline{618} \end{array}$$

THIS IS ALL THE MORE AMAZING WHEN YOU REALISE THAT THIS HAPPENS EVERY TIME AND IT MAKES NO DIFFERENCE HOW LARGE THE FIGURE IS, OR WHERE THE ODD DIGIT IS INTERPOSED. TRY IT WITH, SAY 64,324. THIS, DIVIDED BY 9 IS 7,147 AND 1 OVER. NOW 1 FROM 9 IS 8. NOW YOU CAN PLACE THIS 8 ANYWHERE INSIDE THE FIGURE 64,324 AND IT WILL DIVIDE EVENLY.

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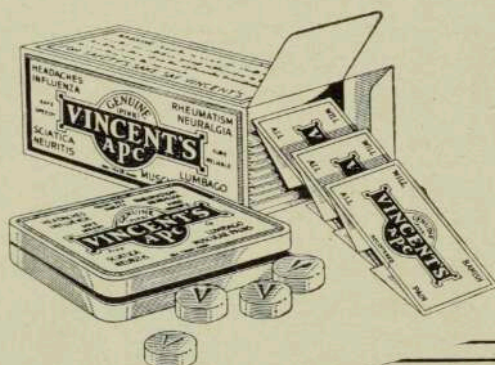
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SP. 80.3

THE M.O.P. INDUSTRY

(Continued from page 63)

Some producers declare that the cost of shell buttons on any garment is an insignificant part of the total cost, and that therefore the shell, with its admittedly unique properties and advantages, will always be favoured so long as its price approaches that of plastics.

On the other hand, people in the American garment trade—the consumers—consider that some of the latest plastics fall little short of shell buttons in appearance and resistance to boiling, etc. They consider that, as half of all shell imported is used on men's shirt buttons, and as the average man is less concerned about the kind of buttons used than the initial cost of the garment, the special advantages of shell are of little real importance.

The remaining buttons are for women's wear—an extremely unstable and fickle market, governed by the fashions of the moment. Only when large white buttons are in vogue does shell really come to the fore, though other fancy marked buttons may cause similar fluctuations in the trochus and green-snail market.

The outstanding point here is that plastics are definitely becoming better and cheaper.

FACED with this, it would seem that the only real hope for the shell trade survival is the discovery of some important new uses to which the shell can be applied. Research along these lines has been recommended to the Australian pearling industry, but it appears that, if any such investigations have been carried out at all, nothing significant has eventuated so far.

An alternative, though comparatively unimportant, use for MOP, is the manufacture of compass cards for the little military, pocket prismatic compass. Shell is ideal for this purpose, and the Australian Army actually operated pearling vessels to obtain supplies during the war years.

Also recommended has been the introduction of a pool system—in which all proceeds should be paid. In good seasons, only a portion of the income would be released, and in bad seasons the surplus would be released to the producers.

Had such a system been introduced in the Islands five years ago, there may have been something to it. Now it may be too late.

IT is worth noting that the average price of Australian MOP from 1900 to 1944 was £150 per ton—and Australian shell generally brought the highest price on the American Market.

Although the price fixed for the 1952 season in Australia is £850 c.i.f. New York (about £700 at T.I.) for top grades, this price—£50 above last season—is no doubt governed

the considerably reduced tonnage of good Australian white shell expected.

Next season, most people in the MOP trade are agreed, a heavy price-decline can be expected if Japan has again entered the field. The trochus price is of course closely tied in with the world supply of MOP. Last season, Australian trochus producers received as high as £300—one producer stated £450—since last month's article went to print the principal American buyer has visited Australia and the price minimum for the coming season has been fixed at £80 f.o.b. New York—a heavy decline.

Many men in the trade consider that the shell prices, though due to decline heavily, will stabilise themselves again, and that there will be a steady market at reasonable prices for clean, well-graded, MOP, trochus and green-snail for a good many years yet. Others, less optimistic, foresee the decline of the industry to a purely luxury trade of comparative unimportance, unless some important new uses are found for what, after all, is only a form of calcium carbonate.

Canon A. P. Jennings, of the Anglican Mission, Papua returned to Dogura in February after five months recreation and sick leave in Australia. He has been a missionary in New Guinea for 30 years.

New School for Lae

From Our Own Correspondent

LAKE, Feb. 29.

FOLLOWING persistent local agitation, it has been announced that Lae will be provided with a new timber build-

ing for its European school.

Local parents hope that contractors will be asked to tender for its erection as it is feared that if it is put in the hands of the Works and Housing Department, it will be a long time before promise becomes reality.



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consistently uniform paint, which, in effect, gives a thin sheathing of pure aluminium to anything to which the paint is applied.

The illustration shows part of the Hargreaves Park Housing Settlement, New South Wales, Australia, where aluminium paint was used by the contractors, Stayseal Products Pty. Ltd.

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HONOLULU TO-DAY

Crossed Strains At The Pacific Cross-Roads

WICK SURVEY BY ERIC RAMSDEN

HONOLULU, Feb. 6.
SABLE was talking so fast with her coloured girl friend, gesticulating with hands and feet, that she did not notice our approach. My companions were Honolulu detectives, and a probation official. With the exception of the latter, Sable ignored all.

"You ain't got nuthin' on me!" she screamed. "I ain't 'hustlin' no I doan' steal even one dime. I ain't got a thing on me!"

Merely pausing for breath, she continued: "It's jes' too bad, it is. I come out for breath of air at time in weeks. And first man strike has to be you. If I ain't mos' dog-gone unluckiest gal, you ain't got nuthin' on me, cause I ain't don' nuthin'. See!"

A natty little figure in a scarlet key-coat, with jockey cap to match, the headgear thrust well back on her head, Sable looks considerably less than 50 or so years — the majority of which have not been spent in the South Seas. Of creamy complexion, with piercing dark eyes, she is a product of Honolulu's negro invasion.

Until the recent war there were comparatively few negroes in Hawaii. Now Honolulu has its "black belt".

In spite of protestations of innocence, Sable has a police record that occupies at least four typewritten pages. "Single space, too!" remarked one of the detectives, notorious as one of the most expert pickpockets ever in the Territory, and though on probation, she is other charges hanging over her head. Sable, however, knows every hole in the legal system. . . . The "high yaller" ladies one sees on street corners, who invite sailor

boys to be "rocked to sleep" for a consideration, also came in following the war. And there are numerous woolly-headed youngsters playing about the Smith Street neighbourhood who will, doubtless, in time, contribute their quota to the miscegenation that makes Hawaii the most interesting human laboratory in the world.

TO the casual visitor, Honolulu, with its Japanese, Chinese, Koreans, Filipinos, Portuguese, Porto Ricans, and the admixtures of all those races with the Polynesian - Nordic stock, may appear the same. But a stroll round the back streets at night brings the realisation that the city is undergoing still another racial change.

While there is no colour discrimination in the Hawaiian Islands, there is resentment against this latest influx—just as there is in those American cities to which the negroes flocked during and after the war years. The young negro who has drifted into Honolulu of late has no particular desire either to toil or spin. If he can make a living through the sale of narcotics, or some other devious means, then it is alright with him.

It is becoming increasingly difficult nowadays to find a pure-blood Hawaiian. The Hawaiians, numbering fewer than 13,000, comprise about 3 per cent. of the total population of something like half a million people in the Territory. Part Hawaiians, of whom there are about 80,000, make up about 16 per cent.

The Japanese form the largest single group.

NUMBERING about 190,000, or nearly 40 per cent. of the total population, they are increasing rapidly. Within half a century, Hawaii will be in the hands of native-born Japanese. What the Japanese could not obtain by war, they will achieve by peaceful means. That is why the responsible section of Americans in these islands object to statehood:



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only too well do they realise that, given statehood, political power will be in the hands of the Japanese.

During the early part of the war there was, naturally, much ill-

feeling against the Japanese, the bulk of whom were Hawaiian-born. But, when given the opportunity to serve Uncle Sam, the Niseis did so with such distinction that there was no doubting their loyalty.

These Hawaiian-born Japanese returned covered with glory.

Time has shown, nevertheless, that such honours went to the heads of many of these young men. Since the war many have proved exceedingly troublesome to the police. Investigators believe that the Niseis are now contributing more than their fair share, in Honolulu particularly, to crime. Nisei thieves usually work alone and that makes them difficult at times to detect.

"It will take another two generations at least before these Niseis are really Americans, and ready for statehood," said an old resident of the Territory. On the other hand there is a strong element among the Japanese to whom the defeat of their mother-land in the war will be a life-long lesson: they have no desire to be other than quiet, industrious American citizens.

There have been several developments since the war that are of interest. Previously, much of the Japanese wealth went from Hawaii to Japan. Now that money is being spent in the Territory where the locally-born Japanese have vast commercial interests. There has also been a considerable raising of Nisei living standards. The present generation no longer stint and save as did their fathers and grandfathers. There is no gadget that the average American



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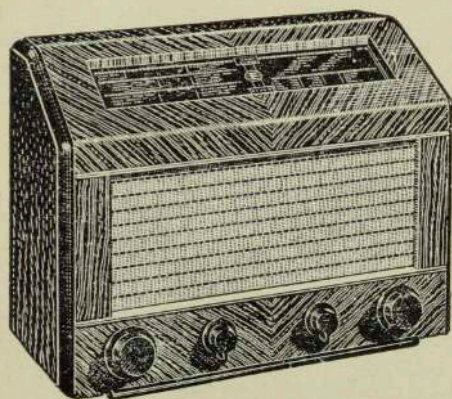
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joys here to-day that the average Japanese does not possess. Also, there was a time when Japanese girl babies were at a discount in Hawaii. Always alive to the value of education, these Japanese are now occupying secretarial and other equally well-paid positions. It is becoming increasingly difficult to obtain Japanese (or any other for that matter) house servants, and those who do render such domestic service are highly paid. As elsewhere, the industrial enterprises throughout this Territory offer remunerative inducements for labour, which is extremely well organised. Millions of dollars have been lost in these Islands in recent years through strikes.

Then there is still another development, which suggests a change in outlook. Once the Japanese in these Islands married only among themselves. Japanese girls are now marrying Americans and other Europeans. There is also evidence that for the first time in Hawaiian history the Japanese are inter-marrying with Chinese. The latter now number some 31,000, (or about 7 per cent. of the total population).

INDEED, there has been such an intermingling of bloods at this cross-roads of the Pacific that it is difficult to detect racial strains.

An excellent observation post is one of the dance halls to which my friends, the detectives, took me. Pointing to one particularly attractive girl who was dancing with a Porto Rican labourer, one of the police asked: "What do you think she is?"

She appeared to be a European. So happened that this girl was known to the police, because she had been the complainant in a rape charge. In the main her origin was Portuguese; but she also had an admixture of Hawaiian, English, and Chinese.

An indication of the change that is taking place was obtained during a visit to the island of Hawaii. On descent from the main road I brought one to Honaunau, a lovely spot on the coast once known as the City of Refuge. There, in ancient times, any Hawaiian transgressor could claim sanctuary. The sacred heiau, or sacred place, it still is in a remarkable state of preservation. The collecting of stones from near and far must have involved enormous labour. Inherited by Princess Bernice Pauahi Bishop, it is owned by the trustees of the shop Estate, though there is now a move to make the site a national monument.

A group of young Hawaiians under the palms were strumming ukuleles and dancing. But instead

of a lively hula, the couples were prancing through the steps of an American square dance! In a pool nearby—a hollow formed in past centuries by a lava flow—Hawaiian children were bathing—as naked as ever had been their ancestors. A strange world, this modern Hawaii. Changeless in some aspects, yet ever changing.

Miss Margaret Sanders, daughter of Mrs. W. H. Sanders of Norfolk Island and Mr. Sanders of Borneo, was married on February 28, to Chief Officer Helgie Persson, of Norway. A reception was held, after the wedding, on Mr. Persson's ship, M. V. Citos.

Mr. W. H. Cumines, who is well known in the Central and Western Pacific in connection with his visits as a commercial traveller during the past 10 years, has joined the staff of Robert Gillespie Pty., Ltd., Islands agents and manufacturers' representative in Sydney.

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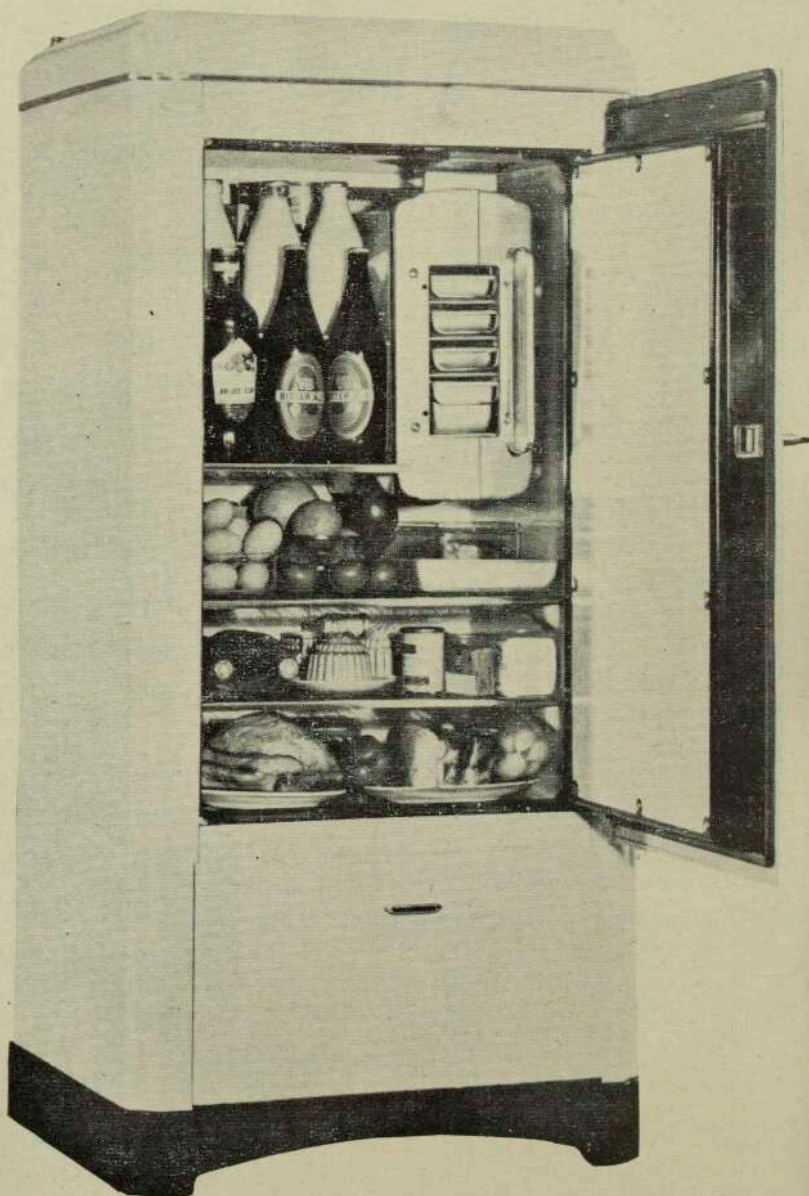
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SUVA'S NEW CATHEDRAL DAMAGED

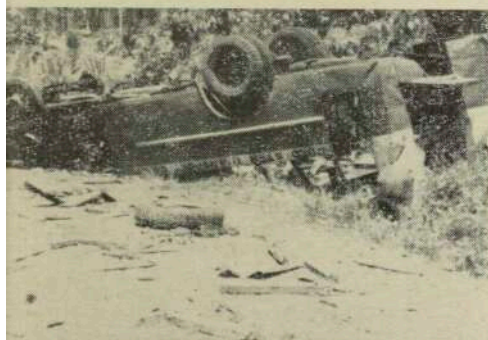
THE Bishop in Polynesia, the Rt. Rev. L. S. Kempthorne, reporting on February 4 on hurricane damage to Church property in Fiji, says that the buildings stood at part of the roof of the old Suva Cathedral was torn off, and the side-chapel, organ and war memorial badly damaged. The new Cathedral had most of the roof over the choir torn off and much material was lost. The Bishop's House and rectory were only slightly damaged, but the Rector's car was damaged when a house fell on it and the Bishop's garage

is down at the bottom of a steep gully.

The most serious damage was to the 55 huts at the Wailoku settlement (near Suva) for Solomon Islanders.

It was expected that the first stage of the new Cathedral, which was estimated to cost about £10,000, would be finished by Easter. Work was being undertaken by a local builder and the new Cathedral was already a Suva landmark.

It seems likely that completion of the first section will now be delayed and will cost more. Damage to all Anglican property in the hurricane area will run into several thousands of pounds.



FATAL BUS ACCIDENT

All that remained of a bus involved in a fatal accident in Western Samoa on January 9. The bus and a PWD truck came into collision on the Cross Island Road of Upolu. The truck also was completely wrecked. Two people were killed and 20 injured.

—Photo by Superflash.

The Melanesian Mission ship Southern Cross, with the Rt. Rev. S. C. Caulton, MA, aboard, arrived at Auckland from the Solomons and New Hebrides on March 4. The Bishop came south for a church conference in Auckland.

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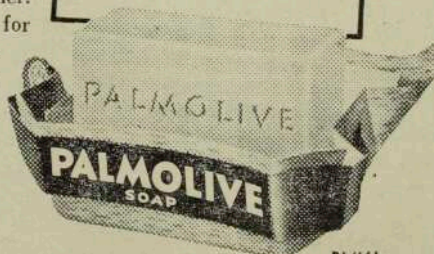
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- ♥ Fewer tiny blemishes — incipient blackheads!
- ♥ Complexion clearer, more radiant!



PI/161

JAP INTEREST IN SUNKEN PRESIDENT COOLIDGE

IT is rumoured that Japanese interests are interested in the possible salvage of the S. S. President Coolidge which was sunk in the Second Channel, Santo, New Hebrides, during the war, when she was carrying US troops and supplies for the Pacific theatre operations.

The President Coolidge attempted to negotiate the mined entrance to the Channel without the services of a competent pilot. She hit a mine bow-on and backed off to be another with her stern. She was beached and an artillery captain went aboard to locate 20 missing men from his company.

While he was below, the ship slid off the ledge and sank in approximately 200 feet of water with the bow uppermost.

Should she ever be raised, we would know if there really was a million dollars in the strongroom, as local legend has it. And there probably will be some sort of moral to be drawn from it if the Japs do get her—but what it is we do not know.—V.W.

Boxing Flourishes in Savai'i Western Samoa

COLOMBIA Pictures of Australia are sponsoring a welterweight boxing championship in South Pacific island territories. The trophy is the silver Colombia South Seas Belt.

The first holder of the belt is Nick Kronfeld, of the Stadium Club, Savai'i Western Samoa, who outpointed Alois of the Trade Winds Club in six two minute rounds at the Stadium, Faga Savai'i, on January 12.

The Savai'i boxing championships have been promoted by Mr. Alfred M. Bethart whose energetic efforts have resulted in spectacular improvement in the standard of local boxing in Savai'i's first official year of participation. A Savai'i team has already beaten the more experienced Upolu team and on February 9 were to meet a team from American Samoa at the Faga Stadium.

The Colombia South Seas Belt is open for challengers throughout the South Pacific Area, but challengers must submit to elimination contests for the right to challenge the present holder.

The Governor of New Caledonia paid a four-days visit to Santo, New Hebrides, recently. Several functions were arranged for his entertainment.

Tennis enthusiasts of Vila, New Hebrides recently visited Santo and thoroughly beat local players. Socially, both visitors and hosts had an enjoyable time.

16/6 W. & H. Found In P-NG Criticism of Department Increases

From Our Own Correspondent

LAE, Mar. 1.
CRITICISM of the Works and Housing Department, as it operates in Papua-New Guinea, now spread to the various Town Advisory Councils, as well as appearing regularly in Australian and local newspapers.

Here in the Morobe district, particularly in Lae, little work is being done on the roads apart from the sporadic appearance of a road-roller. Local roads are in a shocking condition. The main section, an Lae shopping centre to the Mubum River, is mute testimony to the sort of work that is carried out by the Department. Although some time ago, corrugations, holes and broken edges make it the terror of motorists and the sight of local motor mechanics. To make a good job of it, it would be necessary to rip it all up and re-lay and re-seal it. But as the final work was done by "specialists" of W. & H., no good purpose

would be served by the Department making any further effort.

The question of providing "all found" at 16/6 per week for personnel of the W. & H. Department needs early review. This privilege was given in order to entice men to work in the Territory and Manus. At a conservative estimate there are 500 men enjoying the con-

cession, and, as it takes not less than £3/3/- per week to keep them, their continued stay in the Territory is costing the Commonwealth in the vicinity of £58,000 per annum.

As a comparison, the Administration mess in Lae charges those who live there £3/10/- per week for the same amenities and facilities that are enjoyed by W. & H. men.



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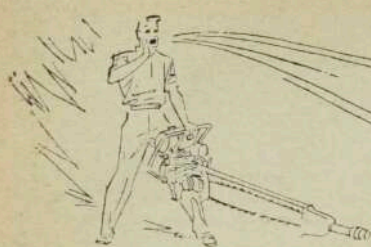
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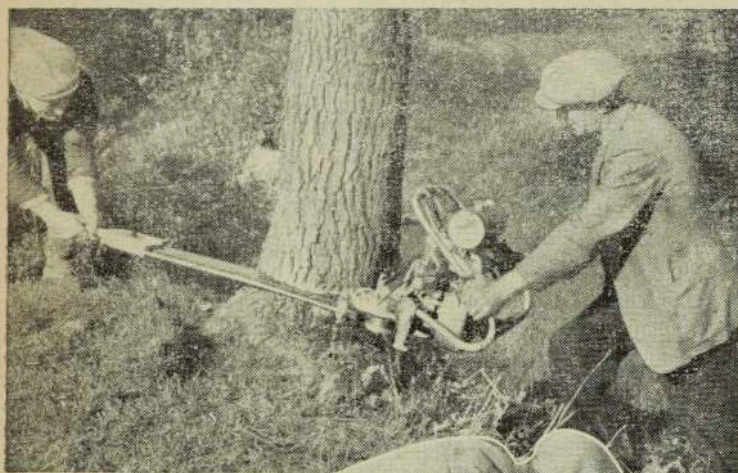
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MC. 1864

UNITED STATES SEEKS BASE ON EASTER ISLAND

UNITED STATES has asked Chile for permission to build an air base on Easter Island, which is about half-way across the vast South Pacific Ocean that lies between South America and Oceania (most easterly of the South Pacific groups) and South America. Such a base would represent America's most south-easterly base in her scheme of Pacific-wide defence against Communist Asia. It would come into use by America if an enemy captured the South-west Pacific islands, and Australia, and began island-hopping towards through Polynesia.

Rev. Brother M. C. Calopedis, formerly on the teaching staff of St. Vincent's Boys' Orphanage, South Melbourne and a party of Christian Brothers expected to reinforce the staff of the Catholic mission station at Suva, New Britain, in March. Vuvu founded in 1950 by Rev. Brother Thomas McGrath as the first mission of the Christian Brothers in the New Guinea area.

Directors of Gold Mines of New Guinea NL have directed that the company be wound up.

Few Entries For Suva 18-Footer Championship

IT seems unlikely that many boats will make the trip to Suva to take part in the 18-footer championships which will be sailed in June.

Although owners or skippers have until March 17 to make up their minds, it is likely that only four boats will be entered from NSW and one from Queensland.

Sydney Flying Squadron officials have announced that they will not send boats. Few of the other owners are keen because of the high cost.

NZ YACHTS

Three New Zealand yachts, all from Auckland, have been chosen to represent the Dominion at the 18-footer championships to be held on Suva Harbour on June 1, 4 and 8. There may be others from other districts.

When the 13th International Horticultural Congress meets in London next September Mr. R. R. Mason, Agricultural Officer on the staff of the Fiji Dept. of Agriculture, may represent Fiji. This Congress will hear a varied programme of lectures on the growing of fruit, vegetables, plants and shrubs, including a special section covering tropical and sub-tropical horticulture.

Professor Raymond Firth left for Tikopia, Polynesian outpost in the Solomons area, in February and expects to do several months field work there. Dr. Firth is Acting Director of the Research School of Pacific Studies at the Australian National University, Canberra. He was accompanied to Tikopia by Mr. James Stillius.

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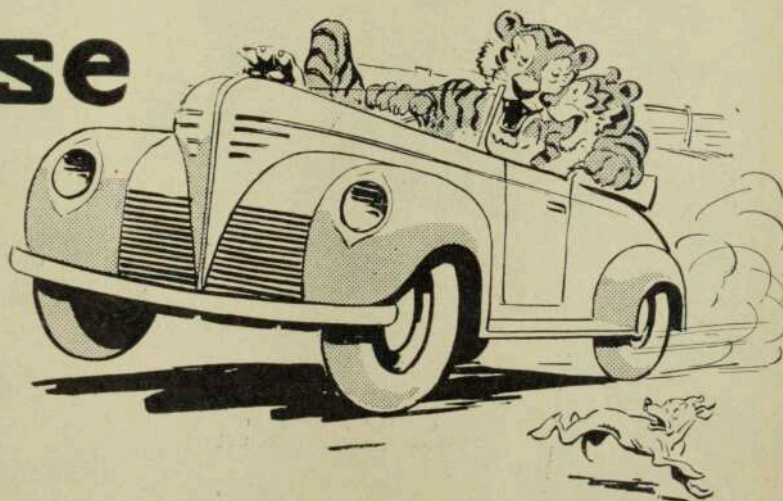
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Former British District Agent for northern districts, New Hebrides, Mr. J. Maxwell, returned to Vila from leave in Australia, the United Kingdom and Ceylon early in January to resume his duties at the British Office. Mr. Maxwell was accompanied by his wife and step-daughter, Miss Angela Eaton. Miss Eaton has spent two years in

Europe during which time she visited the UK, France, Switzerland and Italy.

The 58-ft Norwegian ketch Ho Ho II, owned by Captain Birger Bryhn, and accompanied by his wife and two children, arrived at Palm Beach, Pittwater, Sydney, recently, via Island ports.

PROPOSED AERIAL CHARTING OF FIJI WATER

WITH the co-operation of the Royal Australian Air Force and the New Zealand Navy Fiji waters may soon be accurately charted.

If proposals now being discussed are agreed to, RAAF Mosquito aircraft will make an aerial survey of Fiji reef waters this May or June. The photographs will be taken at 300 mph and will cover a belt 10 miles wide. This will allow the work to be completed in 12 to 15 hours' flying time.

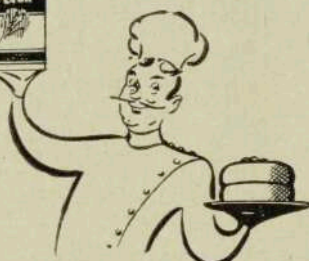
With such photographs, the Navy survey ship Lachlan can steam ahead at normal speed while her instruments record the contours of the ocean bed beneath her. Without the aerial maps she would have to steam at no more than four knots, preceded by a pinnace to find the position of coral heads and reefs.

The project—if carried out—will be part of the Colony's Development Programme.

In 1951, as part of the same programme, the aerial surveying of the Colony was undertaken by a United Kingdom firm. Although it was a record dry season for Fiji, the work was not finished as scheduled, because even on fine days much of the land was obscured by cloud.

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THOSE ISLANDS THAT VANISH

PTAIN D. S. McLEOD, master of the Rarotonga schooner Te Aroa (formerly Ornant, see p. 10), reported an interesting incident which happened en route to Auckland in December.

When 200 miles east of the Kermadec Islands, at 6 a.m., December 18, the helmsman reported two sailing ships ahead. The weather was calm and fine but with a hard westerly blowing. On going into the rigging, Captain McLeod was surprised to see that the supposed ships were in fact two conical shaped islands, one almost white, the other dark at the summit but earthy brown at the waterline. He estimated them as about 7 miles apart.

Although the sea was very rough at the time, the islands appeared in a clear patch, with no sign of breaking water round their bases.

Curious sights, checked against a time signal, led Captain McLeod to the reluctant conclusion they must be a new discovery. However, his hopes were dashed 25 minutes after sighting one of the boys came down to report that they had suddenly disappeared.

There seems little doubt that these were in fact a mirage of the L'Esperance Rock or south. Many such mirages are reported each year in the Marine Survey, journal of the British Hydrographical office, very distant islands sometimes appearing as one above the other, side by side, or with one or both images inverted.

These vivid mirages are undoubtedly one explanation of islands reported by reliable observers in the days of Pacific exploration, and searched for later unsuccessfully.

TOKELOU MEMORIAL FOR RNZAF CRASH VICTIMS

from Our Own Correspondent

APIA, Feb. 18.

Tokelau Memorial to the seven New Zealand airmen who were killed in a Catalina crash at Satapuala airport, Western Samoa, in December, 1950, was unveiled at Magiagi Cemetery on Sunday 17.

A large gathering of Europeans and Samoans attended the ceremony. A special party of nine RNZAF personnel from New Zealand also attended.

The memorial, a granite obelisk, unveiled by the High Commissioner, Mr. R. G. Powles, in the presence of the visiting Minister for

NZ External Affairs, who was indisposed.

Those for whom the memorial has been erected were all members of the RNZAF. They lost their lives during take off for a routine flight to the Tokelau Islands.

The islanders of that Group have provided the memorial in appreciation of the fact that the men died in maintaining communications between the Tokelau Islands and the outside world.

Recent staff transfers for Overseas Telecommunications Commission include Mr. V. Molineux and Mr. K. R. Clark, from Sydney to Suva, and Mr. M. W. Romans to Fanning Is.

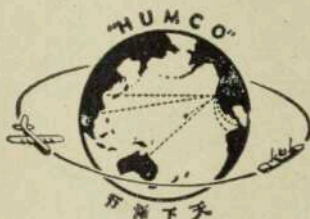
Dr. W. E. Giblin, formerly a well-known medical officer in Wau, New Guinea and now stationed at Nondugl (NG Highlands), returned to New Guinea in February after a 12-days visit to his wife, who is in hospital in Sydney. He reported that Mrs. Giblin now is making satisfactory progress.

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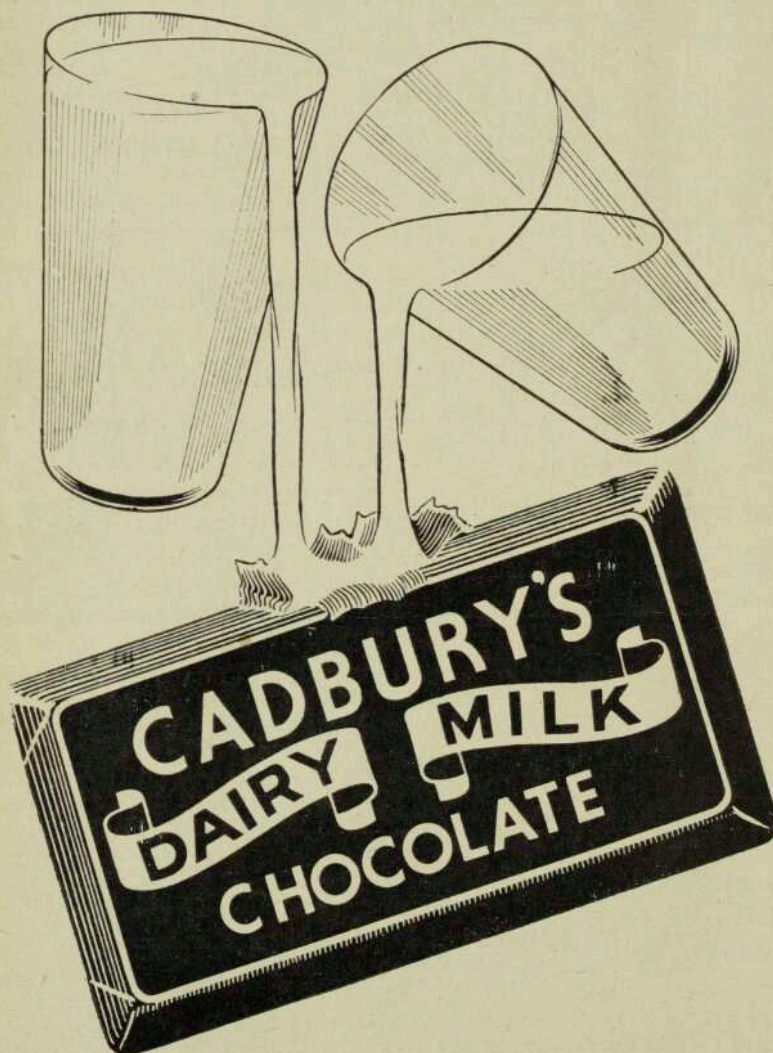
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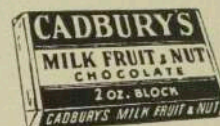
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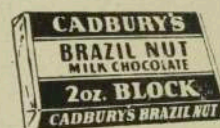
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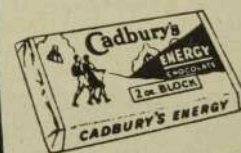


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Fijian Can Remain in Australia

Two Years' Reprieve for Jacksons

GEORGE Jackson, whose Fijian name is Waqa Saka, and whose unauthorised presence in Australia caused an Immigration storm last November, has been given permission to stay in the Commonwealth for another two years.

Jackson works in a Sydney iron foundry; he is married to a New Hebridean-Indian girl, born in Australia. It was alleged that he came to Australia as a stowaway and was arrested in 1949. Immigration officials did not catch up with him until June last year.

When he was to be deported, 100 people in East Sydney (where the Jacksons live) signed a petition asking that he be allowed to remain, and three church leaders flew to Canberra to plead his case.

Jackson says that he is training to become a professional middle-weight boxer. In the meantime he intends to remain a steward at the Central Methodist Mission and to continue working at the iron foundry.

In view of the numerous other Pacific Island people who became victims of the White Australia

policy in recent years, the general public is left to wonder what Jackson has that the others had not.

GALATHEA AT SEA AGAIN

THE Danish oceanographical survey vessel Galathea, which has recently been operating in the New Zealand area, was scheduled to sail from Auckland on February 29, to carry out further sounding in the vicinity of the Kermadecs—thence on to Samoa, Hawaii and California.

Mr. D. R. Robson, lately officer in charge of Madang radio telegraph station, New Guinea, was on leave in Sydney early March.

P-NG TO HAVE OWN STAMPS, AT LAST

From Our Own Correspondent

MORESBY, Mar. 5.

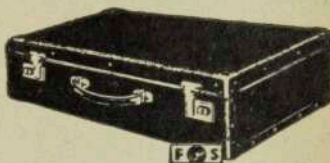
At long last it seems that Papua-N. Guinea is within sight of getting its own postage stamps. Orders have been placed with the Commonwealth Note and Stamp printer for supplies in 15 denominations.

The designs are mostly drawings from photographs of Territory subjects. The halfpenny stamp will show a tree-climbing kangaroo, while the £1 stamp will depict a native fisherman.

The stamps will be printed in a single colour. It is unlikely that they will be available for about three months.

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NEW GUINEA SHORT OF EUROPEAN POLICE

A COMPLAINT was made at a meeting of the Advisory Council at Port Moresby on February 27 that the police never seemed to be on duty when required at night in the Papua-New

Guinea capital. There had been cases recently where the police, urgently required, had not been available for some considerable time.

Replying, the Officer in Charge of Police pointed out that the European police staff in New Guinea was 22 men under strength. He said that, to fully man all stations and provide a 24-hours service in

Port Moresby, 53 European officers would be required. At present, during the night, an officer on duty had to be called out of bed when required. This took some time to do.

ANTI-MALARIAL MOSQUITO CONTROL IN SELECTED PLACES

DR. ROBERT H. BLACK, of the School of Public Health and Tropical Medicine, Sydney, accompanied by Mr. L. Gray, Assistant, left Sydney on February 2 for Port Moresby. There they were joined by Dr. John Gunther, Director of Public Health in New Guinea, and proceeded to the Trobriand Islands, to carry out malarial-control training projects under the auspices of the South Pacific Commission.

The Trobriands have been selected because it is considered that people there can be readily trained in mosquito control. Later this year, and next year, similar projects will be carried out in the New Hebrides and the Solomons.

The Rev. Allan Tippet, of the Methodist Church in Fiji, flew to Sydney during February to discuss damage to mission property occasioned by the recent hurricane.



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W. A. Freeman, chairman of Development, Ltd., and former man of Bulolo Gold Dredging has been removed from the boards of both companies. Mr. J. W. Austin has been appointed to each board in his place. Freeman, a Sydney solicitor, has been with the companies from their earliest days, and much of their success in money spinners can be attributed to his enterprise and foresight. At the end of 1938 he was one of those who was instrumental in the formation of Australia Petroleum Co. Pty. Ltd., a million-pound company, which took over the interests of Oil Search Ltd. to intensify the search for oil in Papua. Mr. Freeman was one of the six original directors of

ED WITH NATIVE WOMAN —GAOLED

From Our Own Correspondent

MORESBY, Mar. 3. Charles Henry Martin, driver, of Lae, on February 11, became the first person to be convicted under the new Native Women's Protection Ordinance. Martin was charged with permitting a female native to be in premises other than those of a native between 6 p.m. and 6 a.m. without the prior written consent of the District Commissioner. Martin was sentenced to one month's imprisonment to be served concurrently with a sentence of six months which he had received the previous week when found guilty of two charges of theft. When before the court on the charge relating to the female native, Martin said he had met the girl a month previously and had developed a liking for her. He asked if she would marry him and she had agreed.

New Catholic Mission Order In Fiji

THIRTEEN mission priests—one Australian, one New Zealander and the remainder Irish—were due at Suva late February to establish a new field for the St. Colomban Mission Society, at the invitation of the Most Rev. V. Foley, SM, DD, Bishop of Fiji. They will spend some months studying the local languages before taking up stations in the western sector of Fiji.

The Colomban Fathers were invited to assist the Marist Order in Fiji, owing to a considerable expansion in the Catholic population, which now numbers about 21,000.

The Colomban mission field has in the past been confined mainly to China and Far East. This arrival in Fiji brings a new Catholic mission Order to the Pacific Islands.

Miss P. Heaney, of the European School, Lae, New Guinea, has been transferred to the school at Rabaul.

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TONGAN PHOTOS BUREAU,
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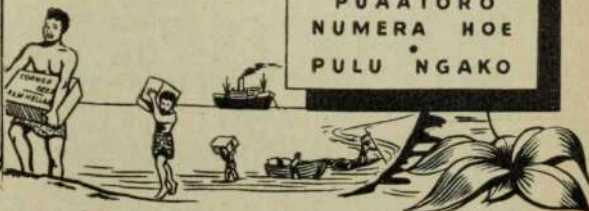
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**BLUNDELL SPENCE
PAINTS
BEST SINCE 1811**

As from January 1 last, O.T handed over the control of Wewak (NG) radio telegraph station to the Papua-New Guinea Administration. The transfer was made in accordance with the policy of avoiding duplication of Commonwealth communications facilities.

THE UNEXPECTED HEALTH ERROMANGA

CLAUDE ROULEAU, well known in the New Hebrides (where he narrowly escaped drowning when the small vessel was wrecked on Tanna last year), writes enthusiastically of the timber resources of Erromanga, in the southern end of the Group.

Rouleau remarks that, though the days of South Sea adventure as portrayed by the romancers and O'Briens may have ended, still, for the adventurously-minded of to-day, there are other fields in the Islands. One such is the vast, unexploited timber resources of Erromanga.

Our correspondent says that the exploitation of this rich island—blessed with an equable climate, rich soil in which every kind of temperate zone vegetable and fruit

may be grown, where there is no fever, and where stock does excellently—has no doubt been held back through the island's early history of savagery.

M. Rouleau declares that the density of the forests is so exceptional that the forestry people of Australia and New Zealand would find it difficult to believe that such a stand of timber exists. The density of kauri and tamanu is considerable. Over 150 million super feet of good timber have been actually surveyed; but it is more likely that twice that amount is available.

Roads would have to be built and considerable capital put into bulldozers, milling machinery, shipping, etc., but—with Australia's building needs—this vast quantity of excellent timber at her doors should easily provide the stimulus for the necessary capital outlay.

Mr. Lane Pool, Australian forestry expert, after visiting Erromanga, described the forests in a radio broadcast as the most beautiful he had ever seen.

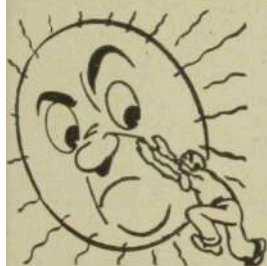
PRIVATE RADIOPHONES IN NEW GUINEA

A PUBLIC radio-telephone service between ordinary subscribers in Port Moresby, Lae and Madang came into operation on March 1. Rabaul and Samarai will be included in the net as soon as the installation of equipment is completed.

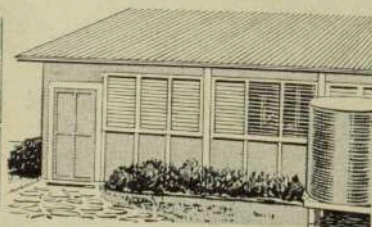
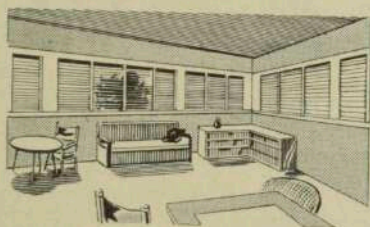
Subscribers in Port Moresby are able to use the service from their own telephones; but for the present, Lae and Madang subscribers will have to lodge their calls from a special post office booth.

The conversations are technically "scrambled" so that it is impossible for private radio listeners to eavesdrop on other subscribers' conversations.

Mlle. Menard, until recently secretary to the French Resident Commissioner of the Condominium Government at Vila, was in Sydney in February, en route to Indo-China.



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ROBBING THE PALM OF ITS FRONDS

BY ELIZABETH S. WILLIAMS

THERE has been comment about the practice in Tonga of the cutting of coconut fronds.

The blame, if we can call it "blame," lies with the Tonga Copra Board.

In the early days, the Tongan people built their houses of "kaho," a reed, and thatched the roofs with coconut leaves. Later, when the Kaho died out, and our Tongan people were too lazy to replant, they used cocount leaves for the whole of their houses.

At present, when about one third of the Tongan houses are built of European timber and galvanised iron, and their Patos (kitchens) are

constructed of old galvanised iron or Tongan timber, only half of the quantity of leaves are used.

Before the Copra Board started there were in each village two or three trading stations weighing copra, mostly green and the poor made copra in small lots. In recent years—I am speaking of Haapa—there is only one copra-weighing station, and one day per week allotted to each Island. Therefore, Copra is weighed in larger lots, and, as the Copra Board does not weigh by the bag, but in baskets only, A.B.C. grade takes many baskets.

The cutting of coconut fronds does not harm the palm if it is done within reason. Each leaf makes two baskets; and if only four leaves are cut from each palm no harm is done. But if the party who cuts the leaves climbs several palms instead of one, and cuts the young centre leaves for making floor mats it will do the palm harm.

Mrs. Hennings, of Fiji, is correct when she states: "When many fronds are removed, the palm has to produce more leaves before bearing more fruit. Without the supply of its leaves, the growing bunch of nuts will gradually lose hold, and is torn off by its own weight."

Mrs. Cameron spoke about pruning. Pruning means cutting. I think she meant "cleaning" away the old dry leaves and other substances hanging near the nuts.

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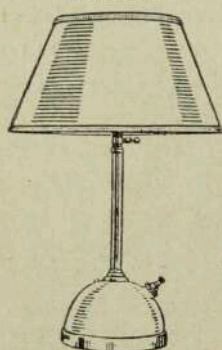
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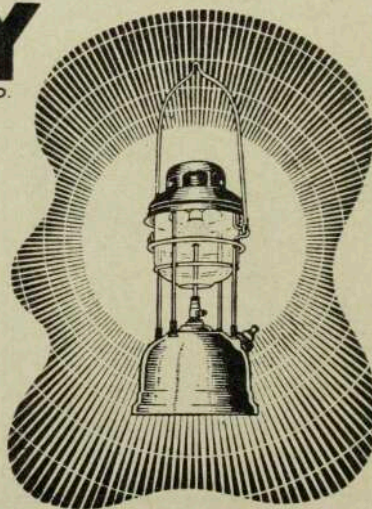
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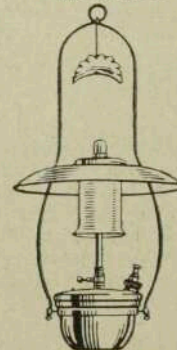


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FIJI: **Mr. K. Witherington**, 2 Burns Philp Buildings, Suva.

G Natives Learn That Gold Worth Money

SOME New Guinea natives are now in the mining business on their own account, and in the year ending June 30, 1951, exported gold, silver and platinum to the value of about £10,000.

These figures were given in a report on New Guinea which will be submitted to the United Nations; presumably, therefore, the figures refer to native miners in the New Guinea part of the P-NG Territory, and not to Papua.

The Minister, in submitting the report to the Commonwealth Parliament, said that most native mining was on a co-operative basis. It is known that, since the war, natives around the northern division of Papua have been doing some gold-mining, apparently in connection with mission-inspired co-operatives.

The enterprise has evidently spread to New Guinea also.

To the best of our knowledge, there was no native mining in the Territory before the war, and growth now is no doubt regarded as the forerunner of no doubt another way in which the country is going to the States.

The fact that New Guinea natives, including mining boys, set value whatever on gold, and regard it as exclusively "something belonging Masta," made gold-stealing comparatively rare in pre-war New Guinea, although there were many opportunities of filching from sluice-boxes, or even from a miner's camp. Most miners usually kept their gold around the camp in a tea or biscuit can, or in the proverbial pickle. Trade tobacco or canned meat they kept locked up, if possible, and even then suspected that their house-boys "got down on it" occasionally; but few, if any, precautions were taken with their gold.

Good Cocoa 25 Years Ago

ALWAYS have thought that the north-west districts of Papua would be good for cocoa," writes Sydney H. Chance (retired Australian RM) in the new Urquhart-Dwyer pamphlet on cocoa production in P-NG (see elsewhere in this issue).

The ARM, Robert Dick, planted cocoa in the Northern Division, in the Mamba district, long before I got there in 1928, and it did very well. There still are lots of good cocoa available in the old Mamba district—but the point is, will anything be done about it?

THEIR GOLDEN JUBILEE

FOUR Missionary Sisters of the Most Sacred Heart of Jesus, a Congregation founded in 1900 to assist the Missionary Fathers of the Sacred Heart in New Britain and New Ireland, recently celebrated their golden jubilee of religious profession.

They are Sisters M. Helene and M. Clothilde, now at Balwyn, Victoria, and Sisters M. Mathilde and M. Brigitta, of Vunopope Mission, New Britain.

The jubilarians went through the anxieties and horrors of the Japanese invasion, witnessed the complete destruction of their mission, spent three years in the

Ramale concentration camp, and were finally freed by Allied troops. They joined the mission in 1901.

Miss Carmen Meyer, of Brisbane, Queensland, will marry Mr. Eric Felmingham, of Madang, New Guinea, in St. Stephen's Cathedral, Brisbane, on April 16.

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New Administration Faces Muddled Conditions In Solomons

By R. W. ROBSON

Authority responsible for the future good government of the British Solomon Islands—ever he may be—should lose time in making a close survey of conditions.

There are indications that, under administration, both the economic and political situations have got somewhat out of hand.

Acting from Socialist concepts of government organisation, directed from London until the end of 1951, the BSI set-up has been expensively over-staffed; partly as a result of the same, the natives have become "headless" and insolent, and their attitude towards Europeans—initially non-official Europeans—increasingly objectionable.

There are only 100,000 natives in the Solomons and, until the archipelago was over-run by American forces in World War II, they were easily controlled, and the native relationship was good. The easy familiarity of the command troops towards primitive peoples caused trouble everywhere in the Pacific, and this was marked in the Solomons. Once the war was over, the situation called for wise and very firm handling, especially a sort of nationalistic, anti-white movement appeared and was headed as the Marching Rule Movement. But, after the war, wisdom and firmness have been rather conspicuously lacking.

Noel, as Resident Commissioner, did a commendable job; but, from that, wrong people have been sent to the Group, to do the wrong things, in the wrong way. If communications from reliable, non-official people are an indication, the situation in BSI since 1951 deteriorated steadily.

We think the circumstances demand it, we of the PIM do not use words. On occasion, we have some unpleasant things about our or inefficient officials, and without apologies. As a result, we with grievances against the administration often ask us to publish attacks on particular people; and usually find, on inquiry, that there is quite another side to the story.

Administrative officials usually discharge their onerous duties under difficult conditions; more often than not, there is a reason for acts by them which, on the surface, appear arbitrary and unwise.

Therefore, during 1951, while the amount of criticism rose in relation

to BSI affairs, we generally kept silent. Of all the South Pacific Territories, the Solomons Protectorate and Gilbert and Ellice Colony best deserve the description of being "out on the end of a limb."

In an administrative sense, they are very isolated. It is difficult to learn what is going on. It is not wise to make hasty judgments.

Furthermore, in relation to both Groups, a big administrative change has been pending. From now on, the two archipelagoes will have a Governor (still called High Commissioner) of their own, instead of being completely dependent on the Governor of Fiji.

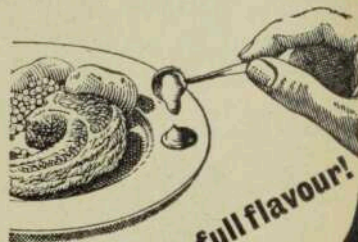
For that reason, little was to be gained by giving undue publicity to the apparent shortcomings of a dying regime.

BUT it is desirable, now, to offer some home truths to the incoming administration. If the British Solomon Islands (that "Cinderella group") are in the future to make any real progress towards self-government, and economic development and self-support, some marked changes must be made in the Administration's handling of the natives, and in its attitude towards private enterprise.

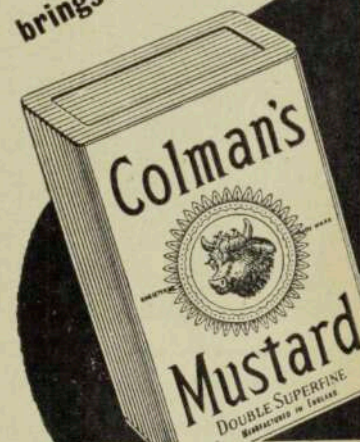
It would appear that too many of

the BSI officials in recent years have expressed, in pampering of the natives, and hostility to private enterprise, their interpretation of the

A little mustard

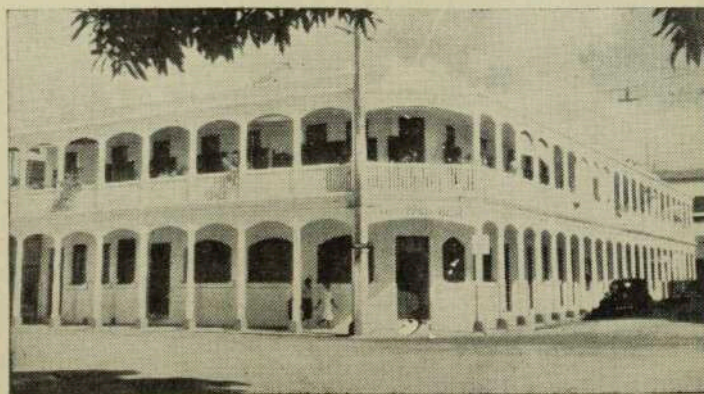


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British Socialist Government's attitude toward subject peoples. This is not the place to examine the Attlee Government's policy in relation to "colonialism"; but the lamentable result of six years' operation of that policy is all too apparent to-day throughout a demoralised British Empire.

Following is an extract from a

letter from a BSI planter—a quiet and responsible man who finally has been driven by official pin-pricking to angry protest.

He cites various examples of official indifference to the planters' problems, and of the insolence and insubordination of labour, and proceeds.

"The engine-boy, when spoken to about

it, said, 'I don't want to work for So-and-so white man,' and left the other another example of their attitude. I believe me, it is general, and encourage

"One does not lay a charge, because Government favours the native troublemaker, and the white man is made look a fool. If one takes the law into one's own hands—which I think Government hopes will happen—a demonstration order would be forthcoming.

"It is a positive fact that these people are becoming more hostile, cheekier, and we find it very hard to know what to do.

"I believe the Government's motive is to try and force the European planters out of the group altogether; that has been obvious since 1945, and some officials have openly indicated it to me.

"I would enlighten you to watch the insolent attitude of the average boy doing a job. One dare not raise one's hand or voice or out he goes. We boil, but do not boil. The RC thinks they are 'a delightful lazy people.'

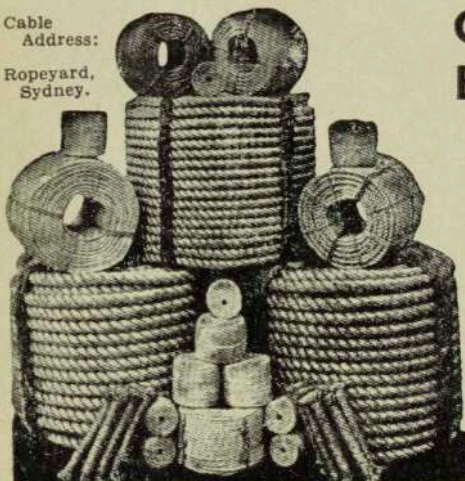
The political atmosphere is Socialistic, and the Government cherishes people like us. It is not common to hear some residents describe the Government as anti-British."

The writer goes on to cite many incidents to show the relations between the Administration, the white planters, the Chinese traders, the natives; and an over-all record of such incidents does suggest the need of a far-reaching inquiry over the whole field of BSI government needed.

SOONER or later, the administration of the Solomons and the British side of the New Hebrides will become an Australian responsibility.

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ity. There are several reasons for this; and the biggest—sufficient in itself, ignoring all other factors—is the map of the Pacific. These two groups are a vital part of the ring of Islands outposts which protect Australia against Asia.

indications were, not long ago, that BSI and NH would go to Australia. But the present Australian Government thinks that the present method of administering Papua-New Guinea—at least £6,000,000 p.a.—is as much as it can stand at present. The new High Commissioner for the Western Pacific will settle himself in Honiara. It will be interesting to see what happens, then. The administration of the Gilbert and Ellice Colony is a sinecure. No development and little alteration is possible in that economically useless chain of pretty little atolls. Development is possible on a big scale in the New Hebrides; but the French there, for so long, have hindered all enterprise and are hostile to the French that little change there is possible without incurring considerable social and political trouble.

The new WPHC is to show any length, virility and imagination in the new set-up, those qualities must be exercised in the Solomons, where there is abundant scope for them. There is no reason why this huge and rich archipelago—instead of being merely the conspicuous home of a few spoiled Europeans, a handful of very disgraced and frustrated Europeans, and a cynical community of transients—British officials, should be developed on a huge scale, equal New Guinea, Fiji, and New Caledonia in economic importance. But, if anything is to be done, in the worthwhile way, the new set-up must have to wipe clean the sadly mottled slate in Honiara. In fact, the "wipe" Honiara, which was the initial error of the blundering British Administration of the post-war period.

The engagement has been announced of Miss Margaret Anne Ryan of Brisbane to Mr. Timothy Ryan, only son of Mr. and Mrs. T. D. Ryan, formerly of Port Moresby, Papua, now of Brisbane. Mr. and Mrs. Ryan Snr. are now in retirement but at one time owned and ran the Papua Hotel, later the old Hotel Moresby.

The use of bamboo in the construction of light aircraft is being studied by the Philippine Institute of Science and Technology. Preliminary research indicates that a bamboo material, known as "bamboo plywood," is a promising substitute for wood. It is more elastic and stronger than plywood.

Mr. D. Treeby, chief traffic officer of Mandated Airlines Ltd., Lae, New Guinea, and **Mrs. Treeby** returned to Lae after Australian leave in February.

Mrs. H. H. Page and **Mrs. U. Adams**, well-known Territorians, left Sydney on the Stratheden in early March for an extended holiday in the UK and Europe. Both lost their husbands in the Montevideo Maru disaster and are greatly

respected members of the NG Women's Club of Sydney, of which they were president and treasurer respectively during the war years.

Captain Charles Williams, former owner of the luxury yacht *Seaward* (now owned by Miss Chin Foo, of Papeete, and trading as a schooner in French Oceania), has settled down in Brownsville, Texas. He purchased a motor business on his return from Tahiti.

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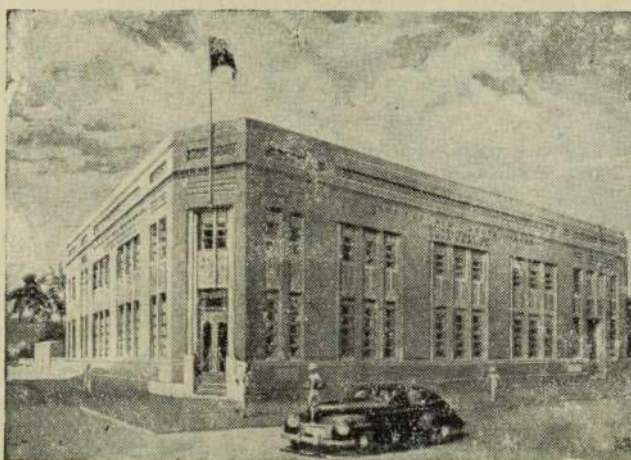
Agencies—Nadi Airport, Vatukoula.

PAPUA

Branch—Port Moresby.

NEW GUINEA

Branches—Lae, Rabaul.



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NOTES OF INTEREST

rate.—The W's have been working AA, FH8AB and FD8AA—suspected of one and the same station and problem in the South Pacific. FH8 QTH given as Wallis Is. Anyone heard

ative.—Stations heard in Sydney or listed as active include:—

Guinea.—VK9GW/HI/KT/XK/YT. is a very keen and active 50 mc/s at Samarai Is. Dr. Robert Black Sydney, February 26, for the Troad Is. E. Papua) and should be on 20, 40 and 80 m. CW with a 3/Mk.2 by the time this appears. expects to spend periods in the Solos and New Hebrides during the next months. His call-sign is VK2QZ/P.

New Hebrides.—Reported active are AA and YJIAA. No details.

bert Is.—VR1A, Chas Adams (photo, page 39) has been heard on 20 m. in Sydney.

nton.—KB6AQ is heard on 20 m. CW. E/H are believed active—no details. has also been heard referred to. nning.—VR3C, Phil, back from leave Australia, is active again, we believe, 0 m. phone.

il.—VR2CG heard on 40 m. CW and AP on 20 m. phone. No details yet other active Fiji stations.

nga, Eastern and Western Samoa, irln.—VR5/6 and ZM6/KS6 all appear inactive at present. Information ht.

ok Is.—Doug Cunbold, ZK1AB, is occasionally on 40 m. CW. Stewart an, ZK1AA, is also very occasionally out, we believe, hopes soon to become active. ZK1AH, who was a keen man and kept Rarotonga on the map a while, is now ZL1SB at Musick o, Auckland.

ue Is.—A ZL station was heard work-ZK2AA on 40 m. phone late February. ronesia.—KH6QY/KC6 operating from pe, Eastern Carolines, is putting an lent 40 m. CW sig. into Sydney in evenings. What about a CQ PIN, ny? KG6ACS on Guam is active on a. phone.

NEW OR CANCELLED

w arrivals in recent months include:— w Guinea.—VK9AU/WK and a YL, RT, Miss R. G. Tobin, Women's el, Port Moresby.

ancellations include:—

w Guinea.—VK9CJ (now VK7CJ), 2K (now VK2QK) and VK9YY.

TE.—Your scribe has now acquired call-sign VK2ANZ and a Type-3/Mk.2

broadcasting schedule of Port Moresby radio station. Two frequencies are used. All times are Eastern Australian. Add one hour for New Caledonia/New Hebrides. Add two hours for Fiji.

Mon.-Fri. Inclusive.	Saturday.	Sunday.	Frequencies.
6.45-8.45 am.	6.45-8.30 am.	7.45-11.00 am.	7.28 mc/s.
Noon-1.15 pm.	Noon-6.00 pm.	Noon-2.00 pm.	9.52 mc/s.
1.15-1.45 pm.	—	—	7.28/9.52 mc/s.
1.45-4.00 pm.	—	—	7.28 mc/s.
4.00-6.00 pm.	—	—	7.28/9.52 mc/s.
6.00-10.45 pm.	—	4.00-6.00	9.52 mc/s.
—	6.15-11.00 pm.	—	7.28 mc/s.
—	—	—	7.28 mc/s.

Local news follows the overseas bulletin at 7 pm. and 9 pm.

PORT MORESBY RADIO BROADCAST SCHEDULES

In response to inquiries from other Groups we list above the current

Native pastors, Masive of NG and Manovaki of BSI, recently attended an SDA Conference in Perth.

COMMER

MEDIUM & HEAVY DUTY

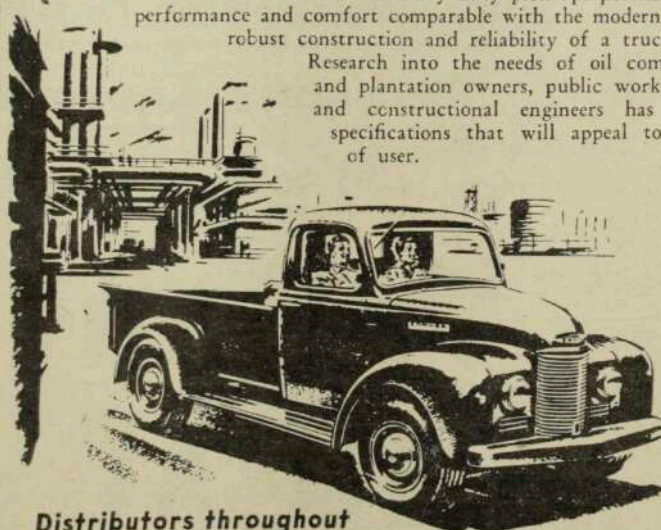
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FLOODS, EARTHQUAKES IN TAHITI

TAHITI has been having its share of bad weather. For 20 consecutive days in late January and early February, rains poured down.

Many were homeless along the Fautaua valley when the river overflowed. Cars were caught in floods

in the Arue, Pirae and Punaruu districts. Papeete streets were under water at various times.

To cap it all, at 5.45 pm on February 10 a slight earthquake shock was felt in Papeete.

SUVA NOW "WASHED OUT"

SINCE the hurricane in Fiji at the end of January, the Suva area has been subjected to al-

most daily downpours of torrential rain and electrical storms.

One of the most violent thunderstorms in Suva's history struck the town on the night of February 11. On another afternoon it was estimated that rain was falling more than two inches an hour.

This weather has made travel more than ordinarily difficult for people whose homes had suffered hurricane damage.

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Solution to PIM Crossword on Page 66

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E	A	I	A	A	E						
T	O	T	A	L	I	T	A	R	I	A	N
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FOOTBALL AND CRICKET TOURS PROPOSED FOR FIJIAN

There is a considerable amount of off-again-on-again business about the projected Australian of a Fijian Rugby Union team. Mr. P. A. Snow, now on leave from the UK, is still hopeful that a number of Fijian cricketers will visit and.

Negotiations are taking place with the MCC, and it is believed that if a tour did take place it would attract a great deal of interest.

The greatest obstacle to such a tour is the heavy cost of return passages.

There is still considerable doubt as to whether a tour of Fiji footballers can be arranged for the coming Australian season. The tour was definitely on at the end of January, definitely off at the beginning of February; and, at the end of the month, the Australian Rugby Union was considering fresh proposals.

The shilly-shallying appears to be on the part of the Australian.

The Australian Union's finances are at a low ebb, although the clubs are well off and are in divided opinion as to whether the Fijians would be a net benefit or a draw-card to make their financial success—for the Australian Union.

There is very much terra incognita about the community of interest as between New Zealand and Fiji, or even Australia and New Guinea.

ON AGAIN

It was decided at a meeting of the Rugby Union Council in early January to reverse the previous decision and to invite a Fiji Union team to tour Australia this year.

The members of the Council still think that the project is "dangerous" and that the Union could lose heavily, but they were overruled by 36 votes to 11.

Snow has since resigned from the Council and will remain in the UK elsewhere.

Captain H. McGavock, formerly of the Stella Maris (New Guinea) and more recently of the (New Guinea) is expected to return to Madang from Australia in March.

A pupil of the Presbyterian College, Melbourne, 16-year-old Edith Emerson, has won the scholarship which entitles her to six months study at La Perouse, Noumea, New Caledonia, to depart for Noumea on February

The 44 ft. New Guinea work-boat, which was reported overdue at Kavieng on February 21, was sighted off New Hanover on February 24. On board were Asolo Salin, native member of the P-NG Legislative Council, six other natives and two Chinese. The boat left Tabar for Kavieng on February

February 15 and should have taken about two days.

Mrs. Peebles, wife of the late First-Officer S. Peebles, who lost his life on December 13, when a Qantas Dragon plane crashed near Mt. Hagen, N.G., gave birth to a daughter in Sydney on February 16.

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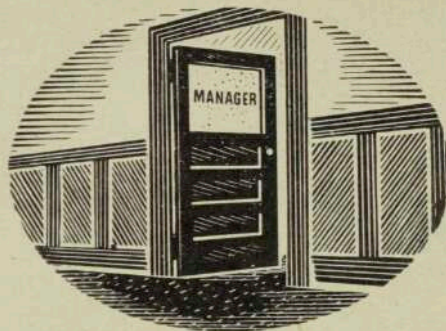
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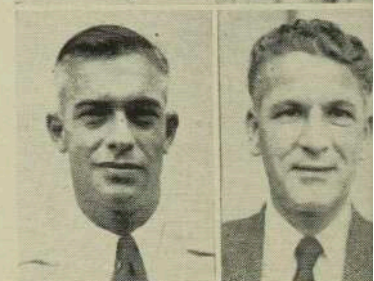
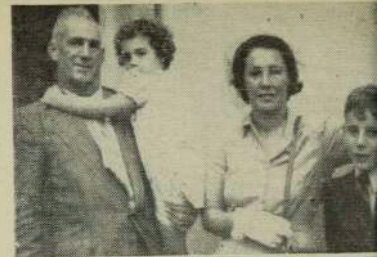
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ANZ 616

Pacific Travellers



ISLANDS travellers who left Sydney in February included (left to right, top to bottom):—

MR. & MRS. M. NEEDHAM and S. returned to Rawa Plantation, Bouville, after four months' leave.

MR. I. W. THISTLETHWAITE, of

Services, Port Moresby, was seen off a friend, Miss Enid Lyons, when he earned from leave.

MR. P. L. JAMES, electrical engineer, Rabaul, came south by Qantas in January. He reported that his business about to be registered as a Limited company. MR. J. STODDART, formerly a chief engineer with APC at Port Moresby, returned there under assignment to Works and Housing, as an engineer at Port Moresby power-se.

THE REV. FR. J. BLAES, SVD, after years in New Guinea, including the years, returned to Aitape again after a trip around the world, which included re-union with relatives in the Saar, a visit to Rome. Fr. Blaes returned on an Italian ship which took 50 days to reach Australia. CAPTAIN D. D. ER, of the Queensland and Torres Strait Pilot Service, flew to Port Moresby to pilot the Norwegian ship Lifford to Thursday Island.

R. S. E. BARNES, electrical shop foreman for Bulolo power-station, returned for another term, following leave in New Guinea. MR. J. SEDLACK was sent for Lae to join the building staff of John Stubbs & Co. He is from Czechoslovakia, and has spent three years working in Australia.

Mrs. W. Baxter, of Fiji, was a visitor to Queensland in February.

Matron Maye, MBE, of Lae Hospital, New Guinea, has been transferred to Port Moresby for relief duties. Her place in Lae has been taken by Matron I. Dobbins, of Port Moresby, NG.

The French liner Changchow carried interesting trans-Pacific passengers last month. South-bound, she had aboard one of England's most prolific detective-story writers, Mr. Michael Hervey, on a honeymoon-holiday to Australia. En route he wrote a 65,000-word thriller "All in Good Crime"—"just to fill in time".

North-bound from Sydney, the passenger list included Sydney night-club proprietor Abe Saffron, with his wife and child, bound for Tahiti. A court case involving Mr. Saffron is listed for hearing in Sydney on March 25. The charge—failing to lodge a balance sheet relating to a Bondi "house" game.

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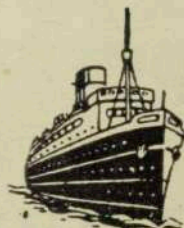
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Matthews Memorial Fund

SINCE the list published in September, 1951, the following donations to the Matthews Memorial Fund appeal have been received, bringing the total up to £393/10/10. The memorial takes the form of windows in Port Moresby's

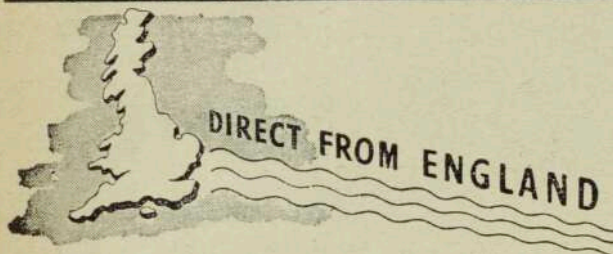
Church of England, and these have now been completed and shipped from Melbourne, and are expected to arrive in Port Moresby shortly.

Previously acknowledged	£387 4 10
Mr. Ivan Champion	2 2 0
Miss Harris	10 6
Mr. C. J. Shorthouse	10 6

Mr. Justice and Mrs. R.
T. Gore

3 3 0

£393 10 10



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BOOST IN AMERICAN RUBBER PRODUCTION

A NEW technique that may boost American rubber production 26 per cent. is being used at the world's largest synthetic rubber plant at Institute, West Virginia. The new process, using sugar and other activators, was developed to speed the manufacture of rubber according to a report by W. Richardson, president of B. Goodrich Chemical Company. He said the new formula is the first to be applied to the production of "hot" American rubber, which is made at 122 degrees Fahrenheit, contrasted with cold rubber made at 41 degrees.

Richardson explained that the rubber, which accounts for a substantial percentage of the current American output, is in great demand for shoes, industrial materials, insulation and mechanical goods.

The Secretary of the New Guinea Lutheran Mission Board Rev. Schubert, of Dugandan, Queensland, has recently been lecturing in South Australia on the work of the mission in New Guinea.

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MINISTER AND SAMOANS IN LIVELY DEBATE ON ADMINISTRATION OF TERRITORY

From Our Own Correspondent

APIA, Feb. 18, COMMENCING February 7, the NZ Minister for Islands Territories, Hon. T. Clifton Webb, opened here upon a series of discussions with the Legislative Assembly, the Fono of Faipule and other officials, concerning matters affecting administration of Western Samoa. He was attended by the High Commissioner (Mr. R. G. Miles).

The discussions were notable for direct speaking on all sides. Some concessions were made by the Minister, but some requests were not refused. The Minister introduced the talks by announcing:

It was intended to establish an Executive Council, to assist the High Commissioner.

He would discuss with them the dissatisfaction expressed about the work and functions of the Public Service Commissioner in Western Samoa.

Improvements in the judicial system were contemplated.

In view of the rapid increase in population, measures were necessary to increase food production.

An economic survey of Western Samoa was planned as a basis for future development.

An extension of the Observatory at Mulinuu Point was proposed.

In view of the report of the United Nations Trusteeship Council mission, which visited Western Samoa, the NZ Government considered the country was not yet ready for self-government.

THE Samoan members strongly urged that the three Samoan members of the proposed Executive Council be elected by the Samoan members of the Assembly, not by the High Commissioner. The Minister offered as a compromise that the Assembly members elect a panel of six names, and the HC to select three therefrom. The Samoans rejected this. European members of the Assembly pressed for the right to elect the one European member of the Council. Mr. E. F. Paul, MLA, urged that the elected European member receive the most votes. The Minister rejected this: he would agree that popular votes polled elected eligibility for an Executive Council.

The Minister said the Executive Council would lay down policy, but legislative powers would remain with the Assembly.

European and Samoan Assemblymen criticised the power of the Public Service Commissioner to make important decisions without reference to the Samoan Government. Mr. Gurau, MLA, told the Minister how the PSC had allotted houses for the medical staff, introduced Saturday closing of Government offices, and fixed wages for Government workers without consulting local interests. This was interference with Government policy, which was resented.

The Minister would not agree

with this contention. Exchanges were sharp and warm. He said the PSC should be given time to "find his feet." Samoa would be consulted by NZ if it was necessary

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provided berths for two ships. The amend the Public Service Act. The Assemblymen insisted that the Assembly, or at least the new Executive Council, should have some control over the PSC so that its decisions should be kept in harmony with declared policy.

R. E. F. PAUL argued that the British MOF copra contract should be revised, in the light of devaluation of Sterling after the contract was made. Because of this and other mis-applications of the contract, Western Samoa had lost £250,000 in 1950 and 51.

The Government Secretary, Mr. B. Wright, said that the Samoan Copra Board had accepted the prices offered by the MOF in 1950 and 1951, and it was too late now to advance new claims.

The Minister advised growers to press for a higher price for 1952. Soon afterwards, the announced 1952 price was raised from £59/15/- to £65/- per ton.

The Samoans pointed out that Alinuu Point was the traditional site of the old Samoa governments, and the war and peace capital of the whole country, and the burial place of their kings; and they did not like the proposed encroachment of the Observatory.

After discussion, however, they agreed to the cession of a limited area for the specific purpose named.

At the end of three days of talk, the Minister thanked the Samoans and Europeans for their suggestions, and commented on the high standard of debate and the political wisdom shown by the country's political representatives during the discussions.

GAOL FOR BOAT STEALING

From Our Own Correspondent

APIA, Mar. 3.
THE three gay Samoan adventurers, Fritz, Sonny and Lone Crichton, who stole Morris Strom's motor boat Amy at Asala, on January 6 and were arrested 15 days later at Rotuma, are now not so gay.

They were brought back from Rotuma on the February Tofua and have each been given gaol sentences of from four to five years.

Minister B. I. Shelton, of Brisbane, is going to the Methodist Mission's Hansenian station at Ubuia, off Manby Island, 40 miles from Samarai, Papua. There are 43 lives there under treatment for Hansen's Disease (the new name for leprosy).

RUBBER BOUNCES ABOUT

TWO factors have been affecting the world rubber market. United States has been stockpiling, as a precaution against World War III, and this strong buying influence has now declined. But persistent banditry in Malaya is restricting Malayan production. The demand may be down; but so is the supply. Not knowing what to do, the market has been jumpy.

Prices, which have been away up towards 5/- Aus., were down to 3/- and under, at the end of February.

The only Pacific Territory affected is Papua; and Papua producers remain optimistic. The Koitaki Co. has just paid 12½ per cent—a good dividend for the second year in succession—and others are similarly profitable. Papuan rubber will be valuable while war threatens—and especially while the Reds remain busy in Malaya.

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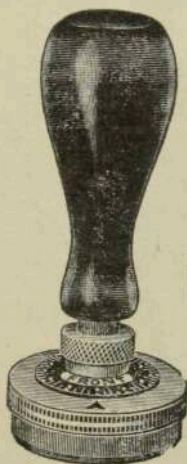
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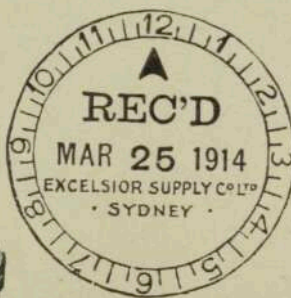


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Cleaning Up After Fiji Hurricane

(Continued from Page 21)

whole situation is being surveyed and reviewed, to see whether big-scale repairs are possible, or whether the docks area will have to be virtually rebuilt.

An expert (Mr. D. V. Buck) has been brought out from London to inspect and advise; and he will work with a Government Committee which includes Sir Alport Barker and Messrs. Vishnu Deo, D.

Butler, M. H. Helsen, J. K. Desai, C. K. Kapadia and L. F. Garnett.

Some old residents are discussing the question of whether this may not be an opportune time to rearrange Suva's wharfage. A wharf paralleling the shore is modern practice—it simplifies the movement of cargo when it is leaving or approaching the ship.

But it does limit berthage; and,

in the case of Suva, it creates a very real problem because the prevailing southerly winds force the ships up against the wharf. Again and again, big liners have had to struggle for hours before they could be pulled clear of the Suva wharf and get their bows pointed towards the port entrance.

For these reasons, some people advocate a big, strong jetty, running at right angles to the present wharf, so that ships could lie on both sides of it.

Whatever the decision, the Government is faced with an expenditure running into hundreds of thousands of pounds.

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**OSCAR G. NORDMAN, Ship Chandler
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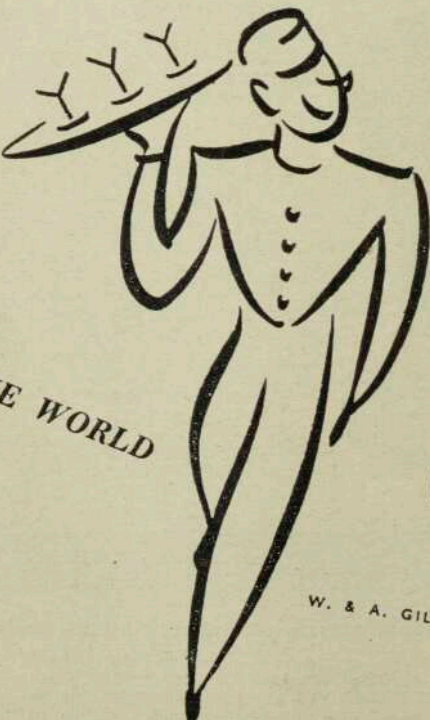
Wire before your arrival to "OCEANIC, PAPEETE"—Our registered cable address.

IT is difficult to get an accurate idea of what the January hurricane has cost and is going to cost Fiji.

The current tendency is to scale down the losses suffered by the big commercial concerns, in damaged machinery and plant, and step up the value represented by destroyed Fijian villages, food crops and personal property.

Loss suffered by the CSR Co. at the Penang sugar-mill, and in stocks of bagged sugar at the Ellington port storage sheds, is less than was feared—mainly because immediate steps were taken to save everything that could be saved.

The same thing is believed to



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ave been done by the gold mines
t Vatukoula.

Nevertheless, both the sugar
and mining companies have lost
heavily in wrecked buildings.

No one seems yet to have tackled
the problem of assessing the loss
involved in the destruction of
several thousand Fijian houses and
hundreds of village food-gardens—
the virtual elimination of the
banana export industry.

Four weeks after the hurricane,
ava was still without street light-
ing; but most of the houses, shops
and commercial buildings had both
light and power. Repairs to
damaged buildings are well ad-
vanced and total losses are being
eased away fast. The wrecked
Club Hotel will not be re-built.

STATE OF BANANA INDUSTRY

THE storm's most serious after-
effect, affecting all com-
munities, is the complete
interruption of the rapidly-
developing banana industry.

By hurriedly raking over the
wastated plantations, the Fijians
shipped 4,263 cases of bananas for
the February Matua; and now
there will be practically no more
Fiji bananas for the hungry New
Zealand market for six months.

This is particularly unfortunate
for the Union SS Co., which had
just introduced the new Tofua, in
the belief that the Fiji-NZ banana
industry would provide adequate
cargo. Now, the Matua has been
temporarily withdrawn, for service
elsewhere.

That banana money tended to
sustain and sweeten the whole Fiji
economy. Fortunately, banana
plantations soon recover, and the
trade should be back to normal
within the year, with 20,000 cases
a month available. But it means
several months of belt-tightening,
especially for the thousands of
Fijians who were transferring from
their old village economy to this
industry.

The whole Colony has rallied to
the help of the Fijians in distress.
Other districts have sent thousands
of kumala cuttings for planting;
shipowners have carried them free
of charge; a Savu Savu European
has sent a consignment of fruit
and vegetables to the affected
boarding-schools; NZ sent two tons
of clothing for the Fijians and
SEAL carried it without charge;
SS Co. carried relief supplies on
its vessels; and so on—the list is
endless.

200 Help Fiji Hurricane Sufferers

MORE than 200 people went to
the Evening Fete organised in
Turramurra, Sydney, on
March 1, by artist Mary Edwards,
aid of the Relief Fund for Fiji
hurricane sufferers. Miss Edwards
and her aides were handicapped by

a deluge of unexpected rain. None-
theless, the visitors spent a happy
and interesting evening; and a few

days later the hard-working
organiser transmitted about £70 to
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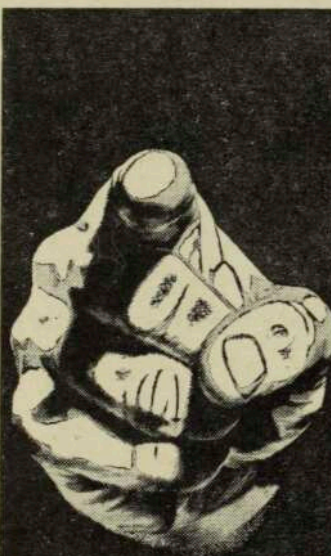
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Methodists Against Fijians Fighting In Malaya

THE Methodist Mission Board of Australasia has protested to the British Government on the sending of a battalion of Fiji infantrymen to fight terrorists in Malaya. This was announced at a Methodist Mission conference in Sydney at the end of February by the general secretary, the Rev. C. J. Gribble.

Mr. Gribble said that the Mission objected to 1,000 young Fijians between the ages of 18 and 30 being sent out of their country at a critical stage of their struggle for racial existence.

Fijians Settle Down In Malaya

REPORTS indicate that the First Battalion, Fiji Infantry Regiment, now training at Negeri Soon camp, near Singapore, are settling down happily.

The men have been supplied with beds, kapok mattresses, blankets, sheets, pillowslips, china plates and mugs, and, out of respect to large Fijian appetites, three times as much food as is issued to U.K. troops.

There are movies or concerts at the camp every night, nightly leave to the nearby village and week-end leave to Singapore. With equipment paid for by the British military authorities, football, boxing and athletics have been organised.

DEATH OF WARRANT OFFICER

Warrant Officer Sailosi Vatubua of the Fijian Battalion died from illness in a British military hospital in Malaya on February 15.

AIR FARES TO TAHITI

AIR fares to Papeete have been announced by Tasman Empire Airways Ltd. as follows (all quoted in Australian currency):

Auckland to Papeete, single, £93/15/-; return, £168/15/-.

Sydney to Papeete via Auckland, single, £133/3/-; return £239/14/- (To both fares must be added cost of accommodation while waiting in connection in Auckland.)

Sydney to Papeete via Fiji direct, return, £207/13/-, plus cost of accommodation in Suva while waiting connection—four days eastbound journey; one day westbound.

The Administrator of Papua and New Guinea, Colonel J. K. Murray and his wife, left Port Moresby on March 2, for four months' leave in Australia. Mr. D. M. Cleland has taken over as Acting Administrator.

THE SMALL SHIPS

Albert Bonneaud For New Hebrides

Smart, clean, and attractive as any island ship as any to visit Sydney for a long time was the *Franchise* of the *Nouvelles Hebrides* 240-ton motor-vessel *Albert Bonneaud*, which returned to Vila mid-February, after four months' overhaul. Certain engagements and improvements were made to the crew's accommodation, completely belying her past history—she was originally a garbage scow for the US Fleet at Noumea with her pale blue hull and white trimmings and her generally neatness, Captain Courtois might well be proud of his little vessel. She normally trades entirely within the New Hebrides, with a few occasional runs to Noumea. She left Sydney fully laden with her firm's cargo.

THE VEGA WAS DISMASTED

When the 138-foot schooner *Vega* was dismasted off the coast of New Hebrides in November (PIM, December, page 127) the incident was noted on as an unfortunate event that might well happen to any sailing craft.

Now, however, from a Honolulu newspaper we learn that, prior to sailing, the name of the vessel had been changed to *Te Rame*. To any

seaman this puts the matter in an entirely different light. Old shell-backs were firmly of the belief that changing a ship's name was simply asking for trouble.

The Rarotonga schooner *Ornant* had her name changed to *Te Aroa* at about the same time—and arrived at New Zealand after a 40-days' passage, and in very sorry condition. (PIM, January, page 124.)

NOTES FROM THE COOKS

Messrs. A. B. Donald & Co.'s twin screw inter-island motor-vessel *Charlotte Donald* was reported to have carried away a coupling on one of her shafts when about to berth at Penrhyn (N. Cook Is.) in January. Mr. D. C. Brown's *Mahurangi* was chartered to take the necessary spare from Rarotonga.

Early February, the *Mahurangi*

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. . . so **creamy** . . . that once you
taste it, you'll always want Heinz.

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was reported to be preparing to depart for Papeete for dry-docking. A number of Rarotongan passengers were making the round trip to visit relations. Mr. Tom Neale, of Rarotonga, was making his annual visit.

The ketch Siren, purchased by Mr. D. C. Brown as she lay wrecked on the Avarua reef, is now reported as almost ready for re-launching.

The 42-foot English ketch Kimbala, which left Rarotonga, November 28, arrived at Auckland, January 10, and Captain Arnott reported having had a very adverse passage. She apparently met the same storm as Te Aroa.

THE TEREORA MYSTERY

Ten years ago—January 16, 1942—the Tahiti schooner Tereora left

Papeete for Uturoa with cargo and several passengers. She disappeared without a trace.

It was thought she probably had been sunk by a Japanese raider which, on New Year's Day, 1942, sank the Matson freighter Mala in the vicinity of the Austral Islands. But when Captain Malcolm Peters and the crew of the vessel were released from a prisoner camp in Japan after the war, they had no knowledge of any attack on the Donald schooner.

A search of Japanese naval records might disclose something.

The weather in the vicinity of French Oceania was reported good when Tereora disappeared, and no known facts can account for her loss. She was built in New Zealand about 1922.

The American yacht Vian, manned by Mr. W. Harry Close, his wife, and a friend, Mr. D. H. Woodside, arrived in Papeete on December 16 from San Francisco, Hawaii and Christmas Is. The plan, after a month in Tahiti, was to head westward for Samoa, Tonga, and thence home.

BETUA IN TROUBLE

The British Solomons new hospital vessel Betua, after delays, sailed from Sydney mid-February for Honiara. She was reported on February 21 as having sprung a leak and anchored in the Macleay River (central NSW coast), seeking

Telephone 136.

Telegrams: "AKUN," RABAU.

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Brands—"San Miguel,"
"Red Horse" and "Three
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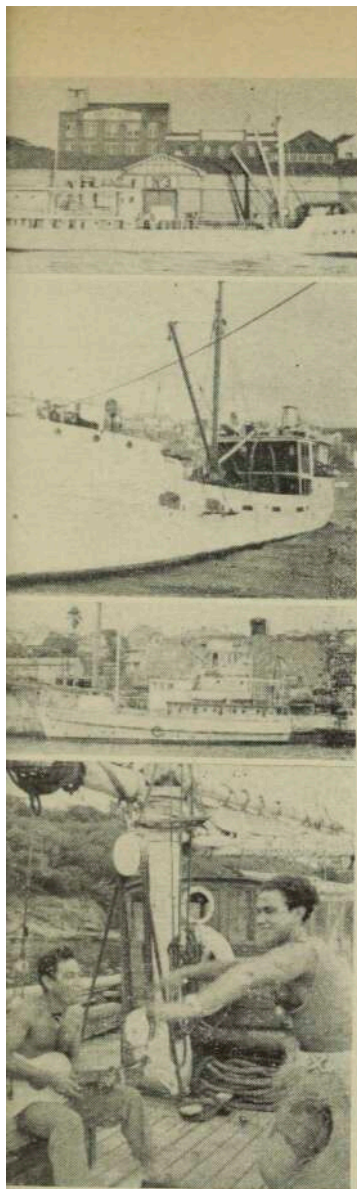
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Vitamin B1	300 International Units
Vitamin C	300 International Units
Vitamin D	1000 International Units

plus calcium, phosphorus and carbohydrate.

Ethical Division NICHOLAS PTY. LTD. Melbourne, Sydney, Brisbane, Adelaide and Perth.

A.E.P.S.



the yacht Svaap and writer of the book "Deep Water and Shoal", has been resident in Tahiti for some years. There he is President of the Anti-Filariasis Society, to which he has given much time and money since returning to the South Seas in his yacht Varua.

He left Papeete in Varua early in

January bound for "nowhere" — according to our Tahiti correspondent. Then came a telegram from Valdivia, Chile, addressed to Mr. Lewis Hirshon, of Papeete: "Driven to 50 South Latitude by head winds, gales, whale, iceberg, albatross. All well. Chile wonderful. Miss Tahiti—Robinson.

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1 PINT
¼ GALL
½ GALL
1 GALL TINS

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Nixoderm is an ointment, but different from any ointment you have ever seen or felt. It is a new discovery, and is not greasy but feels almost like a powder when you apply it. It penetrates rapidly into the pores and fights the cause of surface skin blemishes. Nixoderm contains 9 ingredients which fight skin troubles in these 3 ways: 1. It fights and kills the microbes or parasites often responsible for skin disorders. 2. It stops itching, burning and smarting in 7 to 10 minutes, and cools and soothes the skin. 3. It helps nature heal the skin clear, soft and velvety smooth.

Works Fast

Because Nixoderm is scientifically compounded to fight skin troubles, it works fast. It stops the itching, burning and smarting in a few minutes, then starts to work immediately, clearing and healing your skin, making it softer, whiter and velvety smooth. In

just a day or two your mirror will tell you that here at last is the scientific treatment you have been needing to clear your skin—the treatment to make you look more attractive, to help you win friends. Nixoderm has brought clearer, healthier skins to thousands such as Mr. Bob Weedon, Edmund Street, Fremantle, who writes: "I was troubled with pimples ever since I was 13, and have spent pounds and pounds on so-called cures without results. I then tried Nixoderm with astounding effect. The pimples seemed to fade away, and after a week there was not the slightest trace of them."

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Get Nixoderm from your chemist or store to-day. Look in the mirror in the morning and you will be amazed at the improvement. Then just keep on using Nixoderm for one week and at the end of that time it must have made your skin soft, clear, smooth and magnetically attractive—must give you the kind of skin that will make you admired wherever you go, or you simply return the empty package and your money will be refunded in full. Get Nixoderm from your chemist or store to-day. The guarantee protects you.

Nixoderm

For Skin Sores, Pimples and Itch.

all ships in the news this month:—
BERT BONNEAUD.—Smart little
of the Compagnie Francaise Nou-
Hebrides, which returned to Vila
overhaul.

UTGAN.—Mr. Marinacce's ship, which
been delayed and is still lying in
der Bay, Sydney. (See Feb. PIM,
36.)

VALA.—The BSIP vessel, which has
three years in Sydney, now reclines
st a derelict in one of Sydney's
waters.

PIRE.—Sydney yacht, which was
g in the Cook Is. last year, is soon
turn. Rarotongan crew members
and Pepe express their pleasure in
ly Islands way.

Sydney observers wonder
her she is going to make a
her showing than the Adminis-
on's hoodoo ship Kovala.

NEWS OF THE VARUA

William Albert Robinson, whom
will remember as owner of

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EVER BAKED



"Big Sister" Rich Fruit Cake is the real home-style Fruit Cake. Mellowed with fine old rum and brandy, studded with sweet red cherries, tenderized lemon and orange peels, and sun-rich sultanas, currants and raisins. In 3 lb. and 6 lb. cartons.

"Big Sister" is so good it improves with keeping; delicious to the last crumb! Each "Big Sister" cake is individually boxed and an inner wrap of moisture-proof cellophane seals in its oven-freshness.

Packed to stay FRESH

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Also ask for Date Pudding, Mincemeat, Date & Nut Roll and Glace Cherries

Evatt: Gate-Opener For Asia

(Continued from Page 17)

SPEAKING amid angry Socialist interjections, Minister Anthony argued in the Australian parliament on March 4 that no nation had more right to claim territory essential to its security than Australia had to New Guinea after the war. Australia had bought New Guinea with its blood; and, as the country was essential to Australian security, it should not have been handed over to UNO.

Foreign Minister Casey disclosed from official files that on March 1, 1946, United States suggested an informal discussion for long-term rights, jointly with Australia, for the occupation of the Manus base, on which USA had spent between 500-600 million dollars.

Foreign Minister Evatt had replied with a plan for the reciprocal use of Pacific bases generally. He apparently forgot that USA was the most powerful nation in the world, while Australia was small and unimportant.

Discussion went on for 15 months until the middle of 1947, not on the American plan for joint occupation of Manus, but on the Evatt proposal for a regional arrangement; and the Americans then abandoned the base. "Dr. Evatt overplayed his hand. He aimed too high and misjudged the mood and temper of the United States."

The vociferous Mr. Caldwell (deputy leader of the Australian opposition) came in with the jeering remark that evidently Messrs. Churchill, McKenzie King, Lumsden, Chifley and Fraser were wrong, and the Governor of Bengal (Mr. Casey then was in that position) was right.

Mr. Casey replied that the British Commonwealth Prime Ministers' conference (to which Mr. Caldwell referred) had dealt with a series of American claims in the Pacific Islands, which had arisen over a period of years, and not with the Manus base specifically.

Refuting Dr. Evatt's claim that Manus was only a staging base, Mr. Casey said it had been a first-class naval base, with two floating docks capable of handling the largest ships afloat; it has one of the biggest and safest harbours in the world; there had been five wharves capable of taking the largest liners; and there were barracks and amenities for tens of thousands of men. "We are very much weaker from the fact that America is not now a joint user with us of Manus," he said.

He said that if he told members that Manus was to-day, compared with five years ago, they would turn red with shame. "Manus to-

day is a sentry-box without a sentry" he remarked.

IT is worth recalling that in September, 1946, and in every one of the next six or seven issues, the Pacific Islands Monthly pointed out the monstrous blunder that Australian Foreign Minister Evatt was making, in squabbling with American over the occupation of Manus.

On page 56 of September issue, 1946, the PIM suggested that Dr. Evatt was so drunk with a sense of his own importance that he was irresponsible, and proceeded:

"Why in the name of plain commonsense does Australia not now make common cause with the Americans, who are her friends, and who saved her in 1942, and not

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only assist America in her wish to control the Manus base, but make available to America any other territory which the American strategists believe is necessary for the effective policing of the Pacific?

"The Australian Prime Minister offers the feeble argument that the

Manus base might be needed by Australia in some war in which America is not engaged. It may be taken as fundamental that the small Australian nation has no chance of survival in any Pacific war in which America is not involved. She may as well face plain facts."

America did not finally break off the discussion until mid-1947. By then, it was very plain that Russia was directing an international conspiracy to force Communism upon the world, commencing with Asia.

But the extraordinary Dr. Evatt in 1947 was still prattling about Australia's "sovereign rights," and the Americans were tired of him. They probably classed him with the Socialist Governments of Britain and New Zealand, which by this time, were very definitely America's pains-in-the-neck. So America went on her own—and Manus went over to the jungle and the Chinese. Much of that magnificent equipment that the Chinese took out of Manus has since been used against us in Korea.

Editorial Comment.—It is, of course, very easy to be wise after the event. In 1945-46, the Western nations had only one thought—to disarm, and get back to a life of peace. Russia then seemed friendly. There was no Iron Curtain. Asia had accepted fully the victory and the prestige of the Anglo-American nations. There was little suggestion of a Red China. If Dr. Evatt in 1946, had foreseen the world of 1951, he might perhaps have acted differently in relation to Manus. But, being the kind of thinker he is, he probably would still have sacrificed New Guinea and the East Indies to the UNO ideal.

MOTHER OF FOUR

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ALL THE SPEARMINT
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EDITORS' MAILBAG

(Continued from Page 18)

... within the meaning of the
t. Confusing!
"Why not stain the metho purple
h the same nauseating agent they
ed in the 1914-18 War?
For a choice recipe on how to
e metho as an 'ingredient'—old
puans will understand the spell-
!—I commend an article by
ika in a 1939 PIM. He described
Daru variety in which tan boot
ish was used. He called it an
seover cocktail!"

Educate Slowly

Note from a missionary on a
ely station in the Northern
omons:

What you have said concerning
queer and confused mentality
the coloured people is all very
e, especially for our blacks here
Bougainville. The Government
s a little too fast for these pri-
vate people. I refer to 'The Isles
'Unwisdom' (Dec., 1951, p. 51):
t the Administration forget all
ut . . . higher education. The
t native is he who stays at home
. The missions do a better job
educating the natives than any
vernment school."

Very true. The main reasons are
the missionaries go slowly; (b)
natives, being naturally a 'reli-
as' people, are not deprived of a
ef in the supernatural. If this
ef is taken away from them,
y will become dangerous Bol-
viks."

rewell: Madge of Ushers

Wandering lads from the Pacific
nds are losing their treasured,
unofficial news exchange. I am
ormed by Alan Pagett, of NG
vicemen's Club, that "Madge of
ers" is about to be married, and
boys from over and beyond are
ipping in" for a presentation
d.

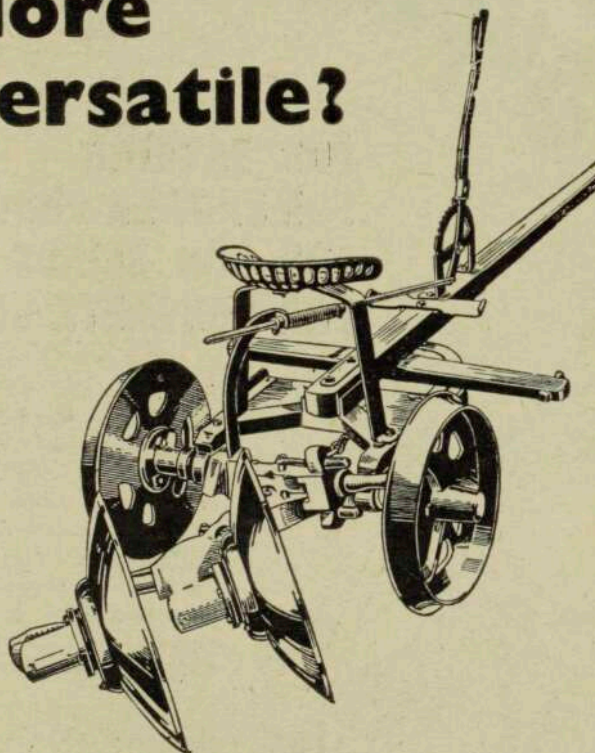
or years, the foot-loose Terri-
an in Sydney, wanting to make
tact with friends, left word with
right lass in Ushers Hotel; and
course of time it came about
t, failing other places, one could
ays track down the elusive
tor through Ushers.

hen some hotel czar quarrelled
a the lady, and she went else-
ere; and Ushers lost a valuable
le. But another bright lass
edge) came in some four or five
rs ago, and recaptured the bar's
friends, to everyone's pleasure
profit. Now Madge moves on.
o's next?

by M. Jacquier?

With innuendo and expressions
Irritation cut out, here is a
er just received from a valued
scriber in Tahiti:
Recently, a conference on Tour-

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just as good on the flat !**

The Super "Shave" ploughs in hard, sloping, soft or marshy ground. The "Shave" will not side-slip, no matter how steep your ground may be. In fact, the "Shave" Super Reversible Disc Plough can go anywhere and do what bigger and more expensive ploughs cannot do! The discs of the "Shave" plough roll over obstructions, rather than jump, thus leaving no unploughed patches. It can be used as a single, double or three-furrow plough and is extremely light on horses.

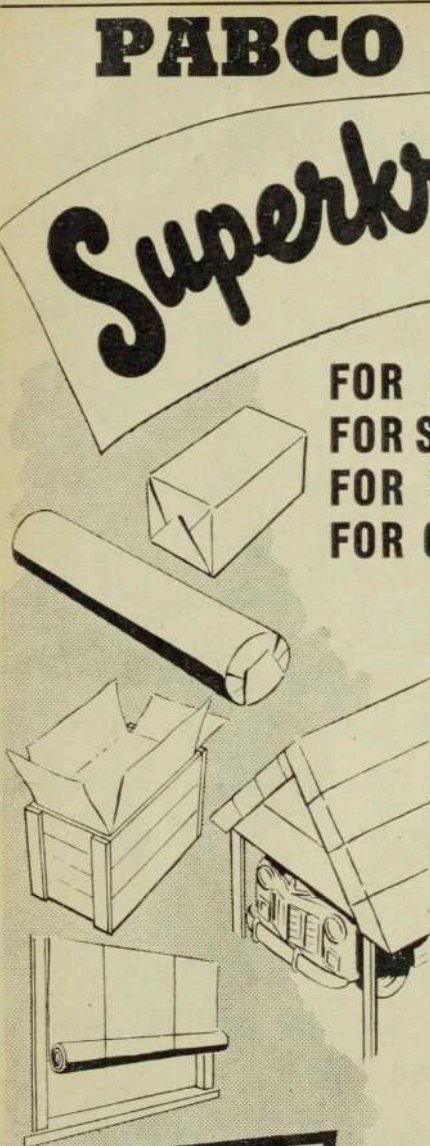
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The result is a material which will reject water, fold without breaking and completely exclude light. Use SUPERKRAFT for airfreight wrapping, for case-liners, for temporary structures, for darkrooms... SUPERKRAFT is your year-round stand-by. In rolls 5 feet by 200 feet.

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MAKERS OF FAMOUS MALTHOID, ALUMICOOL AND HYDROSEAL

isme was held in Honolulu, Tahiti was represented by a M. Jacquier a pharmacist. He travels back and forth, between Papeete and Honolulu, at the expense of someone else. He is not back yet—he has gone to the United States on business.

"What does M. Jacquier know about Tourisme? I am not aware that he ever has taken any part in the organisation of this industry.

"But M. Georges Pamhoun, manager for M. Jacquier, is an influential member of the Assemblée Représentative, and it was the privilege of that body to nominate someone to attend the Honolulu Conference. Perhaps M. Pamhoun could explain why, of all the people available, the Assemblée nominated M. Jacquier."

Is A Swop Dishonest?

"It seems to me that quite an unnecessary fuss was made about the exchange of canned meat at the Bock-Wilkinson case, between Wilkinson and Bock," writes "a former Public Servant."

He says that similar transactions have occurred many times, between administration officials and traders. He quotes cases, with his own knowledge, of officials selling such things as tea and boat oars to traders. Every field office some time or other, has repaid a debt of borrowed rice with cans of fish.

"I once took over a station," says, "and found that my predecessor had been swopping cases of fish for rolls of translucent 'Windowlite.' He urgently needed something like that, which he couldn't get; while he had been supplied with far more tinned fish than he needed."

"An old friend of mine—a high official, now dead—used to send labour to help a sawmiller felling trees, on condition that he received urgently-needed sawn timber to the same value. A bit irregular to the stern official mind; but, fundamentally, what was wrong with it? I never heard of dishonesty; as the officials were thus able to get on with their jobs.

"I know nothing of the background of the Bock-Wilkinson case; but I should like to meet the field officer (serving or ex.) who hasn't at some time or other helped along the good work with a time swop."

Miss K. Vellacott Jones, ABC reporter, of Port Moresby, left for North America by the Maramba Aorangi, on long leave. She expects to return to the staff of the ABC radio station in Port Moresby in November.

DEATHS OF ISLANDS PEOPLE

MRS. W. WILLOUGHBY-TOTTENHAM

One of Fiji's best known and respected residents, Mrs. W. Willoughby-Tottenham, died in Suva February 23.

She was the daughter of the Rev. Attenborough but was adopted a child by the fourth Earl of Effield. She served with distinction in the VAD and WAAC in the First World War and in 1921 married Major Willoughby-Tottenham. Together they settled on a plantation near Savusavu, Fiji.

In recent years they have lived in Suva where Mrs. Willoughby-Tottenham interested herself in town beautification and during the recent war organised a canteen for the men of the Fiji Military Forces. She was created an MBE in 1936 for her public services.

MISS R. A. MUNE

The death occurred in Suva in February of Miss Rachel Anne Mune, a member of one of Fiji's early families.

She was born in Victoria and arrived in the Colony about 70 years ago with her parents. She was a member of the Fiji

Civil Service until she retired some years ago. She was a tireless worker for charity. She is survived by her sister Mrs. Lily Carr of Australia, Mr. Victor Mune of Suva and Mr. Arthur Mune of Ba.

MR. O. B. CORBETT

MR. OSCAR BOWYER CORBETT of the Fiji Public Works Department, died at Lautoka, Fiji, in February. He was in his sixties and was born in Suva.

He joined the Government service in 1912 as an engineer on

COUGHING, ASTHMA, BRONCHITIS CURBED QUICKLY

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CHAMPION'S
CHANCE

Government boats but later took a shore job with the PWD.

He is survived by his widow, five sons and three daughters.

MRS. ROSS ELLIOT

Mrs. Ross Elliot, well-known former resident of Fiji died in New Plymouth, NZ, on February 4, after a long illness.

She was the daughter of Mr. and Mrs. John R. Addis, formerly of Fiji, and trained as a nurse at the Suva Colonial War Memorial Hospital between 1931 and 1936. She rejoined the hospital staff in 1938 as a sister.

She married Mr. Elliot while he was on the staff of the Bank of New Zealand, in Suva, and they

have two daughters at school in the Dominion.

MR. O. SAVAGE

In an undated letter from the Cook Islands, the death has been reported of Mr. Oswald Savage, at one time a well-known trader in the Outer Cooks and, at the time of his death, on the staff of A. B. Donald & Co. of Rarotonga.

Mr. Savage learned his trading in the United States and had a distinguished career in France during World War I where he received the Military Medal. He married a French girl while on active service and took her to the Cook Islands where she died about 14 years ago.

He is survived by his second wife, an Islander, and several children.

MONS. E. A. A. TOUZE

Through our Tahiti correspondent comes an interesting portrait to the Makatea story (PIM January, page 65) from Madame Cassiau, mother of Dr. Pierre Cassiau, of Papeete.

Madame says that the first Director of the phosphate company operating on Makatea, Monsieur Etienne Antoine Alphonse Touze, died in Paris on December 13, 1951, aged 81.

He first arrived in Tahiti in 1907 as Chief of Public Works, but in 1907 he resigned to join his brother-in-law, M. Albert Goupil, to prospect and exploit phosphate deposits in French Oceania. They formed a company known as Société Française des Iles du Pacifique with a capital of 125,000 francs.

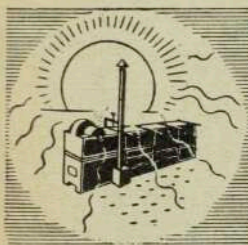
In the following year, when the ill-fated Norwegian ship Ocea Queen arrived in Papeete before sailing on to be wrecked on Makatea (see photo PIM, September, 1949), Mr. John T. Arundel, of the famous old London firm of that name, opened negotiations with Messrs. Touze and Goupil. As a result the French company amalgamated with what was to become the British Phosphate Commission. The new company, so formed in Papeete, was renamed Compagnie Française des Phosphates de l'Océanie.

M. Touze was director of this new company until 1922, at Makatea when he returned to Paris to the head office. He finally retired from the company in January, 1949, when he was pensioned.

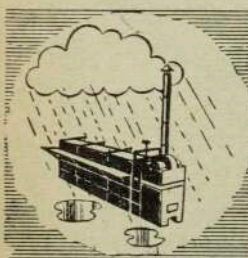
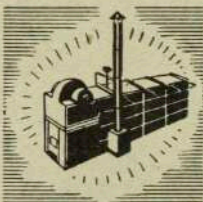
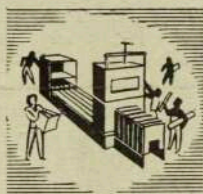
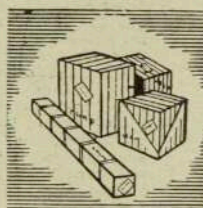
M. Touze married Miss Sarah Goupil in 1907. He leaves a widow and two daughters. The Goupils are one of the best-known French families in Tahiti.

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HOW MORESBY HEARD OF KING'S DEATH

From Our Own Correspondent

P. MORESBY, Mar. 5
NEWS of the death of King George VI came as a shock and cast an immediate gloom over town.

Many residents were attending a evening of "King Solomon's Mines" at the Papua Theatre when the news came through. The management cut the show and an announcement was made from the stage. There was an attempt to sing "God Save the Queen" but most had been shocked into silence. Hardly a word was spoken as the theatre emptied.

The Accession of Queen Elizabeth II was proclaimed in Port Moresby on Monday, February 8. The Administrator (Colonel J. K. Murray) read proclamation from the verandah of the Red Cross Hall, which is the temporary home of the Legislative Council.

The ceremony was attended by five scouts and guides, units of the junior Red Cross and army and police detachments. Among the many Europeans present were Mr. R. Halligan and Professor K. O. Atwell, South Pacific Commissioners who were visiting the territory.

Queen Proclaimed In Western Samoa

From Our Own Correspondent

APIA, Feb. 18.

THE accession of Queen Elizabeth II was proclaimed in Western Samoa at the Apia Court House on February 11.

Guards of honour were provided by the Samoan Police Force, Returned Services Association, and by pupils of Avele Government School.

Mr. W. J. S. Brabant, Senior Accountant, Fiji Government, has been promoted to the post of Deputy Accountant-General.

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Outstanding Example of Moresby Departmental Methods

SUM of £27/12/- stands to the credit of Donald McDonald in the Bank of NSW, Lae, New Guinea. It has been there since 1933. It represents a remarkable example of Port Moresby's Departmental office methods.

Mr. McDonald, pre-war, was an employer of native labour. In accordance with practice, he made an interest-bearing deposit of £18/9, to cover any liability that might arise concerning payment and repatriation of indentured labourers.

When the Japanese invaded, early in 1942, his labourers' contracts were due to expire; the matters relating thereto were squared up as well as circumstances permitted; and McDonald went to reside at 111 Kent St., Newtown, Sydney, where he is still. An exchange of accounts between him and the Territories Department, Canberra, in May, 1943, showed a sum of about £27/12/- refundable to him. He asked in for the refund.

On July 16, 1947, the Bank of NSW, Lae, inquired what was to be done with a Native Labour Guarantee deposit of £27/12/-, in his name. In the ensuing two years, McDonald tried on several occasions to get the thing squared up. Always, officialdom procrastinated.

Finally, on October 29, 1949, the Treasurer at Port Moresby got round to it: he wanted to know how McDonald had settled his pre-war liability to the native labourers. Again, McDonald patiently reviewed the whole matter, to show that no liability now existed.

He took the Treasurer until March 1950, to deal again with the mat-

ter. He sent a long, involved, tabulated statement (TC10-39) and argued that there was nothing to show that McDonald had cleared himself of liability incurred ten years before.

On March 20, 1950, the tenacious Mr. McDonald again recounted the circumstances, to show that all liabilities had been discharged years before. His figures and dates seem clear and convincing. But he got no answer.

He wrote again on September 4, 1950, again asking for action of some kind.

Eighteen months have passed since then; and still he has no answer. Comment is needless: the facts speak for themselves.

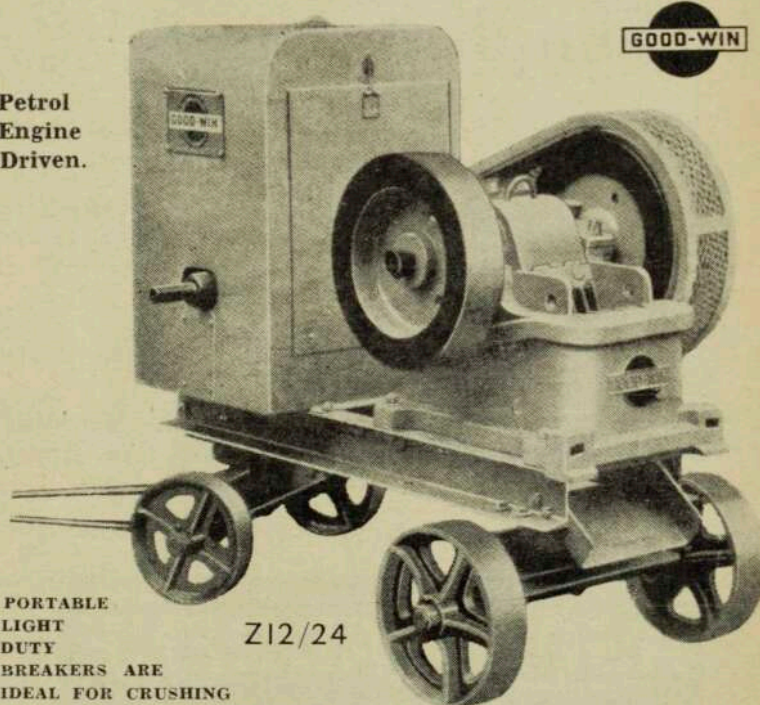
NG Servicemen's Club

THE New Guinea Servicemen's Club now has a habitation—it has teamed with the Hunter Club and occupies premises care of the Hunter Club, at 281 George Street, Sydney, near Wynyard Station. The Club has the usual amenities—including refreshment and dining rooms. Mr. R. J. H. Smith is the new president, and Mr. K. S. Sheard, of 147 Macquarie St., Chatswood, Sydney, the new secretary. The Club wants members; and any man who served in Papua-New Guinea during the war is eligible.



Aerial view of the Katharine Lehmann boarding school for European children at Wau, New Guinea. It is run by the Lutheran Mission. Other buildings of the establishment are outside the photograph.

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The Rev. S. G. C. Cowled, who is at present on leave in the UK, has been appointed chairman of the Fiji section of the Methodist Overseas Mission. Mr. Cowled has been in the Colony since 1937.

Mr. C. W. T. Johnson has been appointed Government Secretary of St. Helena. He has been living in the United Kingdom since his retirement from the post of British Agent and Consul in Tonga.



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AMBRYM VOLCANO

Masses Of Cold Ash Are Worst Feature

By Oscar Newman, of Tism Plantation, Malekula, New Hebrides

IN an article published in December, the Sunday Sun of Sydney said that natives of Ambrym Island, in the New Hebrides, were fashioning shoes out of coconuts that they might climb over the lava and try to stop the eruption of the active volcano by feeding it with tribal offerings. They were taking this course because they considered the white man's prayers had failed to stop an eruption that had been going on for many weeks.

It is a pity that the Press, with its great facilities for gathering news, should not check up on the facts, instead of publishing such utter rubbish.

From where we live on Malekula we are only 25 miles from the volcano. There is little or no lava; natives to climb over in coconut shells. It is the ash which has caused the damage. Natives laugh when told what is in the white man's papers concerning Ambrym.

We have been within five miles of the volcano, in driving ash, which made day as dark as night. The ash and cinders are quite cold at the time they reach the ground, save perhaps the hot cinders falling near the actual crater. Natives at Endu, not far from the volcano, could not reach the crater, just to have a look, but failed to do so, as the ash was falling too thickly for them to see where they were going. As it is pretty painful stuff to get in one's eyes.

Plantations and crops had not been wiped out in December. On the north of the island, Mr. Mitchell's plantation (which is the largest on the island) is far from being destroyed as yet. They are still capable of reviving and bearing again in time, should the ash fall cease.

Tropical rains will soon wash the jungle and plantations clean and bring life and fruitfulness to parts which at present are a scene of great desolation.

Roughly, some 2,500 natives have been removed from South Ambrym. Many went prior to the evacuation, carried out by the Government, and in which Mission and planters operated as fully as Government plans allowed.

Europeans are not fleeing the island in panic. There were on the island the following Europeans: Mr. L. Mitchell, of Ranon, who is still there and who does not look like a man in panic; the Rev. and Mrs. Kirkby, who are still on their station, not far from Ranon, and who have exhibited no inclination to flee; and Mr. Walter McCoy, who left recently from South East Ambrym because of Government orders, as

cause the plantation at present not bearing. Mr. Walter McCoy who refused to leave the island (Sunday Sun) has been dead four or five years!

Malekula has suffered more than Malekula is in the path of the most regular wind here, the trade wind. We have had some seriously heavy falls of ash. One day we had ships lit until after midday. And we have had numerous falls which, though annoying, could only be termed light, lasting for days at times.

Paama has had a bad time, both with ash and earthquakes. The Rev. M. & Mrs. Chiles, who have just gone out on furlough, spoke of the island shaking from earthquake after earthquake, for hours on end. It happens to be right on the line between Ambrym and Lopevi, which is a volcanic cone of 5,000 feet rising sheer from the sea, with steam issuing from its flanks. It erupted badly in 1939, but since then it has been quietly smoking its pipe of peace. Paama has suffered more from earthquakes than the other islands. The earthquakes are not serious ones, though rather alarming at times.

The trade wind picks up most of the immense volume of ash pluming from the volcano, but a lot reaches the counter-trades and, descending, it goes south, is brought back on the trade wind over Epi and Paama. North winds, fortunately few so far to the south of the Group is concerned, carry ash over the islands mentioned; and Vila, 100 miles south of the volcano, has had light falls.

It is certain that the natives of Ambrym, now on Malekula and Epi, will return just as soon as it is possible, and when permitted by the authorities.

The Secretary to the Western Samoan Government, Mr. J. B. Wright, left Apia on February 23 for New York where he will represent the New Zealand Government when the annual report of the Samoan Territory is presented to the United Nations.

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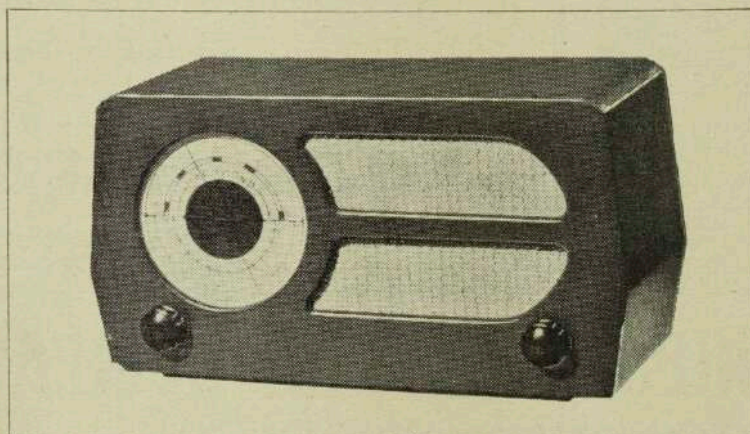
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LC's SPEECH IN PIDGIN

Opposes New Labour Contract

MORESBY, Mch. 3.
It was necessary to translate a speech in the Legislative Council this session.

Simogun, the nominated native member for New Guinea, in addressing the Council for the first time, spoke in rapid Pidgin. It left all the Papuan members—and some of the New Guineaites—openmouthed.

Morobe District Commissioner all came to the rescue, with a translation from memory, and the debate could then proceed.

Simogun spoke on the Native Labour Bill. He opposed the steady expansion of native labour contracts, instancing that in 1947 the period had been increased to 18 months, and now it was to be extended again.

The Bill was passed with only eight amendments, and will provide for native labour contracts of two years, with the option of a further agreement for one year.

Simogun claimed that two years is too long for a native to be away from his village.

FEAR OF ANOTHER SCANDAL IN TAHITI

PAPEETE, Feb. 6.
TAHITI is twittering over another commercial scandal. Some arrests have been made; but many conflicting reports are in circulation that the whole thing could be treated with reserve, for the moment.

The trouble is connected with the activities of a well-known Chinese-Whitian trader, Atoni, who has made large profits out of the hatching business. He appears to have formed some sort of company, to trade in the Islands of French Polynesia; and they acquired the schooner Moana.

It is said that money was loaned to the company at very high rates of interest; that after certain trading voyages to the Tuamotus a loss was suspected; and that certain ships were taken by some shareholders and lenders which other people affected regard as improper. As a result, Atoni and Dr. Andre Burneux have been taken by the law for questioning, etc.; and others are likely to be involved.

Mr. C. M. Jacobson, elected member for the New Guinea mainland to the P-NG Legislative Council, is thinking seriously of beginning large-scale poultry farming near here. On his recent visit to Sydney he consulted officials of the NSW Department of Agriculture. Before the war Mr. Jacobson ran 4,000 white Leghorns on a farm in the Arkham Valley.

NG BOARD WILL HANDLE COPRA ONLY

CANBERRA decided, in February, that Papua-New Guinea should have a Copra Marketing Board instead of the Commerce Board authorised by the Legislative Council in November. The latter would have allowed P-NG to control almost any product; the latter limits the authority to copra. Private enterprise thus has the right to handle any other product until another law is introduced. Under the MOF contract, a Government instrumentality must handle the copra production. Formerly, this was done by the Production Control Board. The latter now gives way to the Copra Marketing Board.

ELECTION IN TAHITI

February 15.
MARCH 2 is the date set for the coming election of members to the Assembly Representative, and there seems little doubt that Pouvanaa a Oopa and his supporters will be again returned.

Questioned on the subject of Communism, Pouvanaa a Oopa denied any leanings in that direction. He declared frankly: "We don't want our Islands to be Communist. We have selected our members for the Assembly and they will stand for the welfare of Tahiti and the population."

Mr. J. V. Hoey, of Burns Philp staff, Port Vila, has gone to West Australia on long leave.

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Moresby Has A Price-Controller

From Our Own Correspondent

MORESBY, Mar. 5
Fast becoming the most popular civil servant in Papua-New Guinea is Prices-Controller McElhone who, in the couple of months since he got his powers, has cracked down

heavily on a good deal of the extortionate prices that were being enjoyed in some businesses.

Starting off with essential food-stuffs, he has now got among the taxi operators and timber dealers, and has also reduced cigarettes by as much as 3d a tin.

Residents of Moresby were particularly pleased when Mr. McElhone put his control on taxi fares, and

ended one of the Town's outstanding examples of fleecing.

It is now hoped that he will get on to the beer prices being charged by the town's two hotels. Selling in the lounges at 1/6 a small glass the operators are getting more than 6/- a bottle for their beer.

Another line that is being worked to death is new motor vehicles. Fitters are taking normal trade commissions, yet only one has the facilities to provide adequate service and spare parts. Others do nothing to earn their cut other than placing the orders and clearing the vehicles through customs.

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FIJI LIMITS IMPORTS, TO

IN line with other Empire countries, Fiji is trying to assist the British Commonwealth in its sterling crisis.

With this worthy object in view import licences must now be obtained for all goods imported in Fiji from countries outside the sterling area.

Last year, restrictions on imports of such products as tin-plate, kraft paper, jute goods, canned fish, steel products and semi-manufactured copper, zinc and nickel were lifted. Licences must now be obtained for these as well as for other imports from hard currency areas.

FOR WORK — FOR FUN

BRITISH SEAGULL

*The
World's Best
Outboard
Motor*

THE 3½-4 H.P. MODEL.

For sturdiness, reliability and endurance, the 40 lb. weight, 3½-4 H.P. Seagull outboard is unbeatable. Operating in still water or on the seas, this Seagull moves loads of 4 and 5 tons. Available as a standard model or with a clutch for complete manoeuvrability it turns the large 10 in. propeller at 1,500 R.P.M. without any wasted churning of water, yet has power to spare.

THE MODEL 40 PLUS

(illustrated)

Sends 12 footers scooting across the water. Light, it weighs only 28 lb., there's nothing to match this Seagull for compacted power and ruggedness. Designed for continuous running at full throttle, the model 40 plus still operates smoothly at low revs. The long drive shaft gives 16 in. freeboard, no wasted power frothing the surface of the water.

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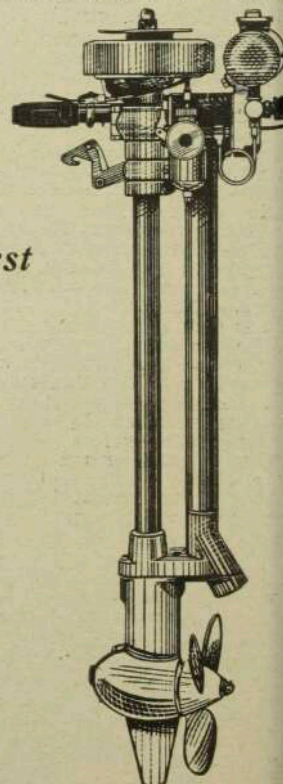
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P-N-G's UNSUITABLE LITTLE SHIPS

THE Australian Government last year showed a loss of £88,000 on the score or more of little ships which it owns and operates in Papua-New Guinea, and this year anticipates a loss of £50,000. Senator Roy Kendall, who took a 350-ton steamer, the Palurrian, to New Guinea, in December, and captained her there for two months, gave these figures on his return.

The Senator said the Government ships were generally unsuitable for island work. Suitable private ships could operate profitably.

Because of slow cargo clearing and turn-around of ships, one Bougainville planter was in the ridiculous position of enjoying an overdraft on his bank of £800, while no less than £30,000 worth of copra, which he could not ship, had accumulated at his plantation.

"Father of Fiji Cricket" Departs

SUVA, Mar. 1. It will be difficult to imagine Fiji cricket without Mr. P. A. Snow. After 13 years' service as a prominent official in Fiji, Mr. Snow departs to become Bursar of Rugby School, England.

In 1946, actively assisted by Sir La Sukuna, Mr. Snow founded the Fiji Cricket Association, and held the chief offices therein. In 1948 he captained a Fiji cricket team to New Zealand. His team not only had some notable victories: according to NZ newspapers, it came like a breath of fresh air to NZ cricket," attracted big audiences and won delirious

ANDREW DONOVAN

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New Marine Engines, Eco Pumps, Reverse Gears, Propellers, and all classes of Ship Chandlery always on hand.

applause. Subsequently he wrote a successful book, "Cricket in the Fiji Islands."

RED CROSS IN LAE

From Our Own Correspondent

LAKE, Mar. 1.

FOLLOWING an appeal from Mrs. J. K. Murray, wife of P-N-G's Administrator, a branch of the Australian Red Cross Society has been formed in Lae, P-N-G, with Mrs. B. T. Webb as president, Mrs. J. Birrell as treasurer, and Mrs. E. Pollard as secretary. They are assisted by a committee of 12.

Blood-grouping tests for a blood-bank are being conducted by the branch at the European hospital and the call for blood donors has met with good response.

A Red Cross library for patients has now been installed at the Lae European hospital. A ball for Red Cross funds is scheduled for May 9.

Search for Oil in Papua

DURING February, APC's No. 2 Hohoro bore was deepened 358 ft., to 10,500 ft.; and IEC's Omati test bore was still at 6,606 ft., while efforts to recover a stuck drill pipe continued.

INSPIRE FOR COOK IS.

Mr. H. Williams intends to return to Cook Islands with his 30-ton yacht Inspire. Extensive work being carried out in Sydney, including one new motor, may take until late April. Then he will take the southern route to get the westerlies on the long run to Rarotonga.

BERRY'S BAY BOATYARD

(B. J. Halvorsen—Manager)

Specialists in Island vessels.

All kinds of boat-building and repairing.

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Quotations and estimates free.

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John Street, North Sydney, N.S.W.

VESSELS FOR SALE

Suitable for Island Work

BS 487.—Cargo vessel, 138 ft. x 26 ft. x 12 ft., 500 H.P. Polar Atlas diesel, 130 H.P. G.M., 14 H.P. Lister aux. £40,000.

BS 361.—New 79 ft. x 20 ft. 6 in. x 5 ft. 6 in. cargo vessel. Plenty deck and fore-castle accommodation. Coppered. Ready for delivery one month. £20,000.

BS 385.—Aux. cargo vessel, 77 ft. x 18 ft. 7 in. x 8 ft. 6 in., Allan 4-cyl. 140 H.P. H.D. diesel. Carries 68 tons deadweight cargo. £16,000.

BS 298.—Aux. schooner, 48 ft. x 15 ft. x 6 ft., 60 H.P. Gardner. Present capacity below decks, 2,000 cu. ft.—could be increased with transfer to deck accom. £7,000.

W 503.—Aux. general purpose craft, age 2 years, 60 ft. x 17 ft. beam, Gardner 72 H.P. diesel. £6,500.

BS 478.—New trawler, 48 ft. x 14 ft. x 4 ft., 60 H.P. Lister, at builder's yard. £6,300.

BS 411.—Trawler, 55 ft. x 15 ft. x 6 ft. 6 in., 80 H.P. H.D. Gardner. £6,000.

BS 467.—Ketch, 65 ft. x 18 ft. x 7 ft., 40 H.P. Southern Cross diesel. £5,775.

BS 372.—Canoe stern aux. ketch, 45 ft. x 13 ft. x 5 ft., 30 H.P. Lister, highly recommended work. £4,200.

PW 500.—Norwegian lifeboat-type D.E., 30 ft. x 9 ft. x 3 ft. 3 in., 12-14 K. & L. diesel. £2,365.

WS 496.—Aux. sloop, 40 ft. x 11 ft. x 5 ft. 3 in., 20 H.P. Southern Cross diesel. £1,423.

BS 397.—Heavily-built aux. mackerel fishing boat, 28 H.P. Leroy kero. engine, just arrived Sydney from Bundaberg. Ideal small trader's vessel. £1,400.

BS 299.—Passenger-carrying cruiser, 75 ft. x 14 ft. 9 in. x 5 ft. 3 in., Gardner diesel with 2 to 1 reduction, frig. 604 cu. ft., well found, upper deck spacious and covered with awning. £12,000.

Above are vessels taken from our range. We have the craft you want, and invite your inquiries. Leading particulars and photographs supplied. Sea deliveries arranged or shipment on board as freight.

Marine insurances arranged with Lloyds.

To Planters and Traders.—We are N.S.W. agents for Crammond Radio Pty. Ltd. and can quote you for 2-way radio equipment for ship to shore installations, tropic sealed. Inquiries welcomed.

WILLIAM E. REED

145a George Street, Sydney.

Cables: "Wilreed, Sydney."

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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to smoking pleasure**

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**FINE or CUT
NAVY CUT
TOBACCOS**

1657/48.

MISSIONS' HEAVY LOSSES IN SOLOMONS

FURTHER details of the near-hurricane in the Solomons in late January show that the storm completely destroyed the Catholic mission stations at Tanere (northwest coast of Guadalcanal) and Avuavu (southeast coast). An aged nun, Sister Mary Sonia, who had been 35 years at Avuavu church, died as the result of exposure. Nothing was left of Avuavu church, which was hit slowly, during 50 years, and was the largest in the group. The mission staffs were rescued by government vessels—the organisation's own boat, Santa Anna, was blown by the storm onto the northeast coast of Guadalcanal.

ISLAND BRIDE



A photo after the recent wedding at Suva, Papua, of Vagi Varo, who is wearing a wedding gown presented to her by Mr. E. J. Hallstrom while she was on a visit to Australia as a Girl Guide representative. The groom's name is Vagi.

Vagi Varo recently received her Warrant as Guide Captain. This is the first time a Papuan girl has been made a captain in charge of her patrol.

—Papuan Prints.

Mr. and Mrs. Colin Farnham, of Lae, New Guinea, who between them have spent 40 years in the Territory (23 and 17 respectively) recently returned there after eight months in the United Kingdom. In the UK they bought a car which they later shipped to Perth, WA, and in which they drove across Australia to Sydney. They then returned to Lae by plane, while their car completed the journey by sea.

Mr. C. Miller, new British Council representative in Fiji, arrived in the Colony in early February accompanied by his wife.

Another Plane for Fiji Airways

FIJI Airways have assembled their second Rapide aircraft at Nausori. It went into service on the Suva-Labasa and Suva-Nadi-Lautoka service on February 22.

The company is at present running a daily service between Nausori (Suva) and Nadi-Lautoka and return; and a daily service (except Sunday) between Nausori and Labasa.

Some rearrangement of schedules is expected about May 1.

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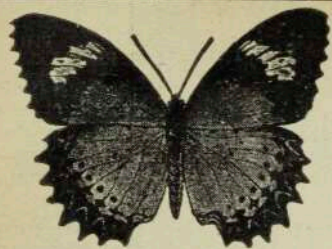
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BUTTERFLIES and the Larger Moths WANTED.

From all parts of the World,
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in the Pacific.

Will pay from £25 to over £100
per 1,000 butterflies first quality,
perfect specimens, in papers only.

Collectors who can supply first
quality Butterflies, Large Moths,
Large Insects or Beetles, especially
giants of all kinds, should write
for instruction on how to pack and
ship Butterflies, etc. Do not send
any broken or rubbed specimens.

Will pay for sample shipment, and
advance money to good collectors.
Write or print clearly, particularly
your name and address.

Butterfly World Supply House,
289-291 East 98th Street,
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IN MEMORIAM

MRS. ADOLPHUS HENRY NICHOLLS
(late of Vila, New Hebrides).—In loving
memory of our dear Mother and Grand-
mother, who passed away at Mary-
borough, Queensland, on March 2, 1951.
Inserted by her children and grand-
children. "Loved in Life, Honoured in
Death, Treasured in Memory."

POSITIONS WANTED

WHAT OPPORTUNITY offers for Aus-
tralian bushman in Islands mining or
trading? Plenty of initiative, varied ex-
perience and £2,000 capital. No pro-
position too difficult or locality too remote
for consideration. Reply to: "Keen," c/o
Box 3408, G.P.O., Sydney, N.S.W.

MAINTENANCE ENGINEER.—Position re-
quired, anywhere in the Pacific Islands,
as maintenance engineer. References and
qualifications produced on application.
Reply to: **G. W. Drake**, 12 Pulteney Street,
Adelaide, South Australia.

ACCOMMODATION

SYDNEY.—Furnished, serviced flats, with
private bathroom and kitchenette, morning
trays, situated in heart of the city.
Double and family flats available—reason-
able rates for Pacific Islands residents.
Wyobe Court, 52-54 Philip Street, Sydney.
Cable address: "Yarap," Sydney. Tele-
phone: BU 1376.

NORFOLK ISLAND.—The ideal place for
retired people—an equable climate (50°
to 85°), friendly residents, golf, bowls,
tennis, swimming and fishing. Bounteous
crops of sub-tropical and temperate zone

fruits and vegetables easily grown. No
income tax or rates. Here is a bargain
—36 acres, by ocean frontage, Crown
lease, part grazing and part in crops, big
roomy house and adequate furniture
£1,800 the lot. Apply: **Peter Goddard**
Norfolk Island.

FOR SALE

CAST NETS.—One inch mesh, ten feet
spread, pocketed, an excellent net
£7/10/-, including freight. Cash with
order, to: **Northern Supplies**, Box 586
Townsville, Queensland.

RARE SEEDS.—American Climbing Tomato
(yields over one cwt. of fruit), Pear
Harbour Tomato (dwarf), Russian Tomato
Beans (yard long), Chinese Cucumber
(2 ft. long), Mexican Sweet Corn, Lettuce
(12 inches across) and many others, in-
cluding outstanding flower seed. Write
for free booklet: **Henderson's Nu Seeds**,
P.O. Box 206, Whakatane, New Zealand.

BOOK BARGAINS.—Send for list of re-
bargains from 2/- upwards. State your
interests, please. I also find out-of-print
English Books. Mention "PIM." Near
400 customers in the area where "PIM"
circulates.—**Philip Boulton**, Bookseller,
Westbury, Wilts, England.

CHAIR COVERS.—All sizes, colourful duco
or plain canvas. Mail orders, including
measurements, to: **Northern Supplies**,
P.O. Box 586, Townsville, Queensland.

SHELL.—Sydney buyer requires regular
quantities of Black-lip and Gold-lip shell.
Reply to: **R. Rajola**, 9 Belah Ave., Vau-
cluse, Sydney, N.S.W. (Phone: FU 2624).

CLUB MEMBERSHIP

CALLING STENOGRAPHERS.—Mem-
bership offered to those writing 80 w.p.m.
and over. World wide pen pals, Pitman,
Gregg, Sloan-Duployan, etc. Proficiency
tests; journal "Outline" with members
portraits; attractive badge. Small annual
subscription. Send postage for applica-
tion form and specimen journal.
Secretary, Stenographers' Club, 87 South-
moor Road, Oxford, England.

PUBLIC NOTICE

Bank Charge for Keeping Current Accounts.

The banks subscribing to this notice have increased their
present account keeping fee of 5/- per half-year to 10/- per
half-year. The increased charge will apply to the current
half-year and will be made in June next.

An account keeping fee will, in future, be charged on current
accounts (including advance accounts) irrespective of the
balance maintained.

Inserted by:—

Australia and New Zealand Bank Limited.
Bank of New South Wales.
The Commercial Bank of Australia Limited.
The Commercial Banking Company of Sydney Limited.
Commonwealth Bank of Australia.
The English, Scottish and Australian Bank Limited.
The National Bank of Australasia Limited.
Rural Bank of New South Wales.
The Rural and Industries Bank of Western Australia.
The Bank of Adelaide.
The Brisbane Permanent Building and Banking Company Limited.
The Ballarat Banking Company Limited.
The State Bank of South Australia.
Bank of New Zealand.
Comptoir National D'Escompte de Paris.

Vessel For Sale

Ideal Islands Trader

Deadweight 70 tons, length
54 ft., draft loaded 5 ft.
6 in.; 88 H.P. Kelvin engine,
newly installed (1948). Hull
diagonal, built 1935, with
additional strengthening.
Diesel winch and all gear in
first class order.

Price: £12,500 N.Z. currency.
For further particulars,
write:—

HART'S PACIFIC AGENCIES,

20 Wynyard Street, Auckland,
C.I., New Zealand.

Waterson-Gardner Wedding



Mr. Waterson smilingly helps his bride at the cake at their reception, held at the Papua Hotel, on February 23, 1952. They were married at the Ela Protestant Church, Port Moresby.
—Papuan Prints.

Two American oil experts arrived Sydney in early March on their way to Papua to inspect progress made in oil exploration. They were Mr. George Barnwell, chief geologist of Standard Vacuum, New York, and Mr. Walter Link, Standard Oil, New Jersey.

PUBLIC NOTICE

TERRITORY OF PAPUA AND NEW GUINEA

New Guinea Land Titles Restoration Ordinance, 1951.

ALL PERSONS having any right, title or interest including mining and forestry interests, whether legal or equitable, in or over any land in the Territory of New Guinea are notified that claims under the New Guinea Land Titles Restoration Ordinance, 1951, must be lodged with the Commissioner of Titles, Port Moresby, Papua-New Guinea, by registered post not later than October 11, 1952. Claim forms may be obtained from the Commissioner of Titles, Port Moresby, or from the Secretary, Department of Territories, Canberra.
dated this 21st day of January, 1952.
(Sgd.) J. K. Murray, Administrator.

VICTORIAN MEMORIAL SCHOLARSHIP WINNERS

THE names of this year's winners of the New Guinea Memorial Scholarship (Victorian Division), were announced at a meeting of the Melbourne New Guinea Women's Association, on March 1.

They are Joan L. Ashby and John C. Spensley, both of whom lost their fathers due to the Japanese invasion of New Guinea.

At present there are six children benefitting from the Scholarship. They are Loloma Lingood, Nigel R. C. Cooper and Ian Stanton-Crouch whose awards will terminate at the end of this year, and William R. Bliss who finishes at the end of 1953. The awards granted this year will terminate at the end of 1954.

WANTED

Sea-going vessel, about 200 to 350 tons capacity, whole or part cooler carrying.

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LAXDALE HALL, by Eric Linklater.

In a remote parish of the west highlands, some exciting drama and comedy is combined in relating the complex story of Laxdale Hall.
15/-. Book post, 1/3.

THE RIVAL MONSTER, by Compton Mackenzie.

You will meet again all the interesting characters of WHISKY GALORE in this richly funny expedition out to catch the Loch Ness Monster.
14/6. Book post, 1/3.

SICILY STREET, by Rene Masson.

Brilliantly constructed, it takes the reader into a strange, fascinating world, where a rich, spoilt little boy is pitchforked from his easy way of life into the underworld of Paris.
14/6. Book post, 1/1.

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39-49 Martin Place, Sydney, Australia.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

Papua-N.G.—Production Control Board price: Main ports, Hot-air, £69/5/- per ton; FMS, £68/5/-; Smoked, £67/17/6. Sydney crushers pay: Plantation Hot-air, £90; FMS, £88; Smoked, £88/7/6. Australia has 9 years' contract with UK (based on £85/15/-, 1952).

Fiji.—At Suva and Levuka, 1952: Plantation Grade (60 points and over) £F65/0/6 per ton; FMS (45-57½ points), £F64/15/-; Lower Grades, £F63/10/-; £F61/10/-; Copra, 35 points and under is rejected.

Purchasers at Full Market Prices on Assay Value of

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824 George St., Sydney. Works: Surry Hills & Chippendale, N.S.W. Official Assayers to Bank of N.S.W. Gazetted Agents of Commonwealth Bank, under the Gold Regulations of the National Security Act.

Samoa.—MOP contract is at £65 Stg. per ton Western Samoa; producers receive about £10 less.

BSI.—Growers are now receiving £A63/15/- per ton, f.o.b., Honiara or Yandina under the MOP contract.

New Hebrides.—London quotation Jan. 17, 85,000 Metropolitan francs per ton, Feb.-Mar. delivery, c.i.f. Continental ports—nominal.

Tahiti.—Effective Dec. 23, 1951, prices paid in Papeete to producers for two grades are: "Local," 7.10 Pac. fr. per kilo.; "Very Dried," 7.50 Pac. fr. per kilo. (Equivalent to £A53/10/- and £A53/15/6 per long ton respectively.)

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which on March 6 was £Stg.320 (£A400) c.i.f. Cont. ports Feb.-May shipment.

Pacific cocoa was quoted nominally on Sydney market in March at:—

New Guinea.—£A310 per ton, ex wharf.
New Hebrides.—Sales in Sydney early March at £A310.

Samoa.—Sydney agents in March quoted Samoan cocoa at £S280 (£A350) f.o.b. per ton, first grade. (Samoan currency equals Stg.)

COFFEE.—New Caledonia.—Production exported to France at nominal equivalent of £A500 per ton, Arabica; £A460, Robusta.

Papua-N.G.—Nominally £410 to £440 per ton (c.i.f.), according to quality.

RUBBER.—Sydney firms use London and Singapore rates as basis to buy **Papuan** rubber. March 6: No. 1 grade, RSS (sellers) Spot, 33¼d. Stg. lb., c.i.f., London (48¼d. Aust. lb.); Singapore, RSS No. 1, 108½-108¾d. lb. No. 1 Spot, f.o.b.

VANILLA BEANS.—Sydney quotation (by Victor Karp, Tulk & Co.): White Label, 18/6, Yellow, 18/6; Green, 16/9 per lb., c.i.f., Sydney.

RICE.—Rice shipped from Sydney to Islands was fixed in October at £75 per ton, f.o.b., White, Unpolished and Brown. (On plantation in **Papua-N.G.**, approx. £100.)

DESICCATED COCONUT.—Sydney agents quoted Ceylon 1½/6 March, 1/5 April shipment, delivered to store, Sydney.

market weakening. **New Guinea:** business reported.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gero Co. (USA) for 1952 are: AA/A/B grade, 85 cents lb. (£A850 approx. per long ton); C, 80c. lb. (£A800); D, 55c. (£A550); E, 40c. lb. (£A400); EE, 3 lb. (£A300)—all c.i.f., New York.

TROCHUS SHELL.—Sydney market. Western Pacific trochus is dull. M agents will quote only upon inspection with overseas buyers showing little or interest. Recent Villa, NH, sales were, approx. 2,400 Pac. francs. **Torres Strait.** Reported Japan recently offered £A1 No Australian quotation available.

GREEN SNAIL SHELL.—Nominal quotation is at £165-£170 per ton, on wharf Sydney.

LONDON PRICES

LONDON, Jan. 10

Copra, c.i.f., Continental ports, ton:—
Tahiti nom. Metrop. frs. 86.
FM Straits/DEI £89 8
Ceylon, FMS nom.
Philippines (bulk) \$192½

Coconut Oil, c.i.f., ton:—
FM Straits (3¼%) £137 8
Ceylon (bulk) £125 8
Philippines, Jan.-Feb. \$272

Cocoa, Stg.—
Accra, 272/6 per 50 kilos, Jan.-Mar. c.i.f., Cont. ports.
Grenada, 270/- per 50 kilos, f.o.b.

ISLANDS MINING SHARES**FIJI**

	Aug., 1939.	Feb. 1	Mar.
Emperor	b9/11	b9/4	s9/6
Loloma	s25/6	b33/3	b31/-

PAPUA-NEW GUINEA

Bulolo G.D.	b124/-	b72/-	b62/-
Mandated All.	b3/8	s2/5	s3/-
M.G.G. Ltd.	b1/10	b2/-	b1/9
Oil Search	s3/11	b3/11	b3/11
Oriomo Oil	b5/-	b1/3	b1/3
Papuan Apin.	b4/11	b1/1	b9d
Placer Dev.	b68/6	b398/-	s412/0
Sandy Creek	b1/5	s9d	b2d
Sunshine Co.	b6/5	s2/-	s2/-

EXCHANGE RATES

The following exchange rates exist. Sydney in March:—

FIJI.—Through Bank of NSW and Bank of NZ.—Australia on Fiji basis £ of Fiji: Buying, £A111/2/6; Selling, £A111/2/6; London, basis £100 London: Buying, £110/12/6; Selling, £112.
NZ-Fiji, basis £100 NZ: Buy £111/11/9; Selling, £110/4/3.

SAMOA.—Through Bank of NZ.—Australia on Samoa, basis £100 Samoa: Buying, £A123/12/6; Selling, £A124/10/6; Samoa-London, basis £100 London: Buying, £100/7/6; Selling, £101/10/-.
Samoa-NZ, basis £100 NZ: Buy £100; Selling, £100/10/-.
Samoa-Fiji, basis £100 Samoa: Buy £111; Selling, £110.

PAPUA - NG.—Commonwealth Bank (branches P. Moresby, Lae, Rabaul, Madang) and Bank of NSW (P. Moresby, Lae, Rabaul) quote exchange rate Australia-Papua-NG as 10/- per £100.

BSI.—Commonwealth Bank (branch Honiara) quotes exchange rate Australia-BSI 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 (nominal): 141.75 Pac. fr. to £Aust.; 178 Pac. fr. to £Stg.; 64 Pac. fr. to US \$1.

Consign Your Shell

To

VENTURA TRADING CO. PTY. LTD.

26 BRIDGE STREET, SYDNEY

We can offer highest prices for all types of Shell and Island Produce, and invite your inquiry.

Cables: "VENTURA," Sydney.

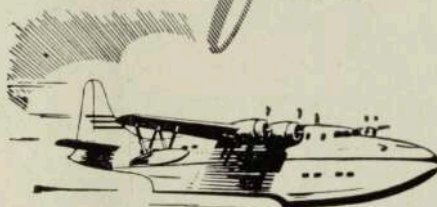
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BY

SPECIAL DE-LUXE



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