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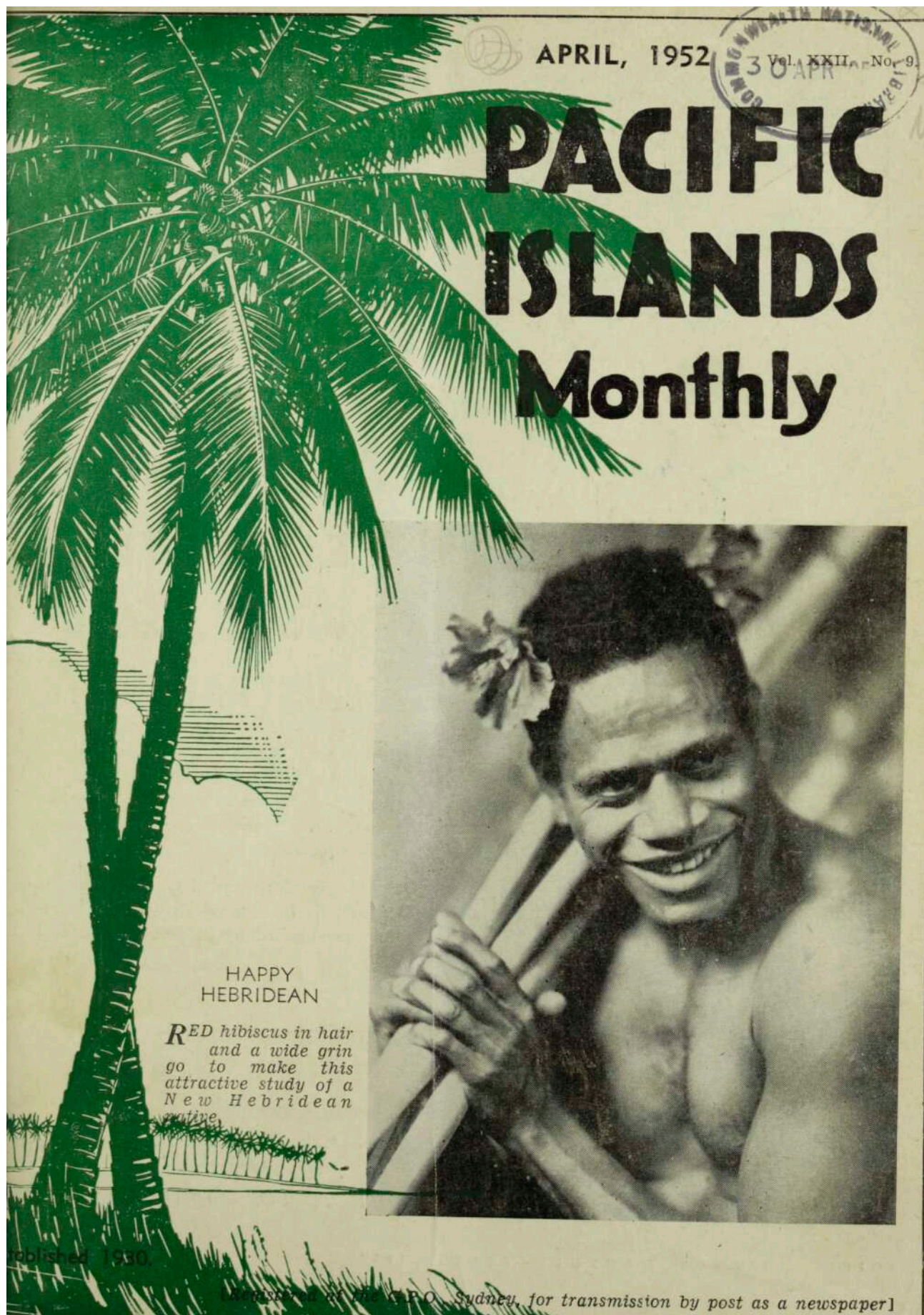
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Kikori • Kup • Lae • Lake Kutubu • Lake
Murray • Lindenhafen • Losuia • Madang
Manus • Maprik • Minj • Moewe Hbr.
Mount Hagen • Nadzab • Nondugl • Norfolk
Is. • Noumea • Ogelbeng • Port Moresby
Queen Carola Hbr. • Rabaul • Rockhampton
Samarai • Suva • Sydney • Talasea
Torokina • Townsville • Vella Lavella • Vila
Wabag • Wabamunda • Wana • Wau
Wewak • Woodlark Is. • Yandina • Yule Is.

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QANTAS EMPIRE AIRWAYS LTD. (inc. in Queensland)

PACIFIC ISLANDS MONTHLY—APRIL, 1952

COLEMAN TABLE LAMPS

ARE DESIGNED
TO BURN
SAFELY IN
ANY POSITION
AND AT
ANY ANGLE



**THEY CANNOT SPILL FUEL
IF ACCIDENTALLY OVERTURNED**

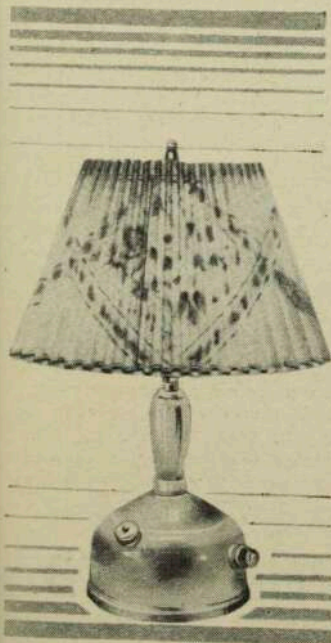
Children can be left with a lighted Coleman Table Lamp without any cause for anxiety. For these lamps, which give a brilliant almost daylight light, are designed to burn safely in any position at any angle; they cannot spill fuel if accidentally overturned.

Coleman Table Lamps are 20 times as powerful as ordinary kerosene lamps and seven times as powerful as household electric bulbs.

They have two mantles, are 300 c.p. and the fuel capacity is sufficient for 12 hours of abundant eye-saving light.

Finished in ivory enamel, with decorated plastic-coated parchment shade, heat-resisting globes, the lamp is a furnishing as well as a utility.

NO ODOUR . . . NO SMOKE . . . NO WORRY



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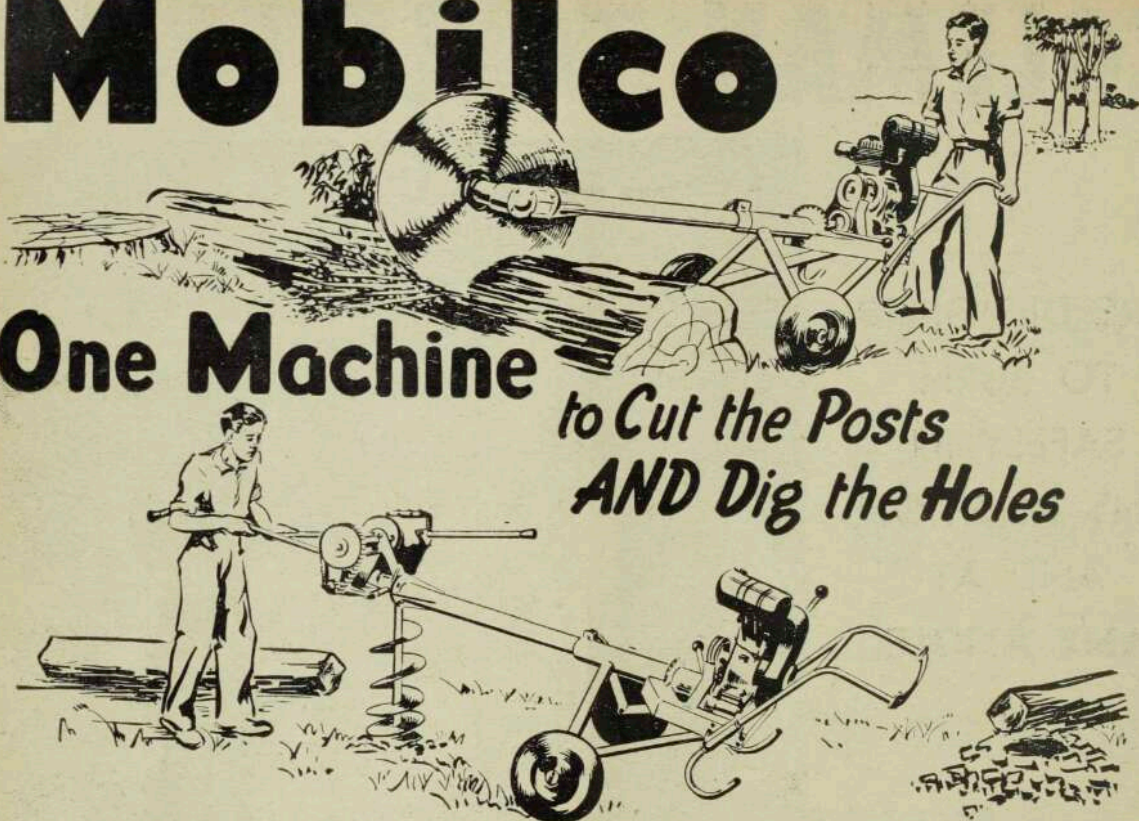
PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY—APRIL, 1952

i

Mobilco

One Machine *to Cut the Posts AND Dig the Holes*



TWO MACHINES IN ONE — AND EACH THE FINEST OF ITS KIND CHANGE TO POST HOLE DIGGER.

Basic unit is the famous Mobilco mobile Circular Saw. Mobilco indexing device lets you change from felling to cross-cutting position and turn the blade to any angle through 360 degrees. Perfect balance, lightness and pneumatic tyred roller bearing wheels make Mobilco amazingly easy to move and handle. With 42" blade it fells or cross-cuts trees to 3' 6" in diameter. Take it into the bush, fell, cross-cut, rip or trim. It cuts quicker and is faster between cuts than any other. Mobilco is powered by a 7 B.H.P. British air cooled petrol engine.

Property owners and fencing Contractors will save many man-hours with the new Mobilco Post Hole Digger Attachment to Circular Saw. You now have a machine that digs a 10" post hole through average going to a depth of 2' 8" in fifteen seconds. You can also attach the Mobilco-Sher Power Drill which drills posts for wire. The Post Hole Digger is just as easily moved and operated as the Circular Saw. Saw, Post Hole Digger, and Post Borer make a complete fencing system. Each machine a quality Mobilco product to cut down labour and build up output.

CIRCULAR SAW OWNERS

Owners of the Mobilco Circular Saw can convert it into a complete fencing system at moderate cost with this new Post Hole Digger Attachment. Post Boring Attachment may also be purchased.

BORE POSTS FOR WIRE

Fast vibrationless Mobilco-Sher Post Borer drills a $\frac{5}{8}$ " hole through hardwood posts at great speed. It is driven by the 32 volt 500 Watt Mobilco-Electro generator attachment. On 20 feet of light flex, it gives freedom of movement.

EASY TERMS

All Mobilco machines are available on a sound system of time payment. This enables you to make a moderate deposit, take delivery of your machine and pay off the rest out of increased earnings. All machines carry the complete Mobilco 6 months' guarantee.

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CITY OFFICE: 252 SWANSTON ST., MELB. TELEGRAMS "MOBILCO" MELB. CENT. 4799

Sydney Branch: 47 South Parade, Campsie. Phone LF4209. After Hours XY1733.

S.A.: Industrial Sales and Service, Daws Road, Cudmore Park, S.A.

W.A.: Industrial Sales and Service, Belmont Avenue, Belmont, W.A.

Tas.: Industrial Sales and Service, 3 Elizabeth Street, Hobart, Tas.

MC29PX

SHIPPING TIME-TABLES

There now are comparatively few shipping lines running on regular time-tables in the Pacific Islands. The following time-tables are only approximately correct—they are subject to much alteration at short notice:—

Sydney-Suva-N. America

Canadian-Australasian liner Aorangi (17,500 tons) maintains regular two-monthly sailings—Sydney-Auckland-Suva-Honolulu-Victoria-Vancouver, and return

RMS AORANGI

Syd. ..	Mar. 13	May 15	Sept. 25
Auck. ..	Mar. 17-18	May 19-20	Sept. 29-30
Suva ..	Mar. 21	May 23	Oct. 3
Fn'l'u ..	Mar. 28	May 30	Oct. 10
Vict. ..	Apl. 3	June 5	Oct. 16
Vanc. ..	Apl. 4-10	June 6-12	Oct. 17-23
Vict. ..	Apl. 10	June 12	Oct. 23
Fn'l'u ..	Apl. 17	June 19	Oct. 30
Suva ..	Apl. 26	June 28	Nov. 8
Auck. ..	Apl. 29- May 1	July 1-3	Nov. 11-13
Syd. ..	May 5	July 7	Nov. 17

Sydney-Papua-N. Guinea

MV Bulolo, modern liner, sails about every six weeks: Sydney-Brisbane-Moresby-amarai - Lae - Madang - Rabaul - amarai-Moresby-Brisbane-Sydney.

Next departure from Sydney about April 22.

MV Malaita left Sydney end of March for Samarai, Rabaul, Manus, Madang, Lae, and return to Sydney.

Details from Burns Philp & Co. Ltd., 7 Bridge Street, Sydney.

N. Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from New Zealand, serve Suva (Fiji), Nukunono and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any or 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 banana plantations, Matua was withdrawn from service in March and will be employed elsewhere until May, when the position will be reconsidered.)

Tofua scheduled to leave Auckland on next voyage late April.

Details from Union SS Co.

N. Zealand-Cook Is.-

Niue-Samoa

Old MV Maui Pomare (40 passengers) maintains fairly regular service between Auckland and Rarotonga (Cook Islands), with alternative calls at Niue and Apia (W. Samoa).

Details from Union Steamship Company or Department of Island Territories, Wellington, NZ.

Sydney-New Hebrides, Etc.

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

Details from Burns Philp & Co., 7 Bridge 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 Maritimes.

Small motor-ships Polynisien (Messageries Maritimes) and Neo Hebridais (H. C. Sleigh, Ltd.) maintain fairly regular service between Noumea and Sydney.

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

Norwegian motor vessel Thor I, carrying 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 Caledonia and New Hebrides.

AIRWAYS TIME-TABLES

Details from General Steamships Corporation Ltd., 432 California St., San Francisco.

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths

Thur. and Sun.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Seattle-Portland.

Sun. and Wed.—Return via same route. Wed.—Auckland-Nadi-Canton-Honolulu-S. Fran.-Seattle-Los Angeles.

Sat.—Return by same route.

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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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BY BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)

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

Tues.—Dep. Auckland-Nadi-Canton-Honolulu-S. Francisco-Vancouver.

Fri.—Dep. Vancouver and S. Francisco alternatively; thence same route to Auckland.

BY CANADIAN PACIFIC AIRLINES (CPAL)

Alternate Friday (Apr. 25, May 9, etc.)—Sydney-Auckland-Nadi (Fiji)—Canton Is.—Honolulu-S. Francisco-Vancouver.

Alternate Friday (May 2, 16, 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
Moresby, 7.30 am
Connects at Lae with DC3's for Wau, Milne Bay (Wed.) and (Sun.) Rabaul, via Lae.
Mon., Thur.,* Fri. (DC3's)
Sydney, 7.30 pm
Brisbane, 11.30 pm
Brisbane, 10.30 pm
Rock'ton 1.50 am
(Tue., Fri., Sat.)

Depart:
Rock'ton (Tue., Fri., Sat.),
2.25 am
Arrive:
Townsville, 5 am

Townsville, 6 am
Cairns, 8.20 am
Moresby, 12.20 pm
Lae, 3 pm (Tues. only)
Cairns, 7.10 am
Moresby, 11.50 am
Lae, 1.40 pm
Madang, 4.15 pm
*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, 10.50 am
Cairns, 3.10 pm
Towns., Tues.,
8.15 am
Brisbane, 1.45 pm
Moresby, 10.20 am
Cairns, 2.10 pm
Towns. (over-
night), 4.30 pm
Brisbane, 1 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

3. N. Guinea Internal Services

Operated by Qantas

LAKE-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.

BERRY'S BAY BOATYARD

(B. J. Halvorsen—Manager)

Specialists in Island vessels.

All kinds of boat-building and repairing.

New and used boats and engines for sale.

Quotations and estimates free.

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Further particulars from the builders:

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Telegrams: "Halvorsens, Sydney."

'Phone: Ryde 705.

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FOR RUGGED USE.



- Built of Finest Materials.
- Fastenings, all non-Ferrous.
- Bottom Sheathed.
- Sails.
- Optional Power Plants.
- Large Hatches.

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-Losua (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-Losua-Rabaul.

Alternate Tuesday.—Rabaul - Talasea-Moewe Hbr.-Jacquinot Bay-Rabaul with optional call at Lindenhafen.

Alternate Wednesday.—Rabaul-Q. Carola

Hbr-Buka-Kieta-Buin and return with optional call at Inus.
Alternate Thursday.—Rabaul - Losua-Esa'ala-Samarai-Moresby.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU GENERAL SERVICE

Every Monday and Thursday by DC3
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: Kerowagi, Chimbu. Returns to Madang (noon).

Fridays.—Lae (6.30 am) to Wabag, calling at any of: Nadzab, Kiaipit, Arona, Aiyura, Kainantu, Bena, Bena, Goroka, Chimbu, Kerowagi, Kup, Nodugi, Banz, Minj, Mt. Hagen, Ogelben, Baiyer R., Wabamunda, Wabag. Return to Lae (6 pm).

LAE-GARAINA (DH84)

Tuesdays.—Departs 7 am; returns 9 am.

LAE-BULOLO-WAU (Drover)

Dep. Lae.—Tues., Fri., Sat.—3 pm.

Dep. Wau.—Tues., Fri., Sat.—Direct to Lae.

SERVICES BY MANDATED AIRLINES

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

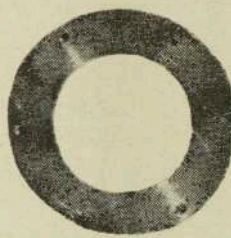
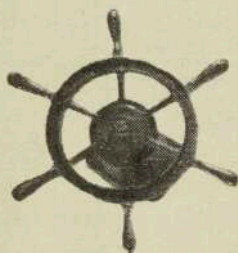
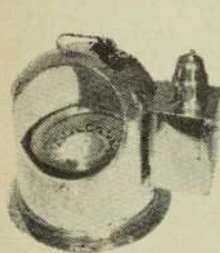
4. Dutch N. Guinea-Darwin

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

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5. N. Guinea-Solomons

Operated by Qantas

Each Monday (DC3).—Lae (dep. 6 am) - Finschhafen - Rabaul - Torakina (Bougain.) - Vellalavella - Yandina - Honiara (BSI) (arr. 4.25 pm).
Each Tuesday.—Honiara (dep. 7 am) - Yandina - Vellalavella - Torakina - Rabaul - Finschhafen - Lae (arr. 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

DC4 (Skymaster) dep. Saigon, April 27, and every 28 days thereafter for Labuan-Darwin-Brisbane-Noumea, and return.

Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

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

9. Sydney-New Hebrides

By Qantas, with Sandringham
Flying-boats:

Depart:	Arrive:
Sydney, Alt. Tue., 6.30 am	Noumea, Alt. Tue., 3.30 pm
Noumea, Alt. Wed., 8.30 am	Vila, Alt. Wed., 11.05 am
Vila, Alt. Wed., 12.5 pm	Santo, Alt. Wed., 1.20 pm
Santo, Alt. Thu., 6.00 am	Vila, Alt. Thu., 7.15 am
Vila, Alt. Thu., 8.15 am	Noumea, Alt. Thu., 10.55 am
Noumea, Alt. Thu., 12.30 pm	Sydney, Alt. Thu., 7.45 pm

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

10. Sydney-Noumea-Suva

By Qantas, with Flying-boats, Weekly

Depart:	Arrive:
Sydney, Thur., 6.30 am	Noumea, 3.30 pm (overnight stop)
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.

By NZ National Airways, with DC3's
Mondays.—From Auckland, returning same day.
Alternate Wednesdays.—From Auckland, returning same day. See also table No. 8.

12. Sydney-Auckland

Tasman E. Airways, with Solents
Dep. Sydney Wed., Sat., Sun., 12 midnight; Wed., Sat., 7.30 am.
Dep. Auckland, daily, except Wed. and Sunday, 8.30 am.
Australian bookings: Qantas or TAA.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney, Mon., Tue., Thu., Fri. at 10.30 pm.

Dep. Wellington, Tue., Wed., Fri., Sat. at 10.30 am.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster
Thurs.—Dep. Melb., 10.25 pm; arr. Ch'ch.,



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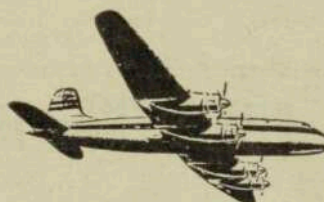
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8.15 am next day.
Fri.—Dep. Ch'ch., 11 am; arr. Melb., 5.35 pm.

15. New Zealand-Fiji

Tasman E. Airways, with Solents.

Depart: Auckland, Tues. 7 am
Suva, Wed., 8 am
Arrive: Suva, Tues, 2 pm
A'kland, Wed. 3 pm

16. Auckland-Fiji-Samoa-Cooks

By NZ National Airways Corporation
Alternate Sundays by DC3, via Norfolk Island, Nadi (Fiji), Faleolo (W. Samoa), Aitutaki (Cook Is.).

Depart: Auckland, 9 am
Norfolk Is., 2 pm
Nadi, 9.45 am Mon.
Faleolo, 11 am Mon.
Nadi, 9.45 am Wed.
Faleolo, 8 am Wed.
Arrive: Norfolk Is., 12.55 pm
Nadi, 8.40 pm
Faleolo, 3.30 pm Sun.
Nadi, 2.45 pm Tues.
Faleolo, 3.30 pm Tues.
Aitutaki, 1.50 pm

Aitutaki, 2.50 pm
Rarotonga, 8 am Fri.
Aitutaki, 10 am
Faleolo, 7.45 am Sat.
Nadi, 5 am Mon.
Norfolk Is., 12 noon
Rarotonga, 4.05 pm
Aitutaki, 9.15 am
Faleolo, 3.15 pm
Nadi, 11.30 am Sun.
Norfolk Is., 10.55 am
Auckland, 4.50 pm Mon.

All times local standard time.

17. New Zealand-Chatham Is.

Tasman E. Airways, with Solents.

No further flights will be operated until the 1952-53 summer period. For any information required apply to TEAL head office.

18. Tahiti-Cook Islands

By Tahiti Airways, of Papeete

Once monthly, from Papeete to Aitutaki (Cook Is.) with mails and passengers, returning same day.

19. Auckland-Tahiti

Tasman E. Airways, with Solents.

TEAL service, Auckland-Suva-Aitutaki-Papeete, will be operated with Solent

flying-boats once every four weeks. Depart Auckland, Monday 7 am; arrive Suva, 2.00 pm. Dept. Suva (Tuesday), 10 pm, cross International Date Line; arr. Aitutaki, 7.20 am Tues. Leave Aitutaki 10.20 am; arrive Papeete 3 pm. Return by same route every 4th Thursday, leaving Papeete, 6.30 am.

The next flights leave Auckland April 28, May 27.

Pending provision of necessary facilities the call at Apia (Western Samoa) is being omitted.

20. Micronesia

Civilian services, based on Guam, using 2-engined amphibious Catalinas, run regularly to Koror (Palau), Yap (West Carolines), Truk (Central Carolines), Ponape (E. Carolines), Majuro (Marshalls) and Saipan (Marianas). Details from Trans-Ocean Airlines, Guam, via Honolulu

21. Fiji Internal Airways

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	FROM SYDNEY TO—		Return	Table No.
	Single			
Moresby	£39 5 0	£70 13 0	2, 2a.	
Lae	48 15 0	87 15 0	2, 3	
Rabaul	61 12 0	110 18 0	2, 3	
Honiara, BSI	77 0 0	138 12 0	5	
Vila, N. Hebrides	42 10 0	76 10 0	9,	
Noumea, NC	37 10 0	67 10 0	10, 9,	
Norfolk Is.	25 0 0	45 0 0	8	
L. Howe	10 16 0	21 12 0	7	
Nadi (Fiji)	57 15 0	103 19 0	1	
Suva (Fiji)	55 10 0	99 18 0	10	
Auckland	39 8 0	70 19 0	12	
Wellington	39 8 0	70 19 0	13	
Christch. (from Melb.)	44 2 0	79 8 0	14	
Honolulu	217 15 0	391 19 0	1	
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Papeete (via Suva direct)	—	207 13 0	1	

	FROM AUCKLAND TO—		Return	Table No.
	Single			
Norfolk Is.	£14 0 0	0 NZ	Less 10%	11,
Nadi (Fiji)	31 0 0	..	..	1,
Suva (Fiji)	31 0 0	..	..	16
Samoa	39 10 0	..	..	16
Cook Is.	45 0 0	..	..	16
Suva (direct)	31 0 0	£55 16 0	15	
Papeete	93 15 0	168 15 0	19	

Mr. Ron Chugg, Medical Assistant, returned per Bulolo in March to resume duty at Madang following leave. Mrs. Chugg and baby daughter accompanied him.

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COOK ISLANDS SUNDAY Mission Bodies in Lively Discussion

A PLEA that the Cook Islands community be compelled by law to observe the Christian Sunday, and that the working of ships in Cook Islands ports on Sundays be prohibited, has been made to the New Zealand Government.

The petition was promoted by adherents of the London Missionary Society, which has a considerable following in the group.

The petition, however, has been strongly opposed by adherents of the Seventh Day Adventists, who also have a large following in the Cooks—and who observe Saturday, and not Sunday, as the Sabbath Day. They insist that freedom of religion is the foundation-stone of our democracy, and that all people should be at liberty to worship how and when they wish.

The discussion has provoked a certain amount of lively controversy.

It will be remembered that it was the early missionaries who introduced to the Cook Islands the notorious Blue Laws, under which they tried to stamp out that easy relationship

between the sexes which has been a characteristic of Polynesian life for centuries. Some remnants of the Blue Laws still are in force in the Cooks.

Apropos of efforts now being made to cross European with Zebu cattle in New Guinea, to overcome climatic disabilities, Mr. A. P. Lyons, formerly of PNG public service, recalls that Zebu cattle were imported into Papua about 30 years ago by Kitchen

and Sons for their Giligili plantation in the Milne Bay district. Another old Papuan, S. H. Chance, says, "they had 1,700 cattle, some Zebu Crosses, at Giligili in 1934 and supplied the Samarai freezers with meat at 6d per pound."

Mr. J. D. Ryan, recently Medical Assistant at Kavieng, returned per **Malaita** late March after leave in Sydney. He will be stationed at Kokopo for his next term of duty.

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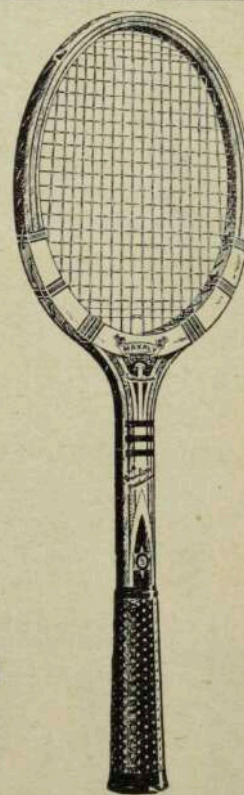
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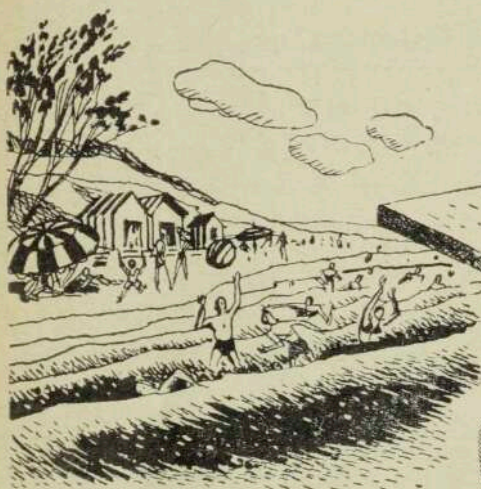
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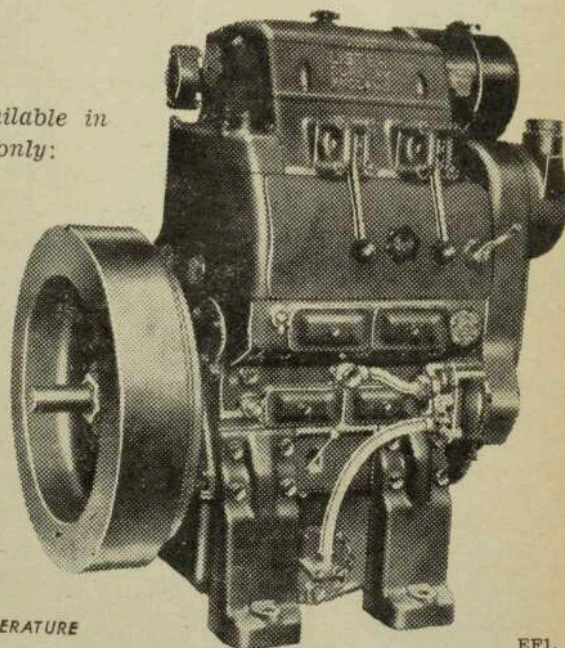
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APRIL, 1952

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S. Pacific's Number One Problem— Native Education System

RECENT events suggest that the subject of native education has been—quite properly—given Number One priority among the problems facing the Pacific Islands administrations.

It is not one of the commoner education "problems," with which most Western Governments are beset. It is the question of how best to provide the indigenous folk of the South Pacific Islands and Micronesia with sufficient literacy to assist them, first, to make contact with Western "civilisation" without social disaster and, second, to accept responsibility for a sufficient amount of self-government to allow them to line up with other independent countries.

To the uninstructed, this may seem a simple matter of introducing schools and school-teachers. It is immensely more difficult than that. It involves the problem of finding some common medium of language—some *Lingua Franca*—through which these people can be started on the road to literacy.

It is a general problem in Polynesia and Micronesia; but in those areas, for more than one reason, it is on its way to solution. It is an acute problem in Melanesia; and, also for reasons peculiar to the area, it is exceedingly complex, and no solution is in sight.

Put it in terms of rough statistics.

In the South Pacific Islands and Micronesia, there are about 2 million natives—about 1,600,000 in Melanesia, and 400,000 in Polynesia and Micronesia. (Ethnologically, the Fijians (125,000) are classed as Melanesians; but as they are now a one-language people of superior intelligence, they are—for purposes of this brief survey—included with the Polynesians).

THE Polynesian and Micronesian countries made very early contact with Europeans—and suffered in the usual way. At the turn of the century all the Polynesian races were greatly reduced in numbers, and seemed doomed. Since then, thanks to Christian Mission organisation and sympathetic administration, all have rallied, and their future as nations seems assured. In making that rally, each of these nations (Samoans, Tongans, Ellice Islanders, Gilbertese, Tahitians, Cook Islanders, Fijians, and Micronesians) has (a) adjusted itself to "Europeanisation" and (b) adopted a national language. (In some groups, such as Fiji, there were several languages, or dialects, and one of these was adopted for official and common use).

If we accept Micronesia (Carolines, Marshalls and Marianas) as one nation—and it is likely to be—some that, under American tutelage—we may in fact say that, in the

future, we shall have seven nations in Polynesia and Micronesia, separated by different languages, but united in so many ways that a South Pacific Federation is by no means an idle dream. Fijians, Samoans, Tahitians, Tongans, for example, have a sharp national consciousness and pride; their natural course will be development as young nations, with a strong tendency to alliance with their cousins in adjoining archipelagoes.

So far as the future of Polynesia-Micronesia is concerned, that new, co-ordinating authority, the South Pacific Commission, should be able to visualise its task with clarity, and bring to it a good deal of enthusiasm.

BUT when we turn to Melanesia, the difficulties are appalling, in number and in character. More than three quarters of the Pacific Islanders live west and southwest of Polynesia-Micronesia. The great majority of them are racially backward, primitive folk. The history of their contact with Europeans is not comparable with that of the Polynesians, and it is much more recent.

Many factors complicate the problem of raising the standard of life among these 1,600,000 Melanesians; but the outstanding consideration which now drives us on to dealing with this matter, and surrounds it with urgency, is the rapidity with which Communism is sweeping across Asia. If Western civilisation is to survive in Australia and the South Pacific, we must hold Melanesia which, otherwise, will provide Asia with a chain of stepping-

stones to Australia. An enlightened, pro-Western Melanesia would be of greater help to us than the present Melanesia, generally illiterate, politically uninstructed, and primitive.

But how are we going to instruct and enlighten the countless hundreds of thousands of natives in Papua, New Guinea, Bismarck Archipelago, Solomons and New Hebrides, until we have found a language, or even a group of languages, through which to reach them?

In Melanesia, there are hundreds, perhaps thousands, of different languages. Each island, each valley system, sometimes each valley, has its own distinct tongue. Mostly, these are intelligent people; but they are so deeply sunk in ignorance and superstition that they are literally unapproachable.

Until quite recently, the problems of Islands education were left almost entirely to the missionaries. On the whole, they had remarkable success in Polynesia in bringing one language into use for instruction in each group. But nothing like comparable success has attended the Missions' 70 years of devoted work in Melanesia.

All the churches have a fine record of sacrificial service, of adherents gained and children educated in Melanesia; but the sum of their achievements, seen against the background of 1½ million natives, in those vast archipelagoes, is not impressive. What the missionaries have done, however, is to make available a mass of priceless information to guide the swarms of experts and planners, now seeking a solution to the Number One problem—how to reach the Melanesian masses, so as to enlighten and instruct them, on a large scale.

EVERY Mission body has sought—almost desperately at times—for a *Lingua Franca*; but none has had more than a local success. There is a very long story here—often filled with the clamour of argument and dispute—but it all resolves itself into these undisputed points: 1—No native language has been found that is acceptable to Melanesia generally, or to any large section of it. 2—No general advance in native education, on a wide front, is possible until some medium of communication, suitable for general adoption, is found. 3—Although the average education expert turns up his academic nose at Pidgin English, there surely is a pointer in the facts that this queer lingo can be picked up almost overnight by *both natives*

and Europeans; that it is now the industrial *Lingua Franca* of New Guinea, Solomons and New Hebrides; and that, for want of something better, it is now used by some Administrations and some Missions to communicate with the natives.

THERE is mounting evidence of official concern over the present failure to solve this problem of native education, and of the inability of those primarily concerned to even agree upon a *modus operandi* in seeking a solution.

In Papua-New Guinea's Legislative Council, the other day, there was a sharp exchange between Father Dwyer, a respected leader of the Catholic Mission's educational activities, and Mr. W. C. Groves, Director of Education in the Territory, and probably now the most experienced and knowledgeable man in the sphere of native education in Melanesia. A report of the argument showed two things very clearly—First, that there is likelihood of friction between Missions and Administration as the latter puts urgency and drive behind its efforts to find a solution to the problem; and, second, that there is little to be

gained by the Administration pouring huge public money into schemes of native education until a solution is found to the double problem of a common language, and a supply of trained teachers.

Experts' reports on this vexed problem are coming in from many directions. Each contributes something valuable to the discussion. The best summary available is a most excellent compilation, *The Use of Vernacular Languages as Vehicles of Instruction*, prepared for the South Pacific Commission by Mr. G. J. Platten, one of Mr. Groves's most competent lieutenants in Papua.

The Social Development Section of the SPC, under Mr. H. E. Maude, wisely is giving this problem first priority. But, unless the various Administrations and mission-education bodies affected are forced to co-ordinate their efforts and their methods, the Commission will achieve little beyond assembling a mass of valuable data to show the urgency and the difficulty and the apparent insolubility of the problem. Has the Commission the power and the driving force required to impose united action upon the Melanesian Governments and Churches interested in this vital thing?

New Guinea, Samoa, In Annual Farce At Lake Success

Having seen something of the beginnings and the operations of the Trusteeship Council, I may perhaps be excused for the cynical remark that many of the idealists were readily aided and abetted by those whose chief enthusiasm was to trip up and discredit other nations. I must confess to the opinion, too, that, even in our own Australian policy, some of the proclaimed love of the native was, in fact, a hatred of the capitalist. It certainly was applied more plainly to the disadvantage of the capitalist than to the improvement of the dependent peoples.

—Paul Hasluck, Australian Territories Minister, in a public address, Sydney, Nov. 20, 1951.

While Australia welcomes constructive criticism, the sort of unbridled and exaggerated criticism which has been made here only weakens both pillars of the Trusteeship system—the administering authority, on the one side, and the Trusteeship Council on the other.

—W. D. Forsyth, Australian Delegate to the United Nations, speaking at Trusteeship Council in New York on March 18.

SOUTH Pacific people, having read accounts of the annual farce at

the Trusteeship Council meetings at Lake Success in March and early April, will agree heartily with both speakers.

The Council considered reports on the administration of the Trustee Territories of New Guinea, Nauru and Western Samoa. The Reds, represented by the Soviet delegates and a queer fish called Awni Khalidy, from Iraq, took much pleasure in savagely cross-examining Mr. J. R. Halligan, sent specially from Australia to present the New Guinea and Nauru reports, Mr. J. B. Wright (presenting the Samoa report for New Zealand) and Messrs. W. D. Forsyth (Australian delegate) and Leslie Munro (NZ Ambassador), there to support respectively Mr. Halligan and Mr. Wright.

Whenever well-informed people criticise these Trustee administrations, they insist that both Australia and New Zealand are doing too much, rather than too little, for the native inhabitants. Australia pours some five or six million pounds annually into Papua-New Guinea, instead of making the huge country live more on its own fat.

The people of Western Samoa and of Nauru are, without question, the richest native communities in the

Pacific. The British Phosphate Commission pays huge royalties to the Nauruans. The NZ Government gives to the Samoans most of the profits of NZ Reparations Estates (the properties taken over from the Germans in 1914-18, and operated since by the State).

Yet at Lake Success, hour after hour, day after day, the Russian Communist Soldadov, and the Iraqi freak Khalidy, and sundry other queer little people from queer little States, bombarded Messrs. Halligan and Wright with questions based on their contentions that:

Australia fails to train natives for administrative posts, or industrial occupations; fails to provide sufficient village councils, village courts, medical personnel, school buildings; and permits big companies to exploit the natives' gold and get away with 95 per cent. of the proceeds.

Australia has alienated 24,000 acres of NG native land, without native consent.

Australia allows a big company to exploit the phosphate wealth of Nauru, while paying Nauruans "miserly" wages and making them live under "criminal" conditions.

Australia is encouraging the natives to continue with a tribal system, instead of self-government based on democratic principles. (Another report says this is charged against NZ in respect of Samoa).

New Zealand has robbed the Samoans by not returning the Reparation Estates to them.

New Zealand has not done anything worth while to help the Samoans towards self-government.

PATIENTLY, both Mr. Halligan and Mr. Munro tried to present the actual facts to their fanatical interlocutors. They emphasised the primitive stage of the New Guinea

natives; the impossibility of introducing an extended system of village schools until both a common language and trained teachers were available; failure of the Reds to appreciate the huge cost of getting gold out of New Guinea; the fact that Nauru natives did not labour for the Phosphate Commission, but lived comfortably at home and drew royalties; the prosperity in Samoa, where the Samoans themselves in Legislative Assembly handled their huge government surplus, and are about to receive an Executive Council.

But it was no use. The Red jackals barked and screamed. As Mr. Hasluck has said, they were not concerned with the truth: they wanted only to "trip up and discredit other nations." Again and again, both Mr. Forsyth and Mr. Munro, with strong language, intervened to stop the silly and senseless questioning of their officials.

After many days, the Council majority took charge, chopped off the Reds, praised the administrative achievements of Australia and New Zealand, and made some commendable suggestions.

Only the fanatics seek the continuation of this absurd system—and that only in order to embarrass the Democracies. We suppose it is too much to expect that Australia and New Zealand will ever—like South Africa in relation to SW Africa—show enough spirit to put an end to the farce and, for the general good and their own security, make the care of these Islands Territories their own responsibility.

The Hasluck-Cleland Driving Force in Papua-New Guinea

WITH increasing tempo, Australia's new Minister for Territories, Mr. Paul Hasluck, is promoting the establishment of new industries in Papua-New Guinea. He is being ably supported by Assistant-Administrator D. M. Cleland. Here is a brief recapitulation:

Expansion and stimulation of cocoa production are being undertaken.

Borneo interests are being encouraged to establish in Papua a catch industry, based on the coastal mangrove bark.

As hydro-electric power is developed, the establishment of an aluminium industry is planned.

Administration has offered to co-operate with private interests in the production of commercial fibres—especially kenaf.

Stimulation of big-scale rice-production is planned, and a report now is awaited from an expert who has

just examined the Territory.

Canberra report dated February 22 offers facilities for the expansion of the well-established rubber-growing industry.

Canberra report dated February 25 describes the possibilities of growing tea, and what the Government will do to assist private enterprise.

A new timber industry already is in process of establishment, by both State and private enterprise.

The Government now has set up a Planning and Development Committee, to give shape and direction and priorities to these various enterprises.

All this is very impressive—until it is remembered that the first consideration is land. Because of the paralysing effects of the Ward-Murray policy, little was done between 1945 and 1952 to make land available for these things. Little that is practical can be done until the

land is ear-marked and available for selection.

Make the land available, and a thousand men of good pioneer type will be available tomorrow for settlement in Papua-New Guinea.

SIR RONALD GARVEY

Due in Suva in August

THERE was some disappointment in Fiji when it was learned that the new Governor, Sir Ronald Garvey, will not arrive until August. What with hurricane repercussions, and other things, a heavy administrative burden has been thrown on Mr. A. R. Stoddart, Colonial Secretary, who is acting as Governor, and who is not very well.

However, it is recognised that, as Governor of British Honduras, Sir Ronald Garvey had for years one of the most harassing jobs in the British Colonial Empire, and is entitled to long service leave—which he is spending with his family in England.

The Fiji Government is handicapped by the absence of some senior officials and now the highly competent Treasurer, Mr. R. M. Taylor, is to depart. The strong hand of Sir Ronald Garvey will be welcome, when it comes.

The Acting Governor, fortunately, has not got to carry the added burden of the Western Pacific High Commission. A new High Commissioner is on his way to Honiara, to make that his headquarters when he takes over. But none knows just when that change will take place. Mr. G. D. Chamberlain, Secretary of WPHC, has been carrying on as Acting High Commissioner.

TOA Withdraws NG Service

IT was formally announced, on April 15, that the service maintained by Trans Oceanic Airways, between Sydney and Port Moresby, by Solent flying-boat, is being withdrawn immediately. Increasing costs have made the economic operation of the service impossible. Qantas' Australia-N. Guinea fares have been raised, to meet rising costs.

Mr. John McWhinney, who was Government Secretary at Norfolk Island for several years, and who subsequently assisted the legal department in the New Hebrides, has now settled down in Sydney as a legal practitioner.

POLITICAL CRISIS IN NEW CALEDONIA

From Our Own Correspondent

NOUMEA, Apr. 3.

THERE is a pointer for all South Pacific Territories in the deadlock which has occurred in relation to the election of the General Council of New Caledonia.

Hitherto, the New Caledonian Parliament always has had a majority of European members — and a majority dominated by officials. Now, Leftist elements are trying to rearrange the constitution, so that the votes of Europeans and natives may have equal value.

Last year, in the election of a Deputy for New Caledonia and New Hebrides in the Chamber of Deputies (Paris), the franchise was extended to "literate" natives, and the test for literacy was so low that practically any intelligent native was allowed to vote. In the result, the pro-European candidates were defeated, and M. Maurice Lenormand, regarded as ardently pro-native, was elected.

At the end of 1951, a new set of laws governing the General Council was passed, in the first instance, by both Chambers of the Parliament of France. The new law provided that the Council should be elected by two bodies of electors — the Europeans to elect 16 and the natives to elect nine members. This is in accord with principles and practice observed in half-developed countries, like New Caledonia, the world over.

Under French law, this new set of regulations could not operate until it had been passed again (in the second instance) by both Deputies (National Assembly) and Senate; and when it came up again M. Lenormand, backed by the Communists, the Socialists, and some of the Moderates and Independents, challenged the new laws; and the Assembly, by 356 to 256, rejected the measure, and had it sent to a Committee for further examination.

Lenormand demands a common roll for both Europeans and natives — no racial discrimination. This, of course, would mean the swamping of the Council by natives.

BECAUSE of the continuing political crisis in France—where Government after Government has fallen through inability to solve the financial problems — the New Caledonian Council matter has been repeatedly postponed. Now, the term of the General Council has expired, on March 31. The

Territory is without a Council.

M. Henri Bonneaud, chairman of the Council, has flown from Noumea to Paris, and is appealing for an extension of the authority of the Council, until next election. He is supported by Senator Lafleur and M. Bichon, member of the Council of the French Union, and by the Degauillists, and part of the Moderates and Independents.

There now is bitter feeling in certain quarters of New Caledonia against Metropolitan France. It is felt that vital decisions are being taken there without adequate knowledge of conditions here.

As there is no Council, the Governor may lawfully implement any decision which he cares to take. For example, he could introduce the

much-feared income taxation in this country.

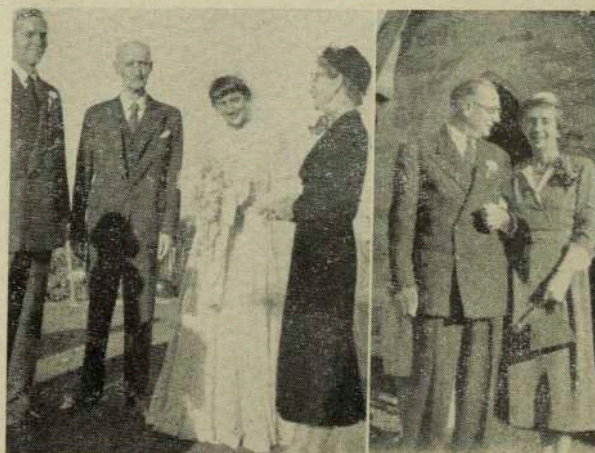
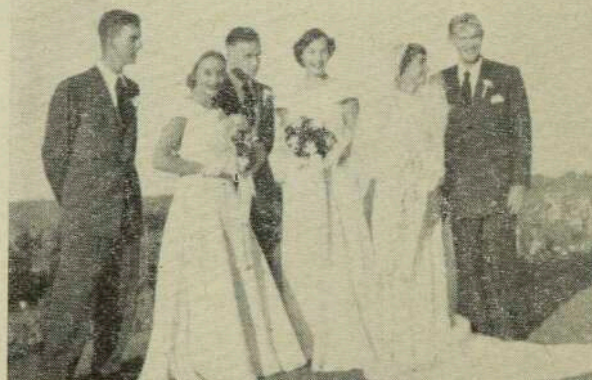
EDITORIAL NOTE—It seems clear that politico-economic pressure upon France (as upon Britain and Italy) is part of the Cold War being conducted by the Communist *bloc* against Western civilisation. While political conditions in France are in a confusion almost indescribable, Red agents have stirred up revolts against the French Government in Indo-China, Tunisia and Morocco; and worse is to come. This New Caledonian trouble is very small, in comparison with events in other French territories; but its genesis is plainly Red, and it all fits into the pattern. Sooner or later, France must go finally to the Right or Left, and must accept dictatorship for a term from her Degauillists or Reds. Only so can the crisis be ended. And modern history shows that, in these matters, what happens to France to-day probably will happen in Britain to-morrow.

EXON-COTTEE WEDDING

A happy wedding in exceedingly pleasant surroundings took place at St. John's Church of England, Robertson, NSW, on March 29, when Miss Elizabeth Exon, daughter of Mr. and Mrs. Frank Exon of Suva, was married to Mr. Ian Cottee, of Brisbane.

The small convict-built stone church is the proud possessor of beautiful stained-glass windows, and was just large enough to hold the guests. The reception was held at Glencraig, just out of Robertson, and the home of the bride's aunt, Miss Jocelyn Henderson. The bridegroom's parents flew from Brisbane for the wedding and guests came from three States and from Fiji. The bride wore a gown of lace and was attended by her sister Miss Jocelyn Exon and by Miss Margaret Cottee of Melbourne.

Photographs show (top) the bride and groom with their attendants in the grounds of Glencraig. Lower, left, the bride and groom with the bride's grandparents, Mr. and Mrs. Henderson. Right, Mr. and Mrs. Frank Exon outside St. John's.



THE EDITORS' MAILBAG

Who Was A. J. Jones, MLA?

IF anyone ever has heard of the Hon. A. J. Jones, MLA, he might help in restoring a trophy to its owner.

Mrs. V. A. Cooper, of the European Hospital staff, Rabaul, reports that her son, aged 4, picked up among the debris of that war-shattered town a sterling silver plaque, 4 inches long by 1 inch wide, bearing the inscription: "Memento, British Empire Exhibition, Wembley, 1924-1925. The Hon. A. J. Jones, MLA."

Many pre-war residents of Rabaul lost their household goods in the invasion and bombardment. If anyone recognises the plaque as an object of personal or sentimental value, he should communicate with Mrs. Cooper, at the address given.

Native War 'Compo'— New Angle

A PROPOS of the war damage compensation paid to New Guinea natives by the Administration—a million up to date, and another quarter-million in contemplation—we have an interesting note from a Rabaul correspondent.

"I don't think that many people south realise the extent to which the natives in some parts of New Guinea accepted Japanese control in 1942-44," he says. "You can't blame the natives. They know nothing of international affairs, and care less. The Europeans were gone, the Japs were here; it was just one form of foreign domination replacing another. Their troubles!"

"In a couple of years, they were as friendly to the Japs as they were to us. Certain villages on Bougainville, for instance, were specially marked on our maps as pro-Japanese. It definitely wasn't a good thing that any of our fellows should fall into their hands."

"When our forces began to come back, certain American formations had the job of seeking out and bombing all Japanese strong-points and settlements. Naturally, these native villages came in for attention. Some of the worst of them were pretty thoroughly strafed."

"Now we have the pleasure of seeing our old native enemies from those bombed villages getting compensation from the Administration. They charge up, on the most liberal scale, the pigs that were killed (perhaps) and the huts that were wrecked (maybe) by Yank bombs; and the

good old Aussie taxpayer pays, and pays. What a set-up!"

"A few thousand pounds should have been made available to District Officers, to pay out compensation on a reasonable basis in cases where they were satisfied the claim was genuine—and leave it at that. This fantastic system, devised by the Ward-Murray regime, of scattering millions among the natives, has done far more harm psychologically than it can possibly have achieved in material good."

A Small, Good Cricketer

SYDNEY newspapers have been making a fuss over David Ragg, aged 15, who has just been promoted to the first cricket XI of Riverview College. He is described as the smallest lad in GPS first-grade cricket; but David points out indignantly that he is 5 feet high and weighs 7 stone. A Sydney cricket commentator says these are "overstatements." David is grandson of Fiji knight, Sir Hugh Ragg, at present residing in Sydney, and son of Mr. David Ragg, of Lautoka, who is about to leave with his wife on a European tour.

Those NH Chinese

A forthright note from an old planter in the New Hebrides:—

"You are wrong in your February issue in saying that Chinese in considerable numbers are being admitted to New Hebrides as labourers. They are not coming in as indentured labourers but as *free men*, which is much worse. They are young, cheeky, and self-confident, and most dangerous in their daily association with our natives."

"What is going to happen? The Chinese are now opening new stores everywhere, selling drinks to the natives—in some instances demoralising them. . . . I will bet you that in less than 10 years even the powerful Burns Philp interests will be at a loss to know how to handle this growing Chinese menace in this group."

Inflation? Oh, No!

THIS inflation is not all in one place (writes a correspondent). About 1910, Mr. J. T. Bensted, well-known public servant, built at Ela Beach, Port Moresby, a good, roomy house, and it cost him £500. So far as one knows, it has not been

materially altered or enlarged in the last 40 years.

A couple of years ago, the Administration bought the house, furnished, for £9,000.

Now a section of it has been pulled down, to get the white ants out of it. Someone has calculated that those termites cost the Administration £1 per head!

Wanted, Home for Trophy

ANYONE in a public institution in Fiji got room for a tastefully carved bar-counter? Mr. L. A. Lawlor, of Suva, is seeking a home for a precious trophy.

In World War I, Fiji servicemen on leave in London made the bar of the Chandos Hotel their unofficial headquarters. Many of them cut their initials in the ancient wood. Among them we find "L.A.L.", groggily upright but typographically correct. Some time ago, the Chandos owners removed the counter, cleaned and polished it, and shipped it South to Les Lawlor. He claims he bought it during World War I. He was going to erect it in the old Club Hotel, in Suva; but the January hurricane blew the top off the hotel, which is now being demolished.

Most Suva people make bright quips about Mr. Lawlor's trophy, but it really does deserve a place among honoured and historically valuable relics in Suva.

US Consul in Tahiti

A CORDIAL official welcome was given Mr. Philip Haring, US Consul to French Possessions in the Pacific, when he arrived at Papeete in March from his headquarters in Noumea.

For nearly a century USA maintained a Tahiti Consulate. It was withdrawn a few years ago, and became the residence of Mr. Oscar Nordman.

Mr. Nordman now maintains, in the house, a permanent office for the use of the Consul, on his periodic visits.

At the Methodist Church, Raluaana, Rabaul on March 15, Miss Patricia Hill was married to Mr. Alwyn Creswell O'Reilly. A reception was held at the home of Mr. and Mrs. G. Kent of Malapau.

Fiji's War Memorial Anti-Tuberculosis Fund benefited to the extent of £2,813 from the sale of Health Stamps in the Colony between September 18 and December 31 last year.

Severe Fall in Copra Prices

LONDON, Apr. 5.

COPRA market trend is still downward. This week's quotations:—Straits—£60 Stg., Continental port. Slow fall from £65 in February.

Philippines—Now 135 US dollars, with slow sale to Continental port. Ceylon—Sales to Scandinavia, £66-£61.

Indonesia is now the main seller of copra, and is accepting prices consistently below other market levels.

Ceylon coconut oil has fallen £25 in two months, and is now quoted £75 per ton.

STARTLING TAXATION DEMANDS

High Court Cases Affect P-NG

NEXT month, in the Australian High Court, the Australian Taxation Department will try to compel several companies, firms and individuals who made large profits out of post-war enterprises in Papua-N. Guinea to pay taxation. The case of Milne Bay Merchants, Ltd., registered in Moresby (Mr. A. M. Westhoven, managing director) is typical.

A group which included Messrs. John Stubbs, Hornibrook and Lonergan bought Papuan salvage rights from Disposals and sold them to Vacuum Oil Co. at a very much larger figure. The oil company salvaged its thousands of precious drums and oil installation equipment, and sold the rest to Mr. Westhoven. The latter formed Milne Bay Merchants, Ltd., and that company gathered huge quantities of scrap in Eastern Papua, and made large profits.

Mr. Westhoven settled in Moresby and lived there for two years. He was assured he was clear of income tax.

Others did the same. Australian newspapers have just told how Mr. Reg. Eginton, now on his way with his wife to Europe, made £150,000 out of Papuan scrap.

Early 1951, Australian Taxation pounced. For many months, swarms of officials have been interesting themselves in the profits made by allegedly Australian interests in post-war activities in the Islands. The latter claimed they had Territories domicile and could not be taxed. Taxation men challenge on

BSI AWAITS ITS NEW HEAD Future of New Hebrides Connection Still Unknown

HONIARA, Mar. 31.

INDICATIONS at the moment are that Honiara will remain the "capital city" of BSI. There is much commercial and building activity, a picture theatre is going up, Chinatown is being rebuilt, rice and copra experts are here to advise us.

Tulagi—20 miles away across the water—will presumably be our cargo port. Administration officials and Government Trade Scheme staff (about eight altogether) comprise the European population there. The *Kurimarau* transhipped the cargo from the last *Malaita* from Tulagi to Honiara; and the double handling caused much greater damage and loss.

There still are no wharves at Honiara; but Trade Scheme are rebuilding their wharf for small craft.

Qantas start a weekly, instead of fortnightly, service in April.

The new High Commissioner and staff are believed to be coming to Honiara—but up to the end of March there was no sign of them.

No one knows what is going to happen: but many changes are expected.

The new HC, from Honiara, will govern the Solomons and Gilbert & Ellice Colony, but no one knows what is going to be done regarding New Hebrides.

The retiring Resident Commissioner, Mr. Gregory Smith, has departed for England and the following officials have also departed—either permanently or on leave:—

Police Superintendent E. J. Colchester-Wemyss, with wife and child.

Chief Radio Officer J. D. Davies, Customs Officer and Acting Postmaster W. H. Ramsay.

Secretariat Stenographer, Miss Daphne Thompson.

Trade Scheme Manager, R. J. Lotz.

Others now absent on leave:

domicile, and insist that most of them really have Australian domicile. Milne Bay Merchants, Ltd., have been double-taxed and fined, and asked to pay £75,000.

This case, and many similar, will go before the High Court in May. The Taxation claims have aroused intense interest. It is held that, of certain of them are allowed, a large proportion of the Panua-N. Guinea will become subject to Australian income taxation.

Postmaster, the Auditor, the Senior Agricultural Officer, two District Officers, Treasury Cashier, and the Welfare Officer.

The Administration is somewhat attenuated, and the list of "Actings" include some round pegs in square holes.

Before his departure, Mr. Gregory Smith was warmly entertained by various interests and a notable dinner was that at the Hotel Woodford on March 29, when Mr. K. H. Dalrymple Hay was host and the institutions represented included the Trade Scheme, Commonwealth Bank, Tenaru Timbers, Ltd., K. H. D. Hay Pty., Ltd., Ayrton Metal Co., South Pacific Traders, Ltd.

HOTELS ON THE 'CORAL ROUTE'

THE New Zealand Co., TEAL, is getting its Coral Route (Auckland) organisation into good shape ready for the cool season tourists.

Travellers from Australia, headed for Tahiti, are provided with 48 hours of hotel accommodation in Auckland (same coming back). If the Australians go by QANTAS to Fiji, to join TEAL there, they get 48 hours' hotel accommodation in Suva.

TEAL's Tahiti passengers, of course are provided with hotel accommodation for any overnight stop on route—such as Suva, Apia or Aitutaki.

Western Samoa (Apia) is not yet included in the Coral Route, but may be in soon. There are no hotels or Aitutaki—at present, it is merely a fuelling-place on the one-hop flight between Suva and Papeete.

IMPRESSIVE CEREMONY IN 'PIDGIN'

SOHANA, Feb. 26.

OF all the notable ceremonies throughout the British Empire which marked the passing of Britain's beloved King George VI none probably was more remarkable than the solemn Requiem Mass held in the Catholic Native Church at Yetta, Buka Passage, Bougainville by Bishop Wade.

After the Mass was given in the usual way, the Bishop turned to the assembled native congregation and repeated his panegyric in fluent Pidgin.

WATCH GUAM !

Strong Challenge to Hongkong

A DEVELOPMENT of interest is afoot, relating to Guam. In so many words, American interests are planning to make Guam a port of exchange for the potentially enormous trade of the North Pacific.

If only the threat of war can be removed, the possibilities of Trans-Pacific trade—between Asia, North America, Australia, and South America, and all the Pacific countries—are almost incalculable. Guam, as the all-American Territory nearest to Asia, could easily become an entrepot of the greatest importance.

Guam's very energetic Governor, Carlton Skinner, has written a pamphlet entitled "Guam, the Hongkong of the Future," and it is attracting wide attention. Guam, so situated in Micronesia as to maintain quick and easy contact with Japan, China, Southeast Asia, Philippines, Indonesia, Australia, and all the South Pacific Territories, is presented as an ideal base for American enterprise.

Special inducements to settle in Guam are being offered not only to traders, but also to financiers, manufacturers and transportation groups. There will be freedom there from many of the things that now harass

enterprise—perhaps even freedom from taxation. Guam spells Opportunity!

Hongkong must watch itself. We may all, with profit, watch Guam.

Who's The Champion ?

IN mid-March, in the Bay of Islands, New Zealand, Mrs. Kathleen Hassall, formerly a resident of Nadi, Fiji, hooked and landed a black marlin weighing 542½ lbs.

Sparkling headlines the world over said this was a woman's world record—that it beat by 30lb a marlin caught by Mrs. F. K. Farrington off the NSW coast in 1949.

Now, turn to that delightfully readable book, *Rainbow in Tahiti*, written by Caroline Guild, an American woman, and published by Doubledays in 1948. On pages 216-18, Mrs. Guild describes how she and her husband went down from Tahiti (where they lived for several years) to New Zealand, and fished in the Bay of Islands, and how she hooked and landed a black marlin which was officially weighed at 823 lb. She tells how she received innumerable messages, and the formal award of the woman's world championship.

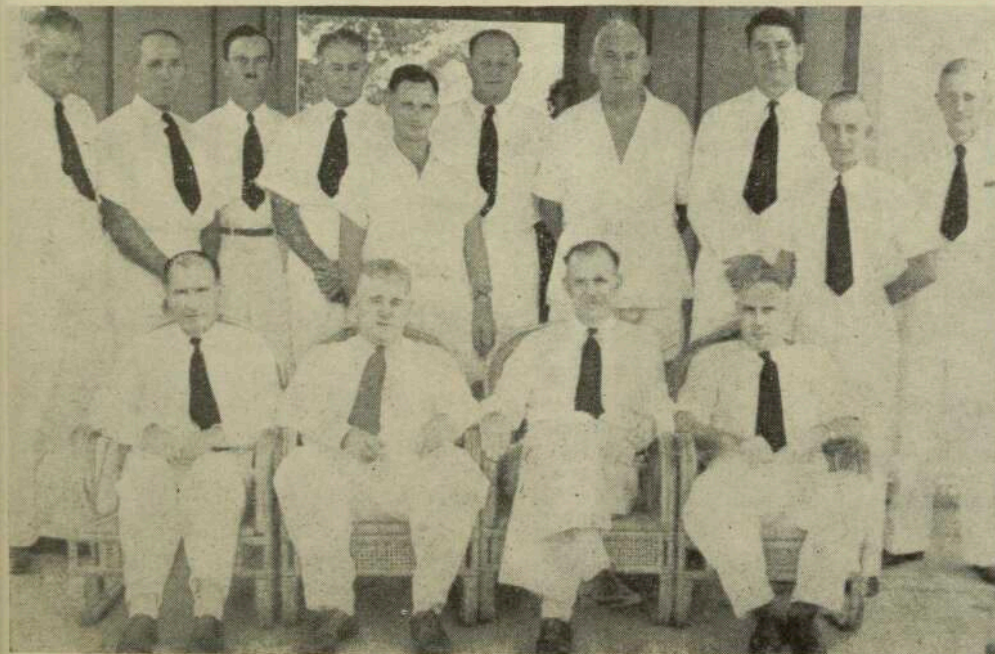
NG Urged to Plant More Trees

A DUTCH professor, Dr. J. P. Thyse, of the Department of Planology at Bandung Technical University of Indonesia, has recently completed a survey of housing in the South Pacific for the South Pacific Commission.

He said that satisfactory dwelling conditions exist in New Guinea for the native population at present, but in view of the improving standard of living, a better type of dwelling will be required in the near future. He advised the planting of more trees to meet the inevitable demand for timber.

The Professor's recommendation will surprise many people who have been convinced by recent publicity that New Guinea is a land of vast timber resources. Probably what the Professor means is that where timber is cut out there should be a vigorous programme of reafforestation.

Mr. Frank Exon, of Amalgamated Wireless, Ltd., has returned, for a few months, to the managership of the Fiji branch, after long leave in Australia. His next move is uncertain. Mrs. Exon and daughter Jocelyn expect to go back to Suva with him—daughter Elizabeth was married recently in NSW.



Servicemen's Parliament P-NG

This photograph (by J. Hill, of Lae), shows the office-bearers and delegates who attended the February Conference of the RSSAILA, at Lae, New Guinea.

SEATED: (from left to right): S. E. Pointon, Treasurer (Lae); Geo. K. Whittaker, MBE, State President (Lae); C. C. Beckett, Vice-President (Lae); Jas Peterson, Retiring State Secretary (Lae).

STANDING: L. Elliot (Port Moresby); C. Eldred (Wau); J. Hughes (Lae); L. A. Ashton (Wewak); R. Vaughan (Kavieng); R. F. Bunting (Samarai); Dr. C. Gunther (Bulolo); R. Watson (Sohana); J. V. Knight, State Secretary (Lae); R. Arrowsmith (Rabaul and Kokopo).

Absent: J. Gilmore (Madang); J. Whippy, Vice-President (Rabaul); Ian McDonald, Vice-President (P. Moresby).

SOUTH PACIFIC COMMISSION

Ninth Session on April 28

THE Ninth Session of the South Pacific Commission will open at headquarters at Noumea on April 28, and may last 12 days. The six member Governments of Australia, France, Netherlands, New Zealand, Britain and United States will each be represented by Commissioners and advisers.

Main item is the work programme, on which are 43 projects designed to promote the economic and social welfare of Pacific Islands peoples.

Mr. N. A. J. de Voogd, Netherlands Minister at Canberra, and recently appointed Netherlands Senior Commissioner will be chairman.

Problems associated with the catching, processing and marketing of fish in the South Pacific will be discussed at a fisheries conference, opening at Commission headquarters on May 14.

Dr. L. R. Catala, of the Research Institute of French Oceania, will now submit to the Commission his report on the economic development of coral atolls. In a six months' investigation, he sought ways and means of producing in the atolls more food of wider variety.

Rehabilitation work is still in progress at the Naduruloulou Introduction Garden of economic plants and trees, which suffered severe damage in the Fiji hurricane last January. This Garden is maintained by the Fiji Government, with Commission assistance.

An American leprologist, Dr. Norman R. Sloan, has been engaged under Commission health project H.7 to carry out an eight months' leprosy survey of Netherlands New Guinea, commencing this month.

An authority on tropical housing, Professor J. P. Thijssse, of the University of Indonesia, is now in Sydney preparing a report on native housing in the South Pacific. He visited Cook Islands, Samoa, Fiji, New Caledonia, Papua and New Guinea, and Netherlands New Guinea.

An English authority on vocational training, Dr. F. J. Harlow, is in Suva preparing plans for the Commission of a model vocational training institution for Islands peoples.

Mr. D. B. Roberts, M.A., has taken charge of the South Pacific Literature Bureau, recently set up by the Commission at its Social Development office in Sydney to stimulate the production of English and vernacular literature for South Pacific territories. Mr. Roberts was Acting

Director of the Central African Literature Bureau.

Pacific Fisheries Conference

PROBLEMS associated with the catching, processing and marketing of fish in the South Pacific will be discussed at a fisheries conference representing six nations in Noumea on May 14. United States will be represented by Mr. O. E. Sette, Director of the Pacific Oceanic Fisheries Investigations, Honolulu, and Mr. Vernon Brock, Director of Fish and Game, Territory of Hawaii.

The main objects are:—

(a) To work out a practicable method of bringing together all the relevant information available on fisheries in the region;

(b) To suggest the best way of investigating quickly the problems of catching, processing, transporting and marketing, and inducing people to increase the use of local fisheries products.

(c) To make constructive suggestions concerning a statement of the prerequisites for fisheries development in the region; and

(d) To consider and advise what role the South Pacific Commission could play in the development of the fisheries in the region.

GALATHEA REPORTS PROLIFIC FISH-LIFE

THE Director of the Auckland Museum, who made a cruise to the Kermadec Islands area aboard the Danish oceanographical survey vessel Galathea, reported that there was evidence of great quantities of fish being present in that area—but mainly at considerable depths. Good results should be obtained by trawlers operating below the 1,500-fathom level in that region.

The engagement has been announced of Miss Z. Whitcombe, granddaughter of the late Mr. F. S. Whitcombe, of Fiji, to Mr. L. G. Martin, of Suva. Mr. Martin, who comes from Queensland, was four years in the AIF, and was among the first Australians to land in Japan in 1945.

At a recent sitting of the Supreme Court in Rabaul, New Guinea, Terence Murphy was charged with assaulting a native and causing bodily harm. He was convicted and fined £30.

PROSPERITY IN SAMOA

APIA, Apl. 4.

PROSPERITY continues here. There is a great demand from NZ for bananas, but with such high prices ruling for copra and cocoa Samoans are disinclined to grow bananas.

Prices of imported foods from Australia and NZ are rising fantastically, and persons on fixed incomes are facing real hardships.

INQUIRY ABOUT NEW GUINEA TAXES

The Papua-N. Guinea Customs Inquiry Committee, set up by the Australian Government to examine the whole subject of Customs taxation imposed on the Territories leaves for the Territories on May 3. It will visit all main centres, examine existing industries and development prospects, and will be glad to have the opinions of individuals, organisations and firms.

This England

Extract from an article by Dr. Arthur Bryant, CBE, LL.D, in the "Sunday Times," London Oct. 21, 1951.

WHAT do we mean by England?

We do not mean merely a country or a great Power.

We mean a continuing society that stands for, transmits and guards a way of life.

That way of life is founded on the ideal, derived from Christianity, that every man, whatever his creed, calling or station, has a soul entitled to respect, freedom and justice.

Totalitarian tyranny, class hatred, the deliberate propagation of lies and the denial of justice in the name of any kind of corporate uniformity, are affronts and threats to that ideal and way of life.

Again and again, though always sadly, England has drawn the sword when her ideal or way of life has been challenged.

These, expressed in social and political forms, have been growing and taking shape all through our history; in the blending of Saxon liberty with Norman discipline and sense of obligation, in the tempering of monarchical orders with Parliamentary debate and independent Judiciary, in the widening of the bounds of democratic representation and privilege in the evolution of empire into self-governing yet partner nations.

And all through our history England has remained a cohesive force, ready, whenever need arose, to safeguard that priceless living legacy by unity and sacrifice.

It is unthinkable that this majestic and historic flood of freedom and justice "Should perish and to evil and to good Be lost for ever."

FRANCE-FIJI

Shipping Connection Restored

THE Suva branch of Burns, Philp (S.S.) Co. Ltd. has had success in trying to revive the sea-borne trade between Fiji and metropolitan France, and French possessions in the South Pacific.

The first Messageries Maritimes vessel to visit Suva since 1938 was the passenger ship *Sagittaire*, which arrived on August 4, 1951. She was followed in December by the cargo vessel *Helene Kulukandio*. The *Citta di Salerno*, which has been chartered by Messageries Maritime, is expected in mid-July.

Although the service is as yet infrequent, its revival makes it possible to get supplies of such goods as cement from France, without the problem of transport to an English port and then to some vessel bound for Fiji. The revived service will also make it possible to obtain wines, perfumes and clothing direct from France.

There is now a sea-link between Fiji and New Hebrides and New Caledonia, which cheapens the cost of travelling and of sending goods from Fiji to the two French possessions.

CURIOUS ANGLE ON N. GUINEA 'STATUS'

MORESBY, April 2.

THE RSL asked the Crown Law Department to clarify the status of natives and of Chinese born in the Trust Territory of New Guinea; and of Chinese born in non-British countries outside the Territory.

The authorities have replied that natives and Chinese born in the territory are "Australian-protected persons." Chinese in the last category are "aliens."

This has raised some interesting speculation. Someone has asked whether New Guinea natives—as they are not British subjects but only Australian protected persons—are entitled to hold seats in the Legislative Council.

G Factories Cannot Compete Against Ceylon

THE desiccated coconut factories at Beliau Island and Alexishafen (adang) have been forced to close down. The blame is placed largely on the high freight rates from New Guinea to the markets in Australia

—Ceylon being able to sell the equivalent produce in Australia at a figure below the landed cost of the New Guinea product. The Beliau Island factory is owned by a

subsidiary of W. R. Carpenter & Co., Ltd., Sydney, and the Alexishafen factory belongs to the Catholic Mission there. Both will open again if conditions improve.

Do You Remember?

TWENTY years back, Pacific Islands governments—like all others—struggled with the dragon we called Depression. But there was some light in dark places—Britain had recently gone off the gold standard and this had stimulated interest in gold discovery. In New Guinea, the first of the BGD dredges began to take gold out of the Bulolo, dozens of other small gold mining companies were being formed, and in the Solomons optimists were assuring themselves that there must be gold there, too. NG mining went on to save that Territory from financial disaster but to-day, 20 years later, they are still in much the same state of dither over their problematical gold in BSI as they were in April, 1932—but in defence of that much-maligned Protectorate, we can say that BSI's troubles in this direction have not been so much lack of gold as too much politics.

Here are some extracts from the issue of April, 1932—some to make you laugh; some, perhaps, will make you give up sighing for the good old days:

Things that could have been better put! We allow the late A. J. Vogan to say, in regard to the newly-appointed Administrator of Norfolk Island (C. R. Pinney, formerly an official in the Papuan Administration and son-in-law of Sir Hubert Murray): "The new Administrator is a particularly able bushman and a mountaineer; and took the first woman to cross New Guinea—famous Miss Phillipa Bridges, of Devonshire, authoress of *A Walk About Papua*—from Port Moresby to Buna Bay, a great feat of endurance for them both."

"The Macdhui, which arrived in Sydney on March 29, brought mail from the New Guinea goldfields, posted there just seven days before. Usually it takes 13 days for mail to reach Sydney. A plane flew the mail from Wau to Port Moresby."

Our Thursday Island correspondent asks: "Will there ever be an end to the discovery of new synthetic products which threaten the great natural industries of the tropics? We fear that this is too much to expect from scientists who must justify their existence. Natural rubber at present is sold at a figure below production costs, but can now be undersold by a synthetic article manufactured by the du Pont Company (USA) out of limestone, coal, salt and water."

"History was made in New Guinea on March 21, when the first of the Bulolo

Co.'s big dredges was set in motion by the Administrator. Within a few days the dredge was winning rich gold. A notable feature was that the whole of this heavy machinery was transported to the field by aeroplanes."

"... Drastic changes are intended in New Zealand Reparation Estates (Western Samoa) owing to a large deficit incurred during the current year. A Government official stated recently that NZ committed a blunder in not disposing of the Estates years ago. Deficit for the financial year ending March 31, 1932, is £40,000."

"Promoters of the Sangara (Papua) sugar-growing project have acquired 20,000 acres in N-E Papua, back of the deep-sea port of Buna, and propose to cultivate Badilla sugar-cane, 40 acres of which are already under test plantation. The promoters say that conditions surrounding their enterprise are so favourable that they can produce profitably and show a satisfactory dividend at present prices—on which sugar producers in other parts of the world are making no profits at all." (History showed that the Sangara promoters were wrong and that the rest of the sugar-producing world was right.)

Under the heading "Copra Prices Rise 40 Per Cent. in Apia" we stated that copra in Western Samoa was bringing £8/10/- per ton.

We describe, with enthusiasm, how science has evolved a method "by which efficient refrigeration can be maintained without electricity or gas."

By this method, you heated up a freezing unit over a primus stove for one hour daily, then plunged it into cold water to cause the "necessary chemical action" and placed the freezing unit in the refrigerator where "for 24-36 hours it will maintain a sufficiently low temperature to freeze water, if required, or keep the contents of the larder fresh and palatable."

These contraptions, fore-runners of the ubiquitous kerosene refrigerators of to-day, went under various trade names, but in the Islands were generally called "Icy-balls." Sometimes they were not so icy, but they had one advantage over more modern refrigerators in that they cost less than £30.

Describing him as a "young man who is well-known in New Guinea, where he was employed in the Administration from 1922-1926," we report that Mr. W. C. Groves would be a passenger on the April Montoro to New Guinea and that "he has been awarded a Fellowship for research in anthropology by the Australasian Research Council... he will work from a special camp in the central district of New Ireland." (Mr. Groves is now Director of Education, Papua-New Guinea.).

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TERRITORIES TALK-TALK

By Tolala

FOR downright drivelling inanity, launched for political obstructionism, give me the critics of Australia's report to UNO on New Guinea. Moscow Radio charges us with not taking any steps whatever" to develop NG towards self-administration. The Soviet representative wanted a complete description of all lands alienated and Irak (of all places) wanted to talk about self-government for the natives.

How much war damage would the Soviet have paid NG natives?

Belgium, France, Salvador and Russia were delegated to draft comments and recommendations for the Council on Australia's report. Certainly a fine combination of colonial experts.

:: :: ::

A native in Madang has been ordered a caning as well as six months gaol for an offence against a European girl. This is reported to be the first corporal punishment imposed in the Behind Days, and no doubt Russian Rep. Soldatov in New York will raise a cry to high heaven. But he can rest assured that when Judge Phillips orders corporal punishment it is well deserved.

By the time Soldatov hears about the caning it will probably have grown to a "flogging" and translators should be careful to differentiate between the two modes of punishment—that is, if there is such a mild degree of punishment in Russia as caning.

:: :: ::

The Moresby paper, *SP Post* started a flutter in some of the mission dove-cotes recently when it referred to "umpteen varying brands of religion among a small population. . . ." and suggested the advisability of "screening" missionaries. The number of varying denominations in the Territory, to me, has always been a matter for regret owing to the confusion caused in the native mind where these sects overlap and compete for the saving of souls. Sectarian bitterness has been responsible, on more than one occasion, for criminal actions in the Territory's Courts.

Perhaps if a few disciples of the prophet Mahomet began propagating their particular creed (there is freedom of religion in the TNG) such might tend to a more co-operative spirit amongst the Christians, of

whom in the TNG alone there are at least eight different denominations.

I remember one case of 40 years ago in NG, when a native missionary hanged himself as a result of inter-denominational strife.

He didn't die, because I happened to cut him down in time. But it is remembered as an example of the

effect of religious confusion upon the native.

My eye caught a report of a mission pastor being sentenced to two months with hard labour on a charge of theft. A native charged with a similar offence received two months in the boob without hard labour. Mr. Soldatov, please note.

:: :: ::

A suggestion was made recently in Moresby that native motor vehicle drivers should have their photos on their licenses. This was practised in

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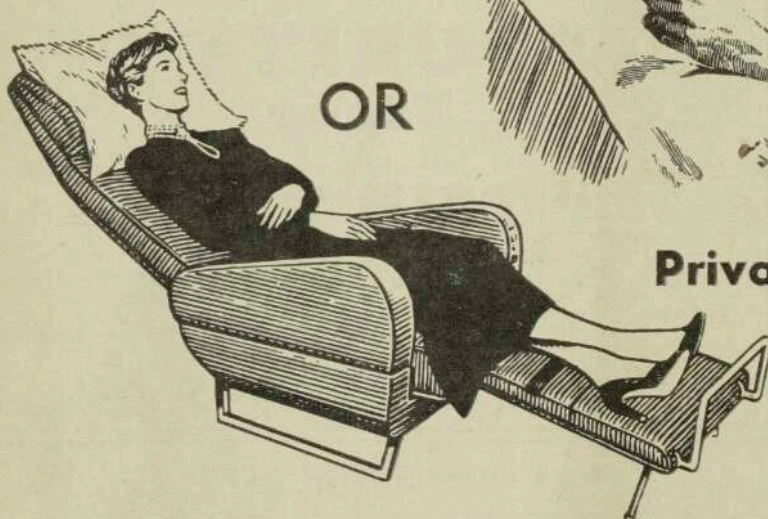
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Rabaul Before with native cyclists and proved a good idea. It ruled out rafficking in permits and was popular with the local bike-riders—almost as popular as it was with the Chinese photographers who turned over a good penny.

And so Kieta is again to be a main port in the old German Solomons, or Bougainville. And just let me here make mention of the many times I've heard reference to Bougainville being in the British Solomon Islands.

Geographically, of course, it has always been in the Solomons, but not politically, and is one of the brightest gems in the old TNG's crown. There were more British interests in Bougainville during the German regime than any other area in the German possessions. This was due to the acquisition by the BP Coy (CPL) of such estates as Soraken, Bainu, Teosino, Arigua and Konua. And this acquisition was due to the German Jap (Captain Doellinger) a very rare type of colonial administrator. There was a wharf there for inter-island vessels back in 1912, and Kieta is one of the finest harbours along the coast, hence its selection by the Germans as the chief port.

So Bert Gaskin has said a farewell to Rabaul. He should know his Rabaul by now. In earlier days he was an officer of the Commonwealth Audit Department there and later took over the Cosmopolitan Hotel. In post-war years he did much for the rehabilitation of the town and is a man whose influence will be missed.

Chinese residents in NG are clamouring for representation on the Legislative Council and have gone so far as to demand it from the UN Trusteeship Council.

Chinese have come a long way in NG during the past 60 years when the Neu Guinea Compagnie first bought them in as artisans and plantation labourers. Main reason for the former class was the German prejudice to a white man performing menial labour such as carpentering, tin-smithing and the like. A thing not shared by the Australians when they took over the country in 1944, which somewhat surprised the natives.

By the 1920's most of the Chinese had taken over trading stations and a few small stores, which constituted the main town in Rabaul and other outposts.

In Rabaul there were a few major merchants like Akun and Ah Tam,

and there was the famous Ah Chee, hotel-keeper.

Chinese plantations were confined to the South New Ireland coast, but now have spread almost everywhere.

In the middle thirties a move was started to eliminate from Pidgin English the word "Kong Kong," designating a Chinese person, and since that time they have become more or less vocal. During the Jap occupation the known Kuomintang supporters received short shrift, several of the leaders being summarily executed. Where the sympathies of the present generation lie would be hard to say. Like most other minorities they suffer from a certain amount of

inferiority complex besides being purse-proud. Papua, anyway, has no such problem for they were never permitted to settle there.

Reports from Manila tell of a volcano pushing itself out of the sea and rising, after several days, to a height of 500 ft. Rabaul's Vulcan, in 1937, after about 12 hours built up to over 600 ft. It gave a living example of how volcanic hills are formed. Eight years later it was covered in vegetation.

Missionaries in the Rooke Island Group, NG, according to a recent ABC broadcast, are looking for en-

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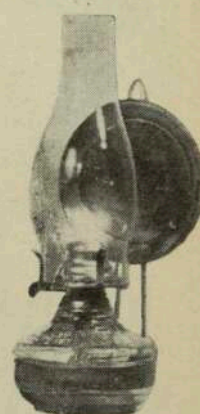
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thusiasts to buy them heifers at £50 a pop. Any bidders?

A correspondent wrote in recently saying that if the TNG had only become Australian territory when the League of Nations went phut it would have saved the Commonwealth a pot of money because it would not

have had to spend so much in window-dressing for the UNO's edification and the natives would probably have been relegated to the same position as the Australian abo. I don't agree with this correspondent, although he has something with which to prove his case—judging by past experience.

IMPORTANT REFERENCE BOOKS

A PACIFIC BIBLIOGRAPHY.—By C. R. H. Taylor, Librarian, Alexander Turnbull Library, N.Z. 10,000 references to the native peoples of Polynesia, Melanesia, and Micronesia.

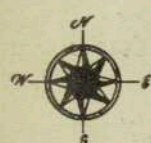
52/6 (post 1/11).

CAPTAIN COOK IN NEW ZEALAND.—Extracts from his Journals, recording in full his adventures and discoveries in N.Z. Edited by A. H. & A. W. Reed. Well illustrated.

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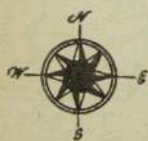
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MORE JUTE NOW AVAILABLE

Future of Kenaf Industry

COINCIDENT with a report from Mr. W. L. Greenhill, CSIRO Fibres Research Laboratory chief in mid-March, that tests carried out on New Guinea-grown kenaf fibre in America had been satisfactory, came a warning from the Australian Agricultural Council.

The Council cautioned that press statements suggesting Australia would soon replace its jute imports with locally grown fibres, were not only misleading but could jeopardise the Australian project.

The Council stressed that much more work had to be done before commercial production in New Guinea and Australia was proved and no private enterprise could consider the heavy capital cost involved unless guaranteed by the Government against competition from overseas. A slight increase in production of jute overseas could make any Australian project completely unprofitable as a business venture.

The Council mentioned that the jute sack situation, as regards stock held in Australia, was better than it had been for some years. A good jute crop in Pakistan had also caused some recession in the price of jute products from that main source.

The Indian Government has allocated 120,000 tons of jute to Australia for the current year and was anticipated that, due to a poor wheat harvest, probably only 100,000 tons would actually be used, the remainder being held in stock. (The Pakistan raw jute is processed in India).

Some Sydney jute merchants said the fixed price for jute sacks should show a substantial fall in Australia — despite probability of import restrictions reducing present stocks.

On the "kenaf front" Mr. Greenhill (CSIRO) reported that his New Guinea visit assisted him to consider the most economic methods of production and processing, investigate mechanical decortication of the fibre rather than retting (separation of the fibres by long immersion) and make a general inspection of the kenaf and Manila plantings near Lae and Rabaul.

Also during March the first shipment of Kenaf fibre—two bales weighing in all 400 lb—from Bubi (Markham Valley) left for the D.

Department of Territories, Sydney — probably to be experimentally woven in Australia. Valued at 3/5d per lb. its production cost is said to be comparable with world kenaf prices. Whatever happens regarding Pakistan-India jute, indications are that the Australian Government intends pushing ahead with local fibre developmental work, which it considers to be of strategic importance.

Mr. A. J. Gaskin, one of Rabaul's best-known businessmen, has disposed of most of his interests in New Guinea and, for health reasons, will in future live in Australia. He retains his interest in the Cosmopolitan Hotel, Rabaul, but this well-known establishment has been leased to Mr. Norman Lee for 10 years. Mr. Gaskin went to the Territory in the early 1930's as a member of the Commonwealth Public Service. He later resigned to go into business on his own account. He was a veteran of the First World War and an enthusiastic member of the RSSAILA. During the Pacific War he temporarily went back to the Commonwealth Service and as an official of the Territories Department was able to assist many Territorians during a most harassing period of their existence.

The growing of fibres offered a marvellous opportunity for developing the national resources of New Guinea, Mr. J. M. Dempsey said in New York in March. He has just returned from making a survey in Papua and New Guinea at the request of the Australian Government.

He spent two months studying existing plantings, principally about Port Moresby, Madang, Dylup, Lae and Rabaul.

Mr. Dempsey said NG Kenaf fibre has been sent by air to the US and spun into excellent jute-type yarn. He believed fibre development in New Guinea would be substantial.

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Development Afoot In P-N. Guinea

CO-ORDINATION of developmental plans and activities in Papua-New Guinea is the purpose of a new Development Board which has just been announced in Port Moresby.

It will presumably fix priorities, allot materials and staff, and try to link such activities with the Canberra plan to encourage private enterprise in the territories.

Its first and most urgent job is to consider and earmark land suitable for Government-encouraged European settlement. That has been held up for years because Moresby would

not make the necessary decision about the land. The Board comprises: Messrs. D. M. Cleland, chairman; Government Secretary, S. A. Lonergan; Director of District Services, J. H. Jones; Director of Agriculture, R. E. P. Dwyer; Director of Forests, J. B. McAdam; and Secretary for Lands, P. Holmes.



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BOG-HOLES AND RED CARPETS FOR NG'S POLITICAL GUESTS

THE gloom of long-suffering Australian taxpayers was momentarily lifted at the end of March when it was learned that their Minister for Works and Housing, Mr. Kent Hughes, and official party, were stuck with their aircraft axle-deep at a spot no one had ever heard of in the Central Highlands of New Guinea.

It was a comfort to find that these official junketings, which air-transportation has made so fatally easy, are not always a matter of red carpets.

The Minister and his party were inspecting Works and Housing Department projects in the Territory, using a RAAF Dakota. They spent the night of March 27 in Lae where apparently there was so little W & H activity that next morning they took off for Garoka in the Central Highlands. Garoka and the Highlands are interesting to visit but what the W & H programme is in the area have not learned. The RAAF pilots, unacquainted with the country, landed by mistake at a little-used strip called Finintegu about 20 miles from Garoka. This is the wet season and the Dakota promptly became bogged and the party stranded.

This was 9.30 a.m. Frenzied calls eventually (3.30 p.m.) brought in Mr. L. Crowley, from Lae, with his small Curtis Robin plane. He ferried the party, one at a time, to Garoka. The Minister was last to leave, after he was persuaded that much effort

and dry weather would be needed before the Dakota could be shifted.

The crew stood by, all night. Senior officers arrived next day. An attempt to get the plane air-borne put her deeper in the mud, the nose dipped, and the props were damaged. Later, crews were flown in to carry out earthworks and improve the strip. A Dakota, at Finintegu's altitude (4,800 ft.) needs 3,000 ft. of runway. Finintegu has barely 2,000 ft.

While this went on, eleven other parliamentarians, also taking advantage of the Autumn recess, were touring Papua-New Guinea in another RAAF Dakota. Government and Opposition members were in this party and their purpose was to inspect air and naval stations in Queensland, Port Moresby, Lae, Manus and Rabaul.

AIR-TRANSPORT has done much for Papua-New Guinea but on the debit side can be entered the increasing number of perambulating politicians, bureaucrats, party hangers-on, and "experts" of this and that, who have been wafted in that direction in the past six or seven years.

If it followed that these people returned to Australia able to understand the Territory's problems better, it might be regarded as worth the taxpayers' money. But their utterances



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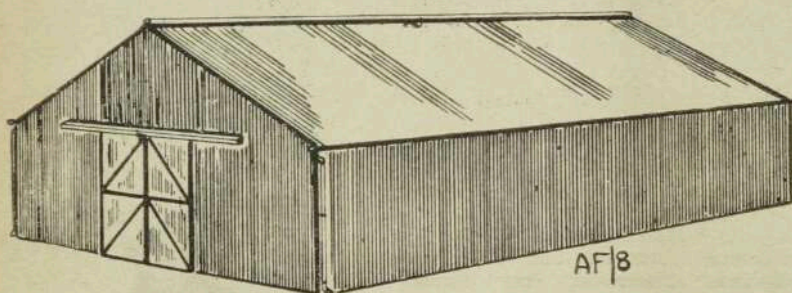
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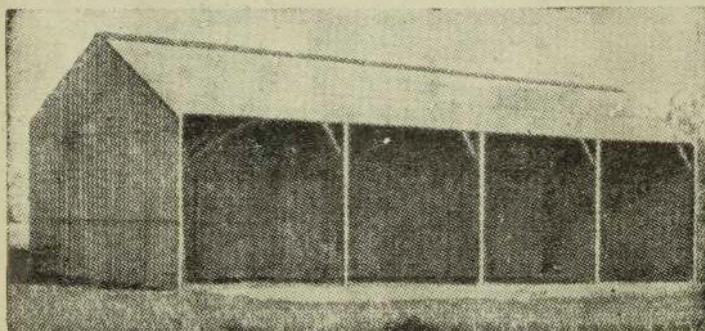
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in Parliament and elsewhere make abundantly clear that they see only what is pointed out to them and put a wrong interpretation on that.

Great dissatisfaction has been expressed for years on the Territorial activities of the Works and Housing Department. If the Ministerial visit is now followed by a shake-up and more efficiency in that Department Territorians will cheer their heads off. But more often than not, such visits afford only an excuse for more buck-passing and the Ministers concerned develop even greater ability for blinding the putter of Question in the House with even more baffling science.

In the Territories, Parliamentarians and other assorted VIP's come and go and their comings and goings do not affect the majority of residents. But to the minority of officials, the wives and their households, the visitations are very real. Frequently, the smaller Government stations, Mr. and Mrs. District Commissioner have to take the party into their own home where usually it falls to Madame's lot to provide for their entertainment. This she does with skill and charm, no matter what her private inclinations and personal problems, while her husband spends precious hours showing the official party the speckless station, local points of interest, and local gentrification. Everyone, from the cook-house "monkey" to the oldest inhabitant of the local calaboose, is on his best behaviour and no mention is made of the days or weeks of preparation for the event.

The official party goes on its way smacking its lips over good food and drink, chattering of the charm of life in the tropics, the ease of entertaining with native servants at hand, the smoothness of Administration, the well-behaved natives, and the "great potentialities" of this vast rich country that could supply Australia with everything every need.

Mrs. District Commissioner probably takes to her bed with five blankets and some paludrine; the cook-boy decides he has had enough and must go back to his village; the cook-house monkey heats up a tin of M.V. for the Masta's lunch; and Mr. D. C. gets back to his interrupted work of governing the several thousands of cranky natives who, the day before, danced and sang and grinned for the edification of his English guests.

Mr. V. Leunig, of Sangara, Papua, has been in Sydney for some time. He has undergone a severe operation and is still seriously ill.

YOUR FUNGUS, SHARK-FINS ETC. ARE VALUABLE

BACK when Bully Hayes was a boy and copra was scarcely known, mention of Pacific Islands immediately raised visions of products like sandalwood, fungus, beche-de-mer and shark-fins.

We cannot speak for sandalwood, but lately one of our advertisers, the Sydney firm of G. H. Robinson Exports & Imports Pty., Ltd., informed us that there is a good market for the other three.

For some time past, this firm has been receiving consignments of fungus from Tonga and shark-fins in large quantities from the Gilberts. The demand for good-quality beche-de-mer at present exceeds the supply.

Prices are strictly according to the quality and variety of the produce, which can only be determined upon inspection, but it probably would be worth while for native co-operatives and others to investigate the market.

The records show that a fair quantity of fungus was shipped from Rotonga many years ago, and that many of the atoll islands have in the past handled beche-de-mer.

The fungus referred to above grows on tree-trunks and in Tonga is called Tolingalinga. It is believed to be used in Chinese medicine. About 1934 Niue Is. was shipping considerable quantities which was then bringing about £72 per ton.

Thorough drying of the produce before shipment seems to be the most important requirement. The firm mentioned herein will gladly comment and advise, on the basis of samples forwarded.

These products find their way eventually to Hong Kong, Singapore, and wherever there are Chinese who can afford a fancy diet.

Kevin Walker met a European ship-owner in a Rabaul bar, and bought binoculars from him. Next, he appeared in court, charged with a Customs offence. He was discharged, with a warning, when he pleaded that he had no suspicion the goods had been smuggled ashore.

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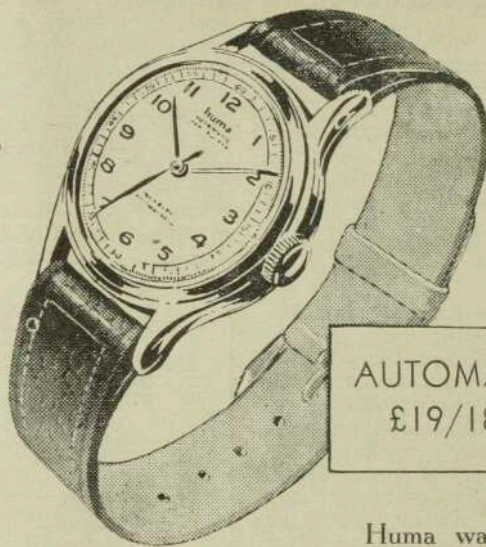
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NEW IRELAND METALS

PLANs for a geological expedition to explore the southern portion of New Ireland, and to inquire about certain valuable minerals believed to be there, have been submitted to the Papua-New Guinea Administration by Mr. H. L. Schultze of Kavieng; and the Government has indicated keen interest in the project. Hopes now are entertained that something

may come of it.

Recently, Mr. Schultze had searches made in Germany for old scientific and other records bearing upon New Guinea land and resources, and reports some success. He discovered that Professor Walter Behrmann, the well-known cartographer of the Sepik Chart, is still alive, and he is now in correspondence with Mr. Schultze. Although New Guinea has long passed

from the control of Germany, Dr. Behrmann manifests keen interest in the future development of the Territory into which he put so much work, so many years ago.

ADO SMITH NOT GUILTY

From Our Own Correspondent

MORESBY, March 28.

ADO SYDNEY STEPHEN SMITH, on March 2, was found not guilty of doing grievous bodily harm to Constable Le'e Taita. The charge arose following an incident last year when Smith was leading a Patrol in the western district of Papua and as a result of which the policeman lost an eye.

In his summing up Mr. Justice Gore said that he was certain Smith had no intention that the incident should end so unfortunately as it did. Both parties had been standing close together in a tent and had been very angry. There was some doubt as to whether the native had adopted a fighting attitude and he would give the benefit of that doubt to the defendant.

Patrol Officer D. Clancy returned from the School of Pacific Administration at Mosman to give evidence at the trial.

ADO Sydney Smith will now go to the School, for a term.

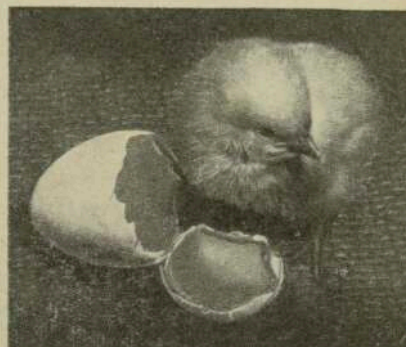
Memorial Service to King George VI



A memorial service was held for the late King George VI in Nukualofa, Tonga, on February 16. The photographs (by Hettig) show, at left, Queen Salote and Prince Tugi (dark glasses) with the Rev. F. C. Bastian (left) and the Rev. A. E. McKay, arriving at St. Paul's Church. At right, HBM's Agent and Consul (Mr. J. E. Windrum), and Mrs. Windrum outside the church.

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TOURIST HOTEL FOR RAROTONGA

MR. JIM PRICE, an American, who first went to Rarotonga about five years ago as skipper of his yacht *Myrtle-S*, and later returned

from Honolulu to a job in the Rarotonga power station and more recently was engineer in A. B. Donald & Co.'s vessel *Charlotte Donald*, is reported to be building a native-style hotel at Muri, Rarotonga.

At present accommodation for visitors to Rarotonga is restricted, most

of the accommodation in the Government-operated Rarotonga Hotel at Avarua being occupied permanently by Administration and business-firm staff. A special annex has been built in the hotel grounds to house the staff of the NAC aircraft when the plane stops overnight, but other round-trippers often have difficulty in finding private accommodation and when they do it may be of a very poor standard, indeed.

Mr. Price's hotel, though several miles out of "town," should be a distinct tourist attraction if he can overcome the transport problem to "town" and the rather heavy incidence of mosquitos in the area. Muri, on Ngatagiia Lagoon, on the east coast of the island, is ideal for swimming and canoe sailing and is probably the most attractive coastal spot on Rarotonga.

The hotel will, we understand, consist of a central dining hall of palm-thatched, open-sided construction, and a series of small, native-style living huts.

As an American, Mr. Price should know how to run a hotel the way dollar tourists like it run. The people of Rarotonga wish him good luck in his new venture which deserves to succeed.

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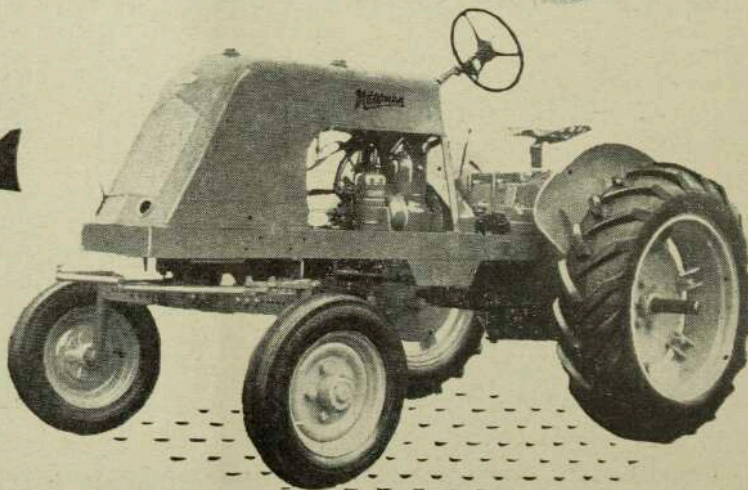
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ively Developments n The TOP Industry

INTERESTING developments, some of which may influence the islands fisheries, have taken place since our article on the Australian shell industry was published.

Early in February the Fisheries Bill and the Pearl Fisheries Bill, were passed rapidly through both houses at Canberra, without debate or comment. Their effect was to empower Australia to proclaim specified areas beyond the internationally agreed 3-miles limit over which Australia could control and regulate all fishing activities.

The bills introduce a system of licensing, confer powers on State officials to board vessels within the seas to examine unlicensed suspects, and empower the Government to levy fines and seize vessels.

The legislation can only be applied against a foreign vessel after the foreign Government concerned has accepted the legislation. Just how Japan, for example, can be persuaded to agree is not clear at present. However, the Bills had to be passed before foreign governments could be approached. Efforts probably will be made to negotiate agreements with Japan, Philippines, Indonesia, the Netherlands and Portugal. Meanwhile, only Australian vessels operating in proclaimed areas outside the 3-mile limit can be interfered with, under international Law.

Darwin and Broome have reported that Indonesian divers and operatives, who manned pearling craft last season, have not returned for the 1952 season.

Shortly before the end of last season, the Consular Attache to the Indonesian Embassy at Canberra visited the fisheries. The attache reported very unfavourably to his government on the working and living conditions aboard the pearling vessels.

THIS development has completely immobilised the Broome and Darwin fisheries — which, with Indonesian divers, had operated at an advantage over Torres Strait shery, with its less skilled Torres Strait Islands operatives, who largely man their own vessels.

Next step was that the Federal government announced, following

representations from the master pearlery (the boat-owners) at Broome, and a satisfactory report from official investigators, that the entry of 35 Japanese skilled divers, tenders and lugger crewmen would be permitted, subject to strict controls, for one year.

This announcement was immediately followed by a clamour in Darwin, where local citizens are evidently opposed to the use of Japanese, no matter how profitable their employment might be to the industry. Some labour spokesmen seized upon the subject as a handy political weapon, approaching the problem from an anti-Japanese rather than a pearling-industry point of view.

As the Darwin Branch of the RSL supports the protest, it now appears that either the Darwin pearling industry—an area from where the best of the shell is derived—will remain at a standstill, or conditions for the Indonesians will have to be greatly improved, which might mean the scrapping of the present luggers and certainly would mean much increased operational costs.

At Thursday Island there are solid grounds for refusing skilled Japanese labour, as the Torres Islanders are dependant on the industry for their own livelihood.



SOUTH SEAS ISLANDS PHOTOS, 2½ in. x 4½ in.

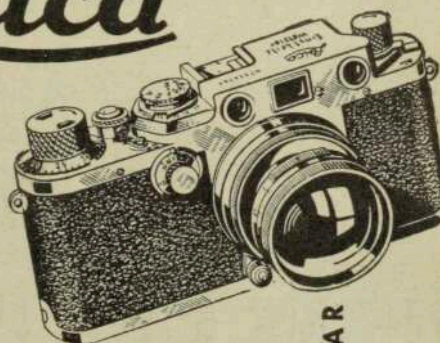
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No similar situation exists at Broome or Darwin.

Apart from a well-justified hatred—which in the long run will be abandoned—fear of spying activities is one reason for the ban against Japanese.

Mr. P. H. Mendis, an independent Torres Strait master pearler, bound for Ceylon, reported that his trip was intended to open up a new market for his own trochus shell: he hoped to get £110 per ton. Large quantities of locally-fished trochus are used in Ceylon, but Mr. Mendis pointed out that the Australian trochus was less brittle and superior.

**Moresby Has Cars—
Also Export Restrictions**

From Our Own Correspondent

MORESBY, Mar. 28.

PORT MORESBY must be one of the few towns—if not the only one—in the sterling area where an American car can be bought "off the hook".

Most car importers took advantage of the last dollar allocation (which followed the Menzies loan) to order the best sedan cars and these are now arriving in sizable shipments. Retailers, at first, had no difficulty in securing orders but then Customs announced that American cars could not be taken out of the territory within a year. Many people then cancelled their orders but some claimed that the Customs Regulation could not stand up in a court of law.

So the Administrator solved the problem by proclamation in the Gazette. Using his powers under the Customs Ordinance, 1951, he prohibited the export of any car.

This Ordinance gives the Administrator power to prohibit the export of goods where, in his opinion, their exportation would be harmful to the territory.

The terms of the proclamation permit limited export "if the consent in writing of the Chief Collector of Customs has first been obtained". This means, of course, that if you wish to export a sterling car, OK; but if you wish to export an American car, nothing doing.

Which is fair enough; the retailers pulled a fast one in using dollars for cars instead of for essential equipment for developmental purposes.

FIJIAN PRODUCER IS NOT FREE

Orthright Charges By An Old Resident

Letter to the Editor

ON January 31 there appeared in the *Fiji Times* an article contributed by the Fijian Affairs Board entitled "Fijian Economic Future." The article was a collection of facts, figures and inaccuracies.

The writer dealt with a voluntary system of deducting a certain amount per ton from native products—mainly copra—so that a central fund could be drawn upon for constructional improvements in the villages—a very sound idea, on paper. It quoted the system in operation and the benefits that had already accrued from it, and it was suggested that the system be legally made compulsory.

On February 7 there appeared another article—or, as it was labelled in brackets, "Advertisement." It was addressed "To the Fijian People," and was signed by Morris Hedstrom, Ltd., per J. M. Hedstrom. It was the contention of Morris Hedstrom, Ltd., that the proposed scheme was not a voluntary one as far as the

Fijians were concerned, but one of coercion and misrepresentation. In their own words:

"The scheme is not a voluntary scheme, in the sense that each individual Fijian-producer is permitted of his own free will to decide whether the deduction for the Fund shall be made from the proceeds of his produce. All Fijian officials have been persuaded to support the scheme with all their power, and the structure of Fijian society being what it is, that power is very weighty. The mistaken belief that any producer who does not take part in the scheme is breaking the law has not been discouraged, and is still held in some districts."

This was the main reason that Morris Hedstroms refused to take part in the proposed scheme. And, to this day, they have remained firm in their decision.

OVER two years previously an alleged voluntary scheme was inaugurated in some provinces; and it was partly the results of this scheme that prompted the decision of Morris Hedstrom. I can speak with authority of the conditions in force in my province at that time and I doubt whether there was one single instance of the copra deduction being voluntary.

From the time it was first introduced the whole scheme was distinguished by misrepresentation and intimidation. When the DO gave a true version of the scheme, he would be contradicted in his absence by the representative of the Fijian Affairs Department.

It seems to be unknown to higher officials that the District Council is the easiest method used by minor officials (Fijians) to coerce the Fijians. They assert their assumed

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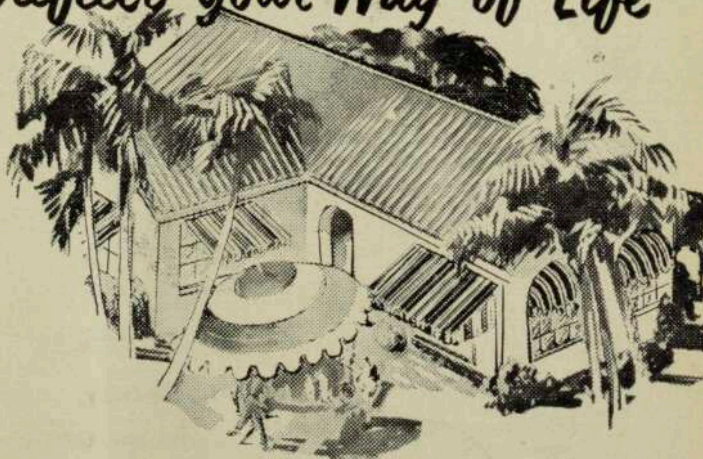
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authority in influencing the decision of the Council, and having it passed off officially as the will of the people. This is quite contrary to the most recent prerogative of the District Council, as laid down in the Native Regulations.

When the Fijian Development Fund Bill was passed last year, it

occurred to many Fijians that the new scheme was identical with the old and, if the new scheme was legal compulsion, the old could not have been. Immediately, the "voluntary" deductions fell off to nothing, right up until August 1, when the Ordinance came into force.

Since then, authorised copra buyers

through the Group have been more or less abiding by the conditions of their licences (or the licences of their employers). While the Fijian Development Fund Board in Suva have all information at their fingertips—at least as far as it concerns them—no check apparently is being made on the producers' behalf. As long as the pink receipt copies are supplied to the Fijian Development Fund Board, with the necessary cheque before the 14th of the following month, the worries of the head office are over for another month.

In almost all instances where native buyers are operating, the letter of the law is not adhered to. The Bill was first passed to help the Fijians, each copra vendor was to have the final say in the crediting of his copra deduction, whether to himself, his tribe or his village. As the system now stands, there is little indication of this in native districts, and the Fijian Development Fund Board apparently connives at this irregularity, in collusion with certain trading firms.

As usual, the individual Fijian is the butt of another high-minded scheme, with low-efficiency organisation. With the lack of full understanding of his rights, he has been impressed into a system where he is more than ever imposed on by mem-

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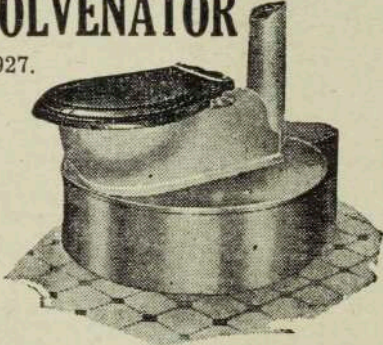
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bers of his own race—especially the self-seeking Government chiefs who have the backing of those well-meaning but sadly ill-informed people who form our Government.

I am, etc.,

VOICE IN WILDERNESS.

Fiji, 9/3/52.

Rhinoceros Beetle New Precautions in Fiji

From Our Own Correspondent

SUVA, March 16.

THERE is an unconfirmed report that the rhinoceros beetle, probably the deadliest insect enemy of the coconut palm, has appeared in Vavau, Tonga.

Every possible means is now being taken to ensure that the beetle does not get into Fiji.

For many years Tonga, like Fiji, has taken precautions against the possible introduction of the rhinoceros beetle from Western Samoa where coconut plantations have suffered from its activities for about 30 years.

Several years ago black wasps were introduced into Western Samoa from Zanzibar and they are reported to have done good work against the rhinoceros beetle, but the pest is still far from being eliminated.

When the *Tofua* arrived at Suva from Samoa and Tonga on March 12, she was required to move out into the stream at sunset and to remain there through the night. This was because the rhinoceros beetle flies only by night and is unable to fly far. If a ship is anchored well away from shore and there is virtually no possibility of a beetle invasion.

Loading of the *Tofua* went on during the night by means of barges, the main item of cargo being a scanty post-hurricane shipment of bananas for New Zealand.

On March 13 the freighter *Moraybank* arrived from Tonga to load copra at Suva, Levuka and Savusavu. Two holds containing Vavau copra were promptly sealed by Agriculture Department officers, and the ship will be required to anchor away from the shore every night that she is in Fiji waters.

Approval has been given for the appointment of three additional Justices of the Peace or Commissioners for Declaration in Lae, New Guinea. The fact that there have been too few JPs has been a source of public inconvenience.



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W. & H. FRUSTRATION CAUSED A NERVOUS BREAKDOWN

IN the Brisbane Magistrates' Court on March 11, Mr. Harry Miller claimed damages from the Commonwealth as compensation for a nervous breakdown he suffered four years ago.

Miller, reported to be New Guinea born, was stated to have been responsible for the lights of Rabaul shining again after the war.

He said that he had had a nervous breakdown because of overwork and strain caused by the lack of administration and lack of co-operation of other Commonwealth employees in the Works Department.

Miller claimed that in 1948 he collapsed with shock when he saw the Rabaul power plant's main engine smashed because of incompetency after he had repaired all the boilers.

Because of this breakdown, he had been incapacitated for the past four years.

Mr. McKenna, SM, in a reserved decision reversed a determination of the Commissioner for Employees' Compensation, which had rejected Miller's claim. Mr. McKenna found

that Miller had suffered a physiological change and a nervous breakdown.

Mr. C. D. Sheehan (for Miller) said that under the scale provided in the Commonwealth Employees Compensation Act the amount of compensation should be in the vicinity of £1,000.

Miller was allowed £36/3/8 costs.

THANKS FOR DONATIONS

MRS. DORIS KENDALL, president of the Queensland New Guinea Association, writes:

"I should be grateful if you would allow me to acknowledge, through the PIM, the very generous donations of residents of New Guinea, amounting to £157/3/6, to our Memorial Scholarship Fund, and brought to us by Senator Kendall on his return from his recent visit.

"As you know, this Fund is used to assist children of pre-war residents who were lost during the war; and when these children have all passed school age the Fund will be sent to New Guinea to form the nucleus of a permanent Fund for the children of any New Guinea residents. We do thank those who have helped."

Recently John Dean, 17, of Berwick, Victoria, passed through Brisbane on the freighter Shahzoda with 145 heifers and 25 pack horses in his charge. The young man and the stock were on their way to Mr. E. J. Hallstrom's experimental farm in the New Guinea highlands.



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Sir Alport Barker Resigns From Council

THE Suva Town Council, on March 12, accepted with regret the resignation of Sir Alport Barker.

For 17 years Sir Alport served on the former Municipal Council, the

Government-nominated Town Board, and the restored Town Council. He was the last Mayor under the old municipality and the first Mayor with the reconstituted council.

Mr. Charles Wade, of New Guinea, arrived in Sydney at the end of March on six weeks' leave.

£5,000 CLAIM FOR ALLEGED WRONGFUL DISMISSAL

From Our Own Correspondent

APIA, Mar. 16.

MR. PETER PLOWMAN, a former employee of the New Zealand Reparation Estates, which controls large coconut plantations in Western Samoa, in a claim against the Crown, heard on March 14, asked for damages and compensation amounting to £5,000 for wrongful dismissal.

Mr. Plowman, who had acted as Stores Manager of the Estates since March, 1949, claimed that he had been dismissed because of stock shortages for which he was not responsible, as extra duties imposed on him made it impossible for him to exercise efficient control. Among other duties, he had to make trips periodically to the Tokelau Islands and be absent from Apia a week at a time.

(Chief Judge Marsack later awarded damages of £141 and costs. He said that Plowman was dismissed without proper cause.)

Mr. V. J. Murray, lately Harbour Master at Lae, New Guinea, was visiting Sydney in March.

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Efforts to Boost Samoan Banana Production

From Our Own Correspondent

APIA, March 16.
THE March *Tofua* arrived in Auckland, New Zealand, with the smallest cargo of island bananas on record. She carried only 5,000 cases of the fruit instead of the usual 25,000, due mainly to the effects of the recent hurricane and strong winds in Fiji and Tonga, and decrease in production and a shortage of Samoan foodstuffs in Western Samoa.

To stimulate banana production in Western Samoa, the Government has now decided to pay growers the cost of transport from the point of collection to the wharf.

The new arrangement will come into force with shipments by the *April Tofua*.

There is a pronounced shortage of bananas for local consumption and residents of Apia are frequently unable to buy them for household use.

EXECUTIVE COUNCIL FOR WESTERN SAMOA

From Our Own Correspondent

APIA, Mar. 16.
It is expected that a bill to provide for an Executive Council for Western Samoa will soon be introduced in the New Zealand Parliament.

This Council, it is believed, will be another mile-stone on the journey of the Samoans to self-government.

The Council is to consist of the High Commissioner, the two Fautua, the Masese and Malietoa, three Samoan members and one European member.

The Executive Council will formulate policy and propose legislation which will then be dealt with by the Legislative Assembly.

Mr. Dick Greuter and Mr. Pieter left Wau, New Guinea, recently for an extended holiday in England. During the past three years these residents have made their garden into a show-place for Wau. It has its own swimming pool, beautiful lawns, flowering shrubs of every type and even brooks running through the garden. They also supervised the building of their comfortable home.

FIJI'S BANANA EXPORTS DOWN TO 1,095 CASES

From Our Own Correspondent

SUVA, Mar. 16.
REFLECTING the disastrous effect of the January hurricane in Viti Levu, only 1,095 cases of bananas were shipped from Suva on March 13 in the Auckland-bound *Tofua*. The shipment was well below the earlier official estimate of 2,730 cases.

The main reason for the slump in bananas for export is that in the areas where pockets of banana plantations escaped the hurricane the fruit is being used as food by Fijians.

Six troops from "B" Company of PNGVR, under the command of Lieut. Scott flew to Moresby on April 6 to negotiate the Kokoda trail. Lieut. Scott hoped to complete the crossing in five days. Enthusiasm for army training is reported to be not very apparent in Rabaul and a dozen is the average roll up.

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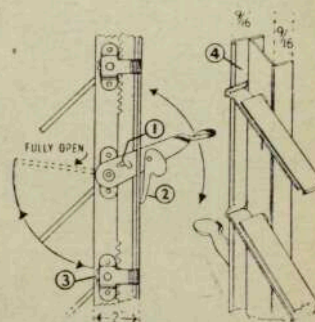
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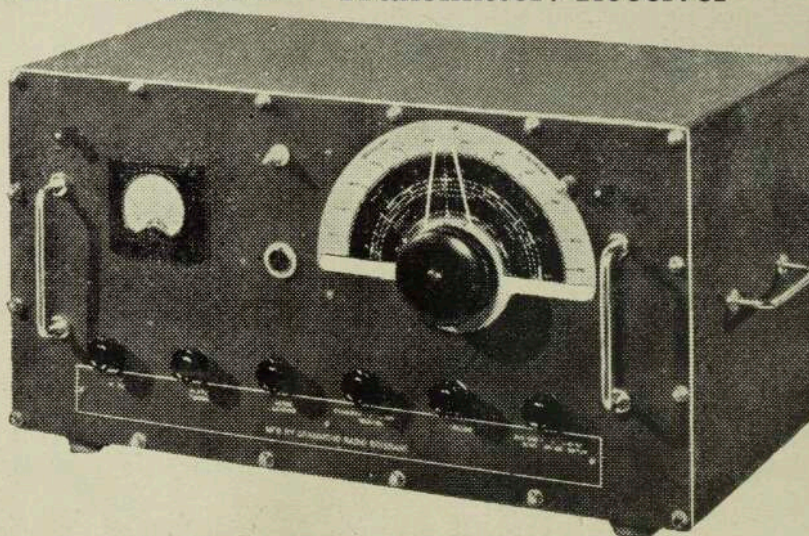
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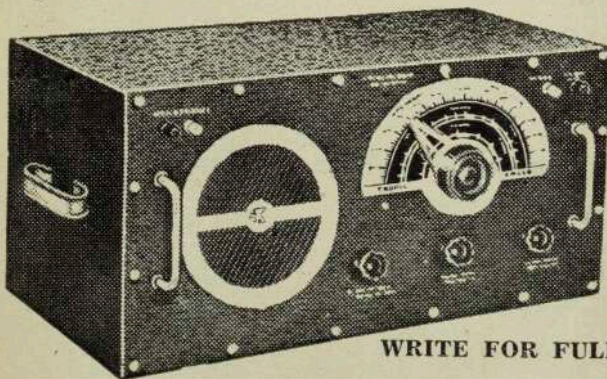
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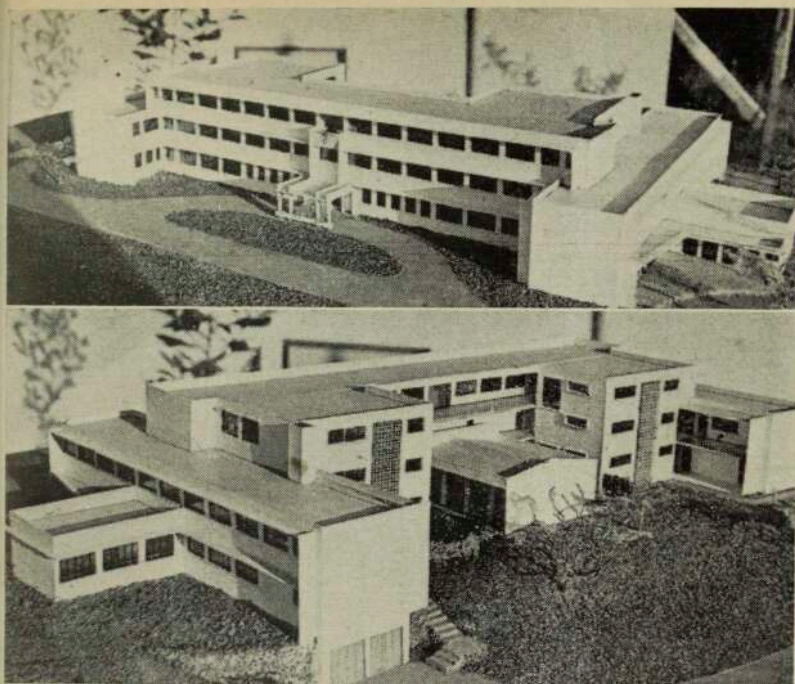
WRITE FOR FULL PARTICULARS TO-DAY.

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Suva's New Central Medical School

Photographs showing front and back views of the proposed new Central Medical School, Suva, Fiji. Industrial Builders Ltd., Suva, were announced last month as successful tenderers for the construction.

—Stinson's Studio.

The Apia Turf Club has announced intention of holding its usual Easter Race Meetings on Easter Saturday, April 12. There will be eight events and several new horses have been imported and are at present being trained.

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Hinder-Curtis Wedding

AT St. Augustines Church of England, Wau, New Guinea on March 1, Miss Joan Hinder was married to Mr. Ron Curtis.

The bride wore a classical gown of white embossed faille and was attended by her sister, Mrs. J.

Thompson. The Rev. John Given performed the ceremony.

After the service a reception for 80 guests was held in the Wau Club.

Mr. Malcolm English, District Commissioner, Manus District, NG, was married to **Miss Mary Darvall**, at Ryde, NSW on March 15.

FIJI INCREASES POSTAL RATES

ALTHOUGH Fiji postal rates are already very high, they will increase at the beginning of April. The Post and Telegraph Department says that the reason is the steeply rising cost of handling, and that in some instances they have been charging less than the actual cost of freight.

In future, airmail charges from Fiji to New Zealand will be 8d per half-ounce (formerly 6d); to Australia 1/- (10d); United Kingdom, USA and Canada 2/6 (2/-). Local postages will also go up—local town delivery to 1½d and to other parts of the Colony to 2½d.

In July, postal charges for overseas parcels will rise by about 100 per cent. and all charges connected with telephone services by 25 per cent.

Fiji will probably then have the dearest post and telegraph service in the world.

(Australian air-mail charges are 6½d per half ounce to New Zealand and Papua-New Guinea; 9d to Fiji; 1/6 to the UK—all in Australian currency which is worth 12½ per cent. less than Fiji's. Australians think that these charges are very steep).

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THE GENEROSITY OF BANABANS OF RABI

SUVA, Mar. 23.

THE Banabans of Ocean Island, approximately 1,000 of whom moved to Rabi, the Fijian island they had bought, soon after the end of the Pacific War, are probably the most prosperous of all the native peoples of the South Pacific.

Not only are they doing well on Rabi with copra-production, but their reserve funds, built up with Ocean Island phosphate royalties, continue to accumulate.

But if the Banabans are affluent they are also remarkably generous, and they have just made a new and characteristic gesture. They have recently given £3,000 to the Fijians—half of it is to go to general hurricane relief purposes in Fiji (Rabi escaped the hurricane) and the other half towards the welfare of the Fijian attalion in Malaya.

Such Banaban generosity is not new. The story is told of how, early in the Second World War, when British territories in the South Pacific were raising a fund to pay for additional fighter planes for the Royal Air Force, the Banabans, then still on Ocean Is., told the Western Pacific High Commission that they wanted to give £10,000 in Australian currency.

It is said that the Commission respectfully suggested that this sum was rather a large gift for the little community. But the Banabans had made up their minds to give £10,000 to the RAF and they insisted on giving £10,000—only this time they made it in Sterling instead of Australian currency.

Since the Banabans moved to Rabi they have weighed in substantially such matters as the Colony's royal wedding gift in 1948, and the Far Memorial Anti-Tuberculosis appeal in 1949, as well as in several smaller campaigns. Individual Banabans have said that they welcome any opportunity to show their appreciation of the way in which the Fijian people willingly allowed a stranger-community to take over a valuable island of the Fijian homeland after the phosphate workings had made Ocean Island incapable of supporting its indigenous people.

EDITORIAL NOTE

Before the Second World War, as the phosphate workings curtailed more and more of the Banabans' living area, Rabi, a fertile island just north of Taveuni in Fiji was

purchased by community funds. But before any planned migration could begin, war came and in 1942 Ocean Island was occupied by the Japs.

At the time there were 700 Banabans (Ocean Islanders) plus a similar number of Gilbertese labourers together with their wives and families. The Japs retained some of these people as fishermen but deported the rest to Nauru, the Carolines and Tarawa. They were all cruelly treated. In 1945 the task of



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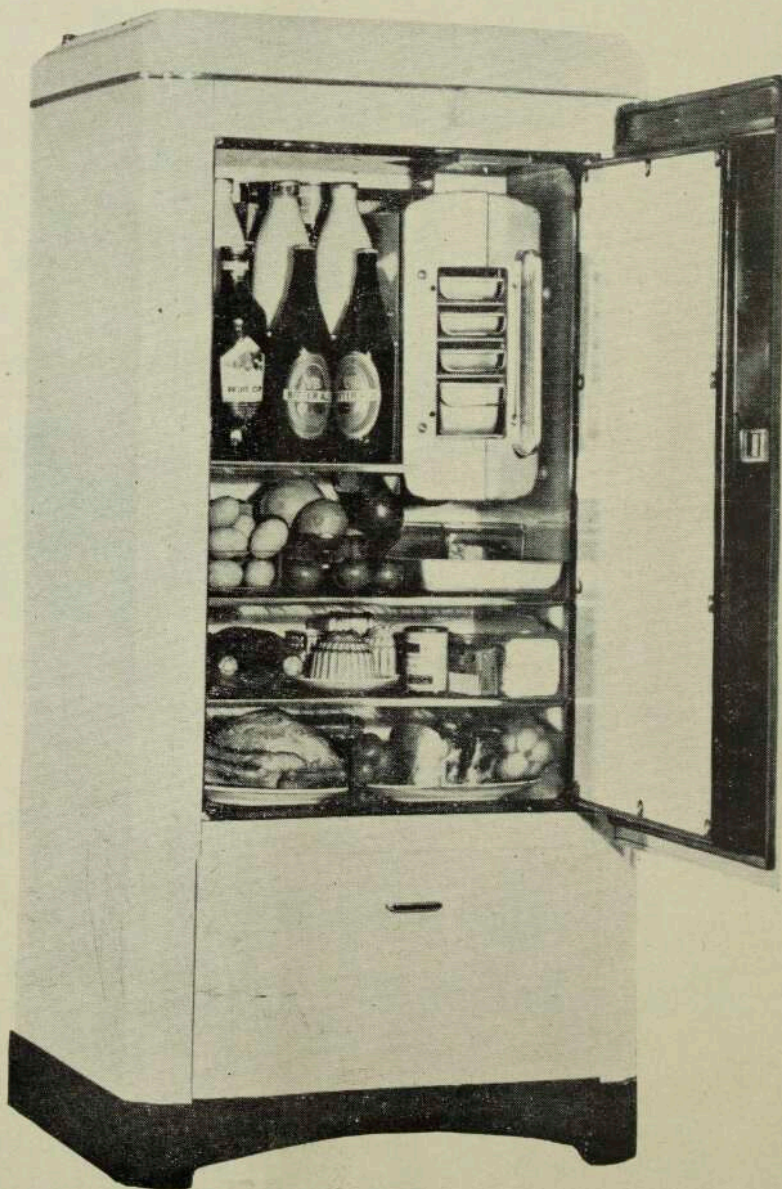
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collecting the survivors of these exiled people began and in December of that year about 600 Banabans and 300 Gilbertese moved into Rabi, their new possession, and there, after the initial period of adjustment, they appear to have settled down.

The adjustment they made should not be underestimated. The fact that Rabi was fertile and beautiful and Ocean Island barren and unproductive did not prevent the older Banabans pining for their old homeland. Rabi had been a Lever Bros. plantation and was taken over as such, as a going concern. But the Banabans had not previously been copra producers nor did they know anything of the business of growing their own food in rich Rabi soil—or much of working at all, for that matter. About 50 Fijians remained on Rabi to teach the Banabans something of these unknown arts, but even this was apparently regarded by the Banabans with mixed feelings.

According to a high WPHC official they are not too sure of the large, bushy-haired Fijians whom legend has taught them are fight-happy, hungry cannibals and at first, were far from happy at the thought of settling on a small island in the heart of a Group inhabited by these wild men.

Presumably, however, they are learning that they have little to fear from the Fijians. The Banabans are learning to grow and to eat new foods; are making good incomes out of copra and are still enjoying the royalties from phosphate mined back in Ocean Island. They are the richest of the Pacific Islands peoples and have their own ideas of spending their money, some of which do not always meet with the approval of their mentors, the Western Pacific High Commission. The Banabans have made some mistakes in learning to live on Rabi but most observers are agreed that the transplantation has been a most successful experiment.

Inquiry Into Death of Roger Cornillac

THE body of Roger Cornillac, a French subject aged 27 years and employed by Burns Philp (NH) Ltd. was found in water near Pier 5, Santo, on February 24.

Investigations are believed to have shown that his back had been broken and that he had been bashed about the head.

A Court of Inquiry will be held and witnesses have been asked not to leave Santo until this is concluded.

Livai Volavola recently returned to Suva from the United Kingdom, where he has spent eighteen months studying British educational methods at the London University Institute of Education and at schools in the United Kingdom. He was awarded a Colonial Development and Welfare Scholarship in 1950.

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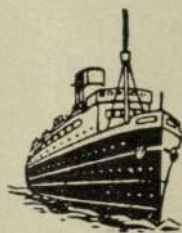
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FIJI'S NEW MANGANESE INDUSTRY

Fiji's infant manganese industry is having transport problems—in getting the ore from the mines to Fiji's highways and in getting it from Fiji to world centres where it

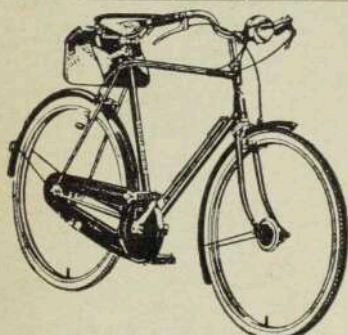
is in demand—mostly the United Kingdom or Japan.

Up to date, there have been no deposits discovered that merit large-scale working and producers have shipped the ore in its crudest state. At present, some experiments are being made in treating the ore so

that it will be suitable for hardening steel—the crude Fiji product is used only in the chemical section of the market.

Fiji manganese is worth about £16 per ton, which price does not allow much margin for freight. The only possibility as far as export to the UK is concerned is by copra ships using the Panama Canal—all other means are prohibitive. Shipment is now made in drums, but if production could be stepped up it might be possible to ship in bulk.

The largest shipment so far has gone to Japan—over 1,000 tons this January. Last year only 631 tons were shipped in all—mainly to the United Kingdom.



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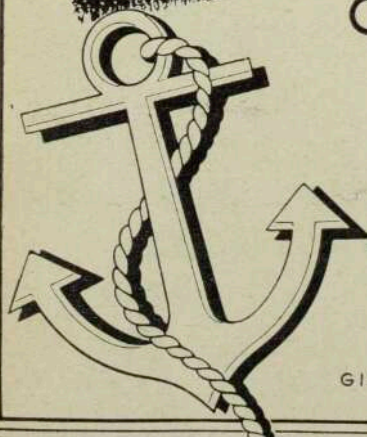
Maui Pomare Resumes Service

THE NZGS *Maui Pomare*, on completion of annual overhaul, was scheduled to make a special return run to Raoul (Sunday) Island weather station in the Kermadecs leaving Auckland on March 10.

She was expected to resume her Cook Islands run on March 28.

Raoul is usually serviced by frigates of the RNZ Navy.

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END OF PROMISING NEW BRITAIN INDUSTRY

Australian Fibres Ltd. In Voluntary Liquidation

WHAT should have been one of New Guinea's most promising new minor industries came to an end in March when the shareholders of Australian Fibres, Ltd., of Kokopo, New Britain, decided to go into voluntary liquidation.

The company was formed about four years ago and its purpose was to manufacture coir fibre, used in upholstery, mattresses, etc., from local coconut husks and supply the Australian market.

In Australia, the New Guinea fibre had to compete with a somewhat cheaper product from Ceylon but manufacturers, on the whole, preferred the NG product—it was dust-free and came out of the bales practically ready for use whereas the Ceylon fibre was pressed into a hard bale that required considerable working to free the fibres.

The Ceylon fibre is manufactured by the old retting process whereby the coconut husks are soaked in water for some weeks until the fibres are freed. Australian Fibres, Ltd., extracted the fibre from the husks by machines and in the process freed it of dust.

High production costs contributed to the company's troubles and high shipping costs administered the coup de grace.

The company originally enjoyed a freight concession in that the shipping company concerned allowed them to ship by weight rather than by measurement but in recent months this concession was revoked. This meant that the fibre company had either to buy a press at a cost between £2,000 and £3,000 which was capable of compressing bales into a much smaller size than their present outfit or to pay approximately three times more for their Rabaul-Sydney freight. Shareholders were of the opinion that they were financially unable to do either the one or the other and it was therefore decided to wind up the company.

Dr. F. J. Harlow, Assistant Educational Adviser to the Secretary of State for the Colonies, was in Fiji in March. He is especially concerned with technical education and is studying on behalf of the South Pacific Commission, a proposal to set up a Central Institution for technical training in the South Pacific.

Watson-Jones Wedding

IN Melbourne recently, Miss Iris Watson, formerly a Sister at the European Hospital, Rabaul, NG, and later Sohana, was married to Mr. Dennis Jones, son of Mr. and Mrs. J. H. Jones of Port Moresby.

The bride was attended by her sister, and Mr. Bob Wardrop of Port Moresby was best man.

Among the guests were Mr. and Mrs. Dal Chambers, late of Induna Plantation, NG, and Mr. and Mrs. A. Matthews of Torokina.

The couple expect to return to New Guinea shortly where Mr. Jones

will resume his duties as a Patrol Officer.

In April, 10 more members of the Fiji Military Forces will join the 20 already in New Zealand and do a course of specialist training with the New Zealand Army.

ART POSTCARDS OF TONGA

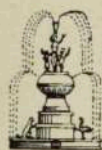
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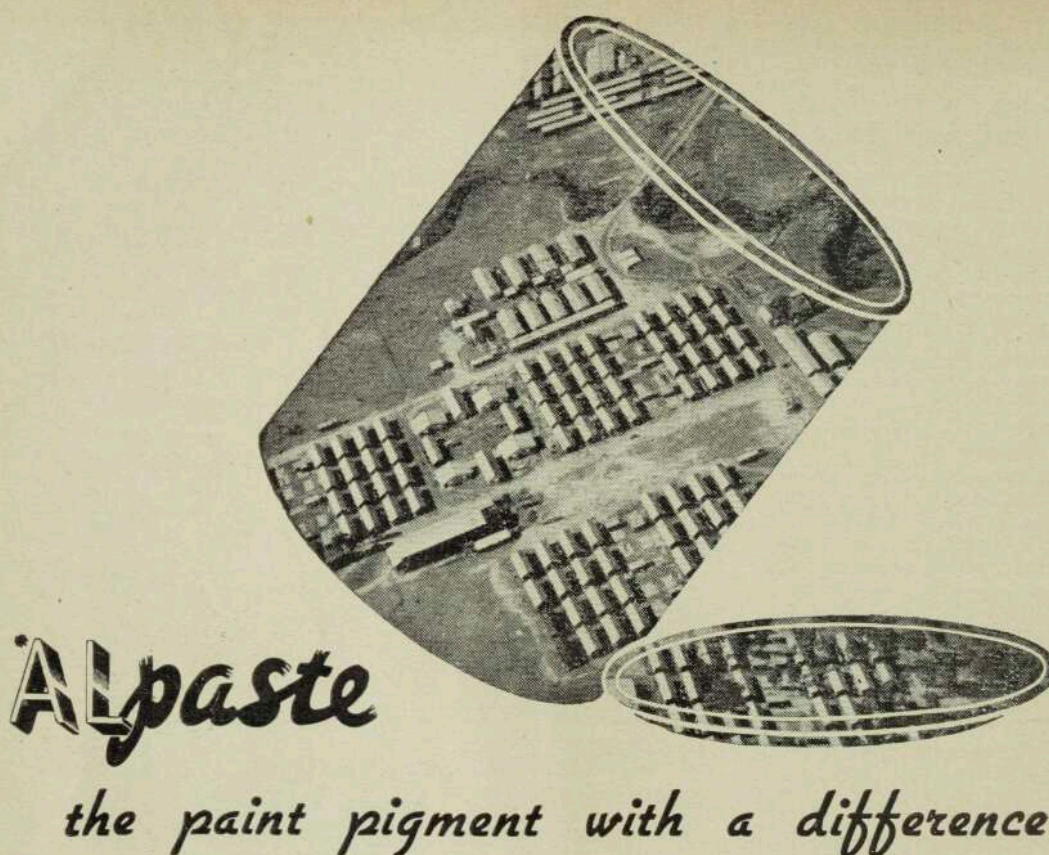
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The flakes are arranged in the paint film in more or less parallel layers from 5 to 10 particles deep with a thin cement of vehicle between each layer. In the top layer, the flakes form a brilliant continuous film of metallic aluminium with protective and durable qualities. This leafing property gives aluminium paint much of its durability and moisture-resisting qualities, its power to reflect light and heat, its resistance to smoke and fumes, and its opaqueness.



The illustrations show 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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Cook Islands: A. B. DONALD LTD., Raratonga, Cook Islands.

French Oceania: ETABLISSEMENTS DONALD TAHITI, Papeete, Tahiti.

New Caledonia and New Hebrides: AGENCE ALMA, Noumea, New Caledonia.

THE HEBRIDES, TOO, HAD A HURRICANE

RC's Report Shows Great Loss of Life, Plantation Damage

A SUVA cynic has said that the most important aspect of the January 28 hurricane was that it happened in Suva and therefore merited a lot more attention than previous hurricanes that had merely devastated the Lau Islands and other parts of the Colony.

Suva's hurricane stole, also, the thunder of the New Hebrides hurricane which occurred about a month previously (Christmas Eve) and, in loss of life, was a much greater disaster. Eight Europeans, one Asiatic and 105 natives lost their lives in the Hebrides hurricane. About 4,000 were rendered homeless.

In the Fiji hurricane, one Asiatic and 30 Fijians were killed.

Because the Hebrides Group is very much nobody's child, there were no offers of outside help, no grants or gifts from neighbour governments, no bundles of clothes.

In short—no publicity.

The British Resident Commissioner for the New Hebrides, who visited the devastated areas soon after the disaster, recently made a report to the WPHC, and a summary of this report follows:

The full violence of the storm was felt on a 50-mile belt that embraced the northern part of Epi, South Malekula, S-W Ambrym and the islands of Paama and Lepevi. The greatest damage was caused by valleys, streams and gullies which have their outlet to the sea, being blocked by fallen trees. Storm water backed up, then carried the barriers away, together with debris, flood waters and heavy sludge which engulfed buildings and gardens, and even, it is believed, overwhelmed and destroyed without a trace two ketches anchored in Revlieu Bay.

The storm destroyed the means of radio communication and all ships in the area were damaged, sunk or driven ashore. It was not until December 27 that word of the disaster reached Vila. No large craft were available, but the launch My Na was

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loaded with food and medicines and left for Malekula; by New Year a number of small craft had joined in the work of relief; a Catalina of the RNZAF delivered 4,000 lbs. of food and searched for a missing French ketch; and MV Altair, of 208 tons, left Vila with foodstuffs and building materials.

The French Resident Commissioner and the British Resident Commissioner left Vila in a French boat on January 6 and

toured the devastated area. They found wholesale destruction of villages and European missions and plantations; and that 47 of the 400 people who had recently been evacuated from the volcanic activity on Ambrym to Big Bay, Epi, had been buried alive in a landslide at the site of their temporary homes. The Presbyterian mission house on Paama had only three walls standing; the Catholic Mission at Craig Cove, Ambrym, was in similar

plight. Damage to mission and plantation buildings was estimated at £50,000. Native houses disappeared almost entirely, but are easily rebuilt.

Losses of small craft were serious—two French-owned ketches, and a Tonkinese-owned launch disappeared without trace. A British-owned sampan and six launches were wrecked on reefs or rocks; a number of other small craft were damaged but are repairable. A small ship, the Air Wave, was stranded at Craig Cove and has been accepted as a total loss.

At least 15,000 coconut trees on Epi and Malekula plantations were destroyed; in addition, an agricultural officer, says that the fate of 30 per cent. of the remainder is uncertain until it is seen whether shoots have been irretrievably damaged.

Some cocoa plantations suffered severely—at Ringdove Bay, Epi, six acres of flourishing trees were completely destroyed. Native gardens in some localities were completely wiped out.

Loss of copra on Epi and Malekula is estimated at 5,000 tons and it will take three years for many of the surviving trees to bear more nuts. Total damage to trees is estimated at between £80,000 and £100,000.

Relief supplies were contributed by the Administration, Red Cross, Missions, traders and private individuals, and appear to have been adequate; no serious food shortage is anticipated.

The majority of the native population did not lack cash and local stores were in a position to meet their needs. There was a strong demand for labour—collec-



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tion and production of copra from the fallen nuts providing work for all—and in many families there was a bread-winner at work in Vila or Santo.

Italian Copra-Cutters Walk Off Report on Hebrides Labour Experiment

From Our Own Correspondent

SANTO, Mar. 20.
M. CHARLES GRAZIANI'S interesting experiment of importing Italian workers as copra cutters (reported in February PIM) appears, even at this early stage, to have failed.

A party of 20 Italians arrived in the New Hebrides at the end of January and were to have received from £20 to £28 Australian per month and to have been on a 3-years contract — after which they could settle in the Condominium or return to Italy.

The men are reported to have expressed dissatisfaction with the terms and conditions of their employment and those who have not already left to take more lucrative employment, have apparently repudiated their contracts and walked off.

The majority will return to Italy as their return passages were guaranteed.

Something of the sort was expected locally as the positions they were to hold were, to put it mildly, lowly; and the pay, according to Santo standards, microscopic.—V.W.

(Ed. Note: It appears then, that the New Hebrides' acute labour problem is not to be solved in this way. In any more normal period any proposal to import Europeans to do work traditionally performed by native or Asiatic labour would have been ridiculed—but in these hard times even this experiment was watched with great interest, and hope. Without knowing the reasons as to why the Italians can apparently repudiate their side of the bargain, while Mr. Graziani must honour his in the way of return fares, it is impossible to make adequate comment. On arrival they were described as "well-dressed young men." They must have had some idea of what was required of them before setting out on a journey that cost Mr. Graziani £225 per head, but when face to face with plantation labour they obviously decided that there was no future in the Hebrides for gentlemen copra-cutters.)

Mr. and Mrs. Eric Willmann, left Brisbane at the end of March to go to Ulu, in the Duke of York Group,

off Rabaul. Mr. Willmann will take charge of the Methodist Mission plantation there.

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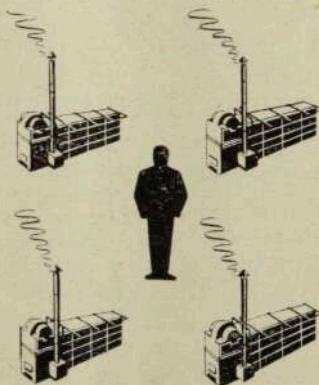
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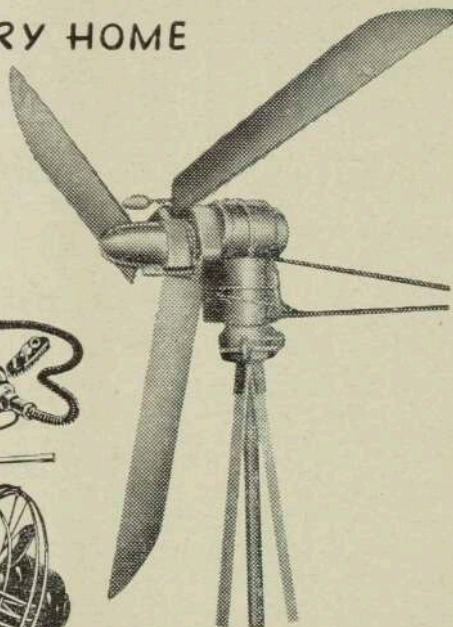
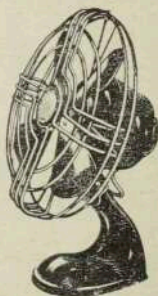
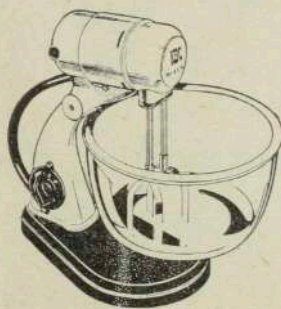
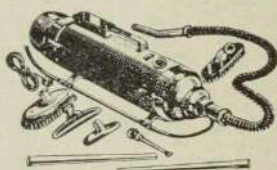
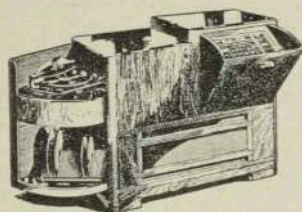
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Fiji Needs More Taxation Inspectors

Comment on Indian Tax Returns

From Our Own Correspondent

SUVA, Mar. 24.
THE short article in February PIM (page 33) on the tax revenue (or lack of it) derived from registered Indian companies in Fiji has received much local comment.

The figures quoted were the latest available, but there was nothing particularly new or sensational about the disclosures. Similar figures have previously been printed in PIM and every year the same information is available to anybody who cares to note it in Government reports and the useful and always informative official quarterly called Fiji Information.

It has now been pointed out that at intervals over the years, in the Legislative Council and outside, Government officials concerned with the Colony's finances have deplored, in discreet terms, the fact that there is a large hole in the taxation bag. Local residents feel that somebody should "do something about it."

The Inland Revenue Department is probably doing as much as can be done with a staff hopelessly inadequate to cope with the major problem of tax-dodging individuals and groups.

If every Asiatic trader were compelled to keep proper books, an army of tax-snoopers would be required to keep an eye on them. As things are, most of the limited number of Asiatic traders and shopkeepers who do keep any sort of books at all, do not keep them in English.

W. SAMOA'S NEW STAMPS

From Our Own Correspondent

APIA, March 16.
A NEW issue of pictorial stamps for Western Samoa were placed on sale on March 10. The new sets comprise denominations of 1d, 1d, 2d, 3d, 5d, 6d, 8d, 1/-, 2/- and 3/-.

Great interest in first day covers of the new stamp issue has been shown by stamp collectors all over the world and thousands of the new sets were ordered before the date of issue. Large quantities of the old issue, which had been in circulation since August, 1935, were also purchased by local buyers.

Oceania

THE latest issue of Oceania (December, 1951) contains the usual quota of articles of interest to the amateur or professional anthropologist.

A long article containing Mekeo poems and legends is supplied by A. P. Allan Natachee—apparently a native of Mekeo. If the editors had supplied an introduction to this item it would have been more interesting for the reader. But apparently be-

lieving that science needs no explanation, they have published Natachee's contribution as supplied.

Mrs. Elizabeth S. Williams, war-time chief of American Red Cross in New Zealand and Solomons, and later well known in Fiji and Tahiti, is going to work for two years at the Ambala Mission hospital and lepro-sarium, near New Delhi, in India. Since leaving Tahiti she has travelled extensively in Europe.

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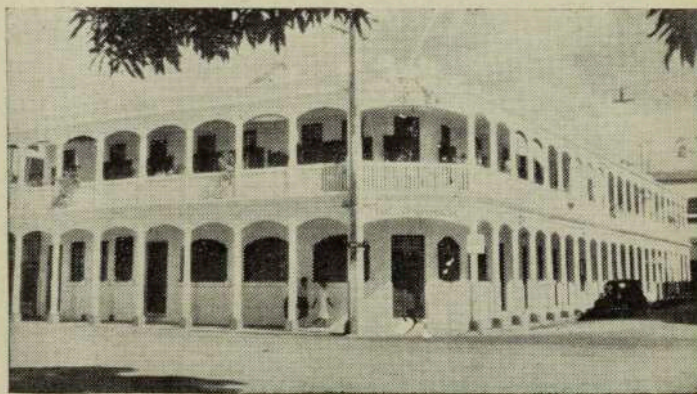
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Mr. David Ragg this month will retire from the post of General Manager of Northern Hotels, Ltd., Fiji, but will remain on the directorate. Mr. S. Hollander, who joined the Co. from NZ a year ago, takes Mr. Ragg's place.

The Administrator of Papua-New Guinea, Colonel J. K. Murray, "as a distinguished visitor," was given a seat on the floor of the Tasmanian Legislative Council, Hobart, on March 26. The Administrator is in Australia on long leave.

POLIO OUTBREAK IN CENTRAL PACIFIC

From Our Own Correspondent

SUVA, Mar. 16.

VERY little information is obtainable at Suva about an outbreak of poliomyelitis in the Gilberts.

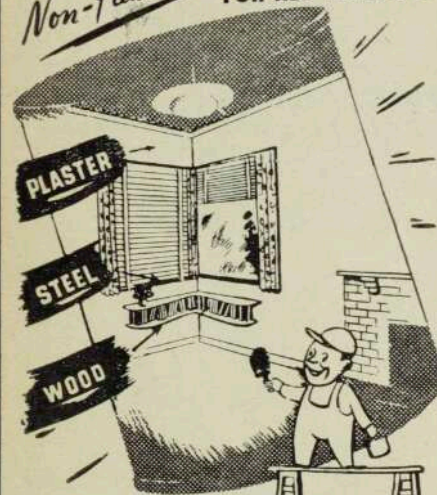
The Western Pacific High Commission has confirmed the report that there is an outbreak, and the Inspector-General of the South Pacific Health Service (Dr. J. M. Cruikshank, Director of Medical Services, Fiji) has said that five cases have occurred at Tarawa, approximately five at Nauru, and a few at Ocean Island.

Shipping movements have been restricted to prevent any spread of the disease to other islands. The WPHC vessel Tuvalu, which was scheduled to leave Suva on March 17 for Tarawa will now go only to the Ellice Group.

(Cases were reported from Fiji in April—one fatal. Two iron-lungs have been air freighted from Australia to the Colony.)

Mrs. S. Fernan, of Lae, New Guinea, with her young son, recently returned home after a holiday in Australia.

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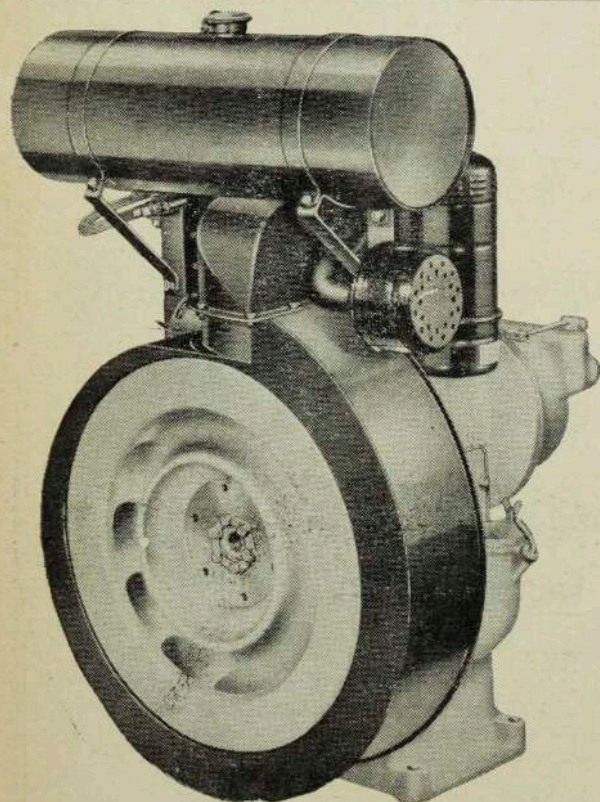
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COLONIAL DEVELOPMENT SCHOLARSHIP AWARDS

COLONIAL Development and Welfare Scholarships have recently been awarded to five young men of Fiji in order to help them qualify for positions in the higher ranks of the government service.

The recipients are:

Moses Duilomaloma who has been awarded a four-year scholarship to enable him to take a course in Civil Engineering at Canterbury University College, New Zealand, leading to the degree of Bachelor of Engineering. He is at present employed as a technical apprentice in the Fiji Public Works Department.

Felix Alexander Staniey Emberton who has been awarded a four-year scholarship to enable him to complete his medical degree course. He began to study medicine at the University of Otago, New Zealand, last year and is to go to the University of Sydney in March as a second-year medical student.

Ifeimi Gasevakatini who has been awarded a one-year scholarship to enable him to complete the Bachelor of Arts course which he began at Auckland University College, New Zealand, in 1946 as a Morris, Hedrom Scholar. At the end of 1950 he was forced to suspend his studies for medical reasons.

Maurice Kiran Chandulal who has been awarded a four-year scholarship to enable him to take a medical course at Otago University, New Zealand.

Alan David Donald who has been awarded a four-year scholarship to enable him to complete a course in Veterinary Science which he began last year at the University of Sydney.

US Decoration for J. K. McCarthy

IN the seventh year of "peace," Mr. J. K. McCarthy, now District Commissioner, Rabaul, N.G., is to receive an American military decoration which was awarded to him for distinguished service while in command of an Australian unit at Manus during the Pacific War.

He already has the MBE, awarded him in 1944 for his part in the rescue of the 250 straggling remnants of the Rabaul garrison who were perishing in the New Britain jungle for lack of will or know-how to get themselves out.

When Rabaul fell to the Japanese in 1942, McCarthy was Assistant

District Officer, Talasea. In due course he heard of the plight of the Australians who had escaped the Japs only to fall foul of the jungle, and he determined to do something about it. He walked hundreds of miles, even to the outskirts of Rabaul itself. He and police-boys rounded up dozens of small parties, comprised mostly of men who by then did not want to be saved. He coaxed, bullied, encouraged; he got them walking along his planned escape routes; he arranged food for them, shelter, canoes and even carriers for the sick. After weeks he got them to a point where they were picked up by a ship and taken to Australia. In his self-imposed job

he was ably assisted by a handful of old residents, some of whom, in later war service, paid the supreme sacrifice.

After recuperating in Australia, McCarthy served in Manus and later in Sarawak and Borneo right up until July, 1946. He returned to the Papua-New Guinea Administration in 1947.

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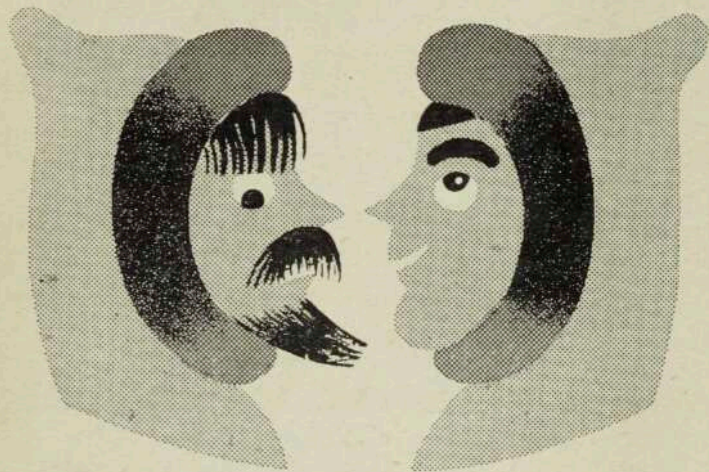
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always use a Gillette Razor as
well. Because razor and blade
are made for each other.

Blue Gillette Blades

DR. DAVIS EXCHANGES SCALPEL FOR SEXTANT

DR. T. R. A. Davis, young and extremely popular Chief Medical Officer for the NZ Health Department in the Cook Islands, arrived in New Zealand in March to prepare the sturdy 48-foot ketch *Soubrette* for a voyage to Boston, USA, where he has been awarded a twelve-months scholarship at Harvard University, commencing September, 1952.

Dr. Davis, together with his wife and two young sons, a Cook Islander as additional crew, and possibly also an American, Mr. McKall, who has been living in Rarotonga for some time, plan to sail from Lyttelton late in April.

It is understood that a call may be made at Easter Island on the long run across to Peru. It is planned to sail up the South American coast, through Panama and via the Caribbean to New York, thence via inland waterways to Boston further north.

Dr. Tom Davis has always been interested in small-craft, is an amateur designer of yachts, and, when time permits, is a keen member of the Rarotonga Outrigger Canoe Club. He has studied navigation as a hobby and is also a licensed radio amateur.

He is a descendant of Captain Harries, famous as a schooner skipper in the Eastern Pacific 40 years ago. His wife, Lydia, is a New Zealand girl. Her amusing writings on sailing in the Islands have appeared in American and Australian magazines, together with some more serious surveys of Cook Islands affairs.

The yacht *Soubrette*, formerly owned by Mr. Don Reader, is already well known in the Cooks, where she traded for a time in 1949-50. Mr. Reader was formerly meteorologist at Aitutaki Is., and had planned to abandon the Weather Office in favour of trading. His father took the vessel up from New Zealand on an experimental basis. But the idea was abandoned and the yacht, returning to New Zealand, has been laid up. She was purchased by Davis last year.

The yacht will, of course, be fitted with radio, and it is expected that regular contact will be maintained with radio "hams" in Rarotonga and others along the route. Cook Islanders will certainly follow the voyage with considerable interest.

SMALL TUNA SHIPS ARE WIDELY SCATTERED

THE five little ships of the South Seas Marine Products Company (formed by Mr. Harold Gatty, in Fiji, as a tuna-fishing enterprise) have now been sold and distributed. Two have gone to Indonesia, two to Ceylon, and one to California. They have lain idle in Fiji waters for the better part of two years.

American Rockefeller interests provided most of the considerable capital assembled to start this new enterprise: and it had every promise of success until it was found that, for some still unknown reason, the tuna of the Fiji area cannot be caught by the tuna-catching methods employed elsewhere.

Negotiations for the purchase of the fleet by Dutch New Guinea interests, reported some months ago, evidently broke down.

It was announced in March that a tuna-ship was being built in Holland for the Dutch New Guinea Government.

Mr. G. H. W. Griffen, Works Department Overseer, Fiji, was spending leave in Australia in April.

NG AIR-CROSSROADS' POOR AIRMAIL SERVICE

From Our Own Correspondent

LAKE, April 1.
ALTHOUGH Qantas have through services on other days and Trans-

Oceanic Airways run a twice-weekly service, at present, airmails leave Lae for Australia only on Sundays and Wednesdays.

The lapse of time causes considerable inconvenience. The fault appears to be with the Postal authorities who evidently do not care.

Telephone 136.

Telegrams: "AKUN," RABAUL.

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Modern cooking methods can destroy a high proportion of the vitamins in our food and, although our meals may satisfy our appetites, the essential vitamins may be lacking.

A diet inadequate in vitamins can so frequently cause, especially in tropical climates, troublesome "run-down" conditions characterised by lassitude, nervousness, sleeplessness, loss of appetite, etc.

'AKTA-VITE' Nutritive Food Tonic is valuable in correcting these conditions, particularly because it provides definite and stated quantities of four vitamins essential to good nutrition.

Each two teaspoonful dose contains:

Vitamin A	2000 International Units
Vitamin B1	300 " "
Vitamin C	300 " "
Vitamin D	1000 " "

plus calcium, phosphorus and carbohydrate.

'AKTA-VITE' is especially valuable for nursing mothers and growing children.

**FOR
ALL
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**GOOD NUTRITION
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'AKTA-VITE' is so pleasant and easy to take; it combines the four vitamins, together with calcium and phosphorus in delicious crunchy granules. This can be taken as such straight off a spoon, mixed with hot or chilled milk to make a pleasant drink, spread on sandwiches or sprinkled on other foods, desserts, cereals, etc. To preserve the vitamins, 'AKTA-VITE' should not be cooked with foods but added when serving.



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AEF3

PRIVATE BILLETING FOR SUVA'S YACHTING GUESTS

From Our Own Correspondent.

SUVA, March 24.
WITH two hotels (the Club and McDonald's) put out of action by the hurricane, Suva will be hard put to it to find accommodation for

the 80 Australians and New Zealanders who plan to come for the 18 ft. sailing boat world championships from June 1 to June 30.

The Royal Suva Yacht Club is trying to arrange for most of the visitors to be billeted in private houses. Billeting charges are to be fixed by the club and will be paid by the visitors.

BGD's No. 5 Dredge In Operation Again

THE considerable task of salvage and repairs to BGD's 2,500-ton No. 5 dredge was completed at Bulolo, New Guinea, on February 9 when normal operations were resumed. The dredge capsized in November 1949, when it was involved in a landslide of tailings.

Captain J. Fant and his staff carried out the salvage on behalf of Lloyds. Great difficulties were experienced, not only in the diving operations preliminary to righting the dredge and in the subsequent repairs but also in obtaining the necessary materials from overseas.

Mr. Norman White, mining engineer of Wau, acted as local representative of the Underwriters and gave much technical advice and assistance.

The Rev. T. Rees of the City Congregational Church, Brisbane, claimed recently that coloured missionaries were refused passages on some ship trading between Australia and the islands. Australian mission societies, he said, were forced to pay thousands of pounds in air fares for coloured missionaries whom the ships would not take.

ÉTABLISSEMENTS DONALD TAHITI

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Financing Fiji's Australian Football Tour

From Our Own Correspondent

SUVA, Mar. 16.
THE Fiji Rugby Union has announced that as a result of the January hurricane the Union does not propose to make a direct appeal to the public to help with the expenses involved in sending a Rugby team to Australia in July. But that owing to the great cost of sending away a team, if anyone "can assist without putting any strain on an individual or body, the Union will gladly accept such assistance."

The Union intends to send 25 persons, including players, coach and manager. They will leave Fiji by plane about July 2 and during the tour eight matches will probably be played at Sydney, Brisbane, Armidale and Dubbo, but the itinerary in New South Wales and Queensland is still subject to confirmation.

Much of the expense will be borne by Rugby groups in Australia, but the Fiji Union estimates that it will have to find about £1,500 to meet the cost of assembling, selecting, coaching and equipping the Fijian team. The Union will provide up to £1,000 from its funds, and hopes that as Fijian Rugby touring teams have been wonderful ambassadors for the Colony some Government financial aid will be forthcoming.

AUSTRALIANS LEARN ABOUT FIJI FOOTBALL

THE Fijian Rugby Union team which is due to arrive in Sydney about July 2 is already getting a very good press in Eastern Australia. They have been described as the footballers who fill churches as well as grandstands and readers of metropolitan newspapers have been given ball-to-ball description of their coaching and hymn-singing as well as a description of the kind of football they are likely to produce.

The feeling seems to be that if the Fijians cannot put Rugby Union back to popularity in Australia, nothing will.

Mr. L. Martin who managed the Fijian team in New Zealand last year has become famous overnight as the "wealthy Suva business man who was prepared to finance the Fijians' tour himself." As this was estimated to cost about £6,500,

Australian sportslovers, and that involves about 95 per cent. of the population, were suitably impressed.

Australia would now like to see some photos of these wild men from Fiji—and the wilder-looking the better—who are scheduled to show Australian teams how to play Union sometime between July and August this year.

A gavel, made of Western Samoan woods and a gift from the people of Western Samoa, was presented to the United Nations Trusteeship Council at the March session, by the NZ delegate, Mr. L. K. Munro.

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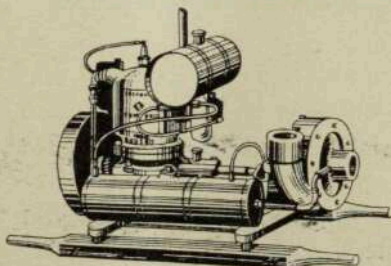
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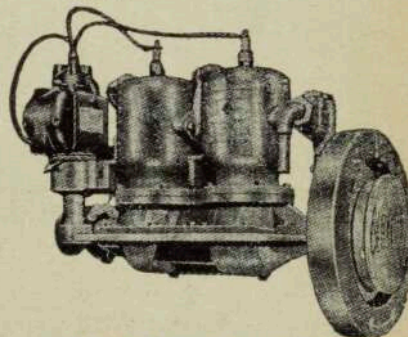
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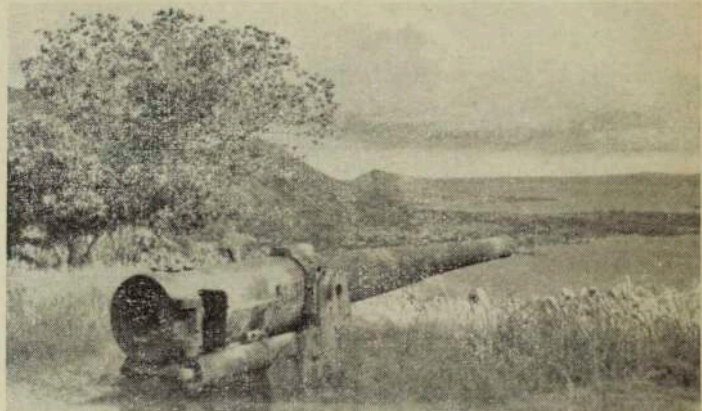
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AP23PIM

MAGAZINE SECTION

RABAU

These photographs (by W. A. Hornberg) show Rabaul almost seven years after the "peace"—ten years after the Jap invasion. One may well ask: "Where is that garden town of the 30's—the pretty bungalows—the neat public buildings?" The explanation is that Rabaul, officially, is "temporary" and that, someday, a new town will be built about 30 miles away.



An abandoned Japanese naval gun on the heights above Rabaul looks down on the harbour.



(Left): Acute housing shortage results in some unusual dwellings. (Right): A wrecked Jap ship (Centre) is now a wharf for small copra ships.

(Left): Jap landing craft rust away at what was known as the "German" wharf—now burnt. (Right): Rabaul's Chinatown is built of any old scrap material.



Tropicalities

A MEMORY OF "LUCIUS J."

WHEN Lucius O'Brian James Conolly died in Brisbane in mid-March from cancer of the lung, at the untimely age of 54, the *Courier Mail* described him as a "colourful" personality. He surely was—he fought in both World Wars, and reached the rank of lieutenant-colonel; he hunted big game in Africa and India; he drove a car from Capetown to Cairo.

Old Papuans remember him well. He arrived at Port Moresby in the "Thirties with a party to "explore the hinterland of New Guinea," and—after some lively publicity—they all set out across the Gap towards Kokoda, under the guidance of ARM Jim Fowler and a party of native police.

No one who has not seen the Owen Stanleys can imagine the discouraging character of the Kokoda Trail. The Japs know all about it. It broke the hearts of the comrades of the indomitable "Lucius J."

"Jim" Fowler told some quaint stories of how they hated getting out of bed in the early mornings, and their bitter quarrels. They got across the ranges, and then disbanded. A rather fine type of Englishman, Captain Mortished, who apparently had partly financed the expedition, was so disgusted with affairs that, when he got back to Port Moresby, he put an end to his share of the fiasco in traditional style, with a Service pistol.

Lucius Conolly was held in high esteem in Brisbane, where he was prominently connected with the RSL organisation.

OPERATION MID-OCEAN

M^{R.} and M^{S.} L. G. USHER, of Suva, Fiji, expected to finish their six-months leave in the United Kingdom by a quiet sea voyage home via the Panama Canal, but the last 17 days of the trip proved to be far from restful, at least for Mrs. Usher.

Three days out from Panama on January 8, the ship on which they were travelling, the *S.S. Duquesa*, hove-to in mid-ocean to take on board from a tanker a man dying of a perforated duodenal ulcer. There was no doctor on the tanker but *Duquesa* carried a medical officer and among the 12 passengers were a Harley Street surgeon and a trained nurse—Mrs. Usher. A team the patient could hardly hope to better in a modern hospital, much less encounter in mid-ocean.

While the operation was performed the ship cruised slowly. It was a success; then, while the ship continued the voyage to Wellington, it became a job of expert nursing, 24 hours a day. Mrs. Usher trained the chief steward in nursing technique and the chief officer assisted, and as a team they fought for the patient's life with such success that when the ship berthed in Wellington on January 25, he was moved at once to hospital where his condition was officially logged as "satisfactory."

HURRICANE AFTERMATH

THE hurricane aftermath in the Suva area was marked by the appearance of clouds of abnormally vicious mosquitoes.

They despised all the usually effective insect-repellants and apparently tore mosquito nets to pieces.

The plague in the central town area lasted only a fortnight or so, but was then succeeded by a plague of flies presumably bred in the masses of decaying vegetation piled up everywhere. One of Suva's normal advantages is its comparative freedom from flies, but from mid-February until early in March the town was as fly-ridden as any of the western islands.

By the middle of March both mosquitoes and flies in central Suva were almost down to normal.

The Club Hotel, a central Suva landmark for nearly 70 years, was still standing derelict seven weeks after the hurricane, while the hotel bar was in operation in a large concrete annexe at the rear of the smashed and roofless main building.

The hotel will probably be demolished very soon, the Town Council having declined to grant per-

Crossquiz—No. 28

(Solution on Page 70)

ACROSS

1.—The music of which operetta was composed entirely of Schubert's music?

5.—What kind of vessel is ruin if you go to it?

6.—What was previously the name of the port side of a ship?

7.—What can be a position, a newspaper, a piece of timber or a batch of letters?

10.—Under what other name is known the white poplar-tree?

11.—What material produces alcohol by decomposition?

12.—Who deals in gums, dyes and drugs?

13.—What is the general expression for the character of a sound?

15.—Which famous Scots regiment of Dragoons was established in 1683?

17.—What word is the synonym of "see"?

19.—What is the unit of work?

21.—What veil is worn by Moslem women in public leaving only the eyes uncovered?

22.—What is the Spanish word for "sir"?

DOWN

1.—Who were the followers of Wycliffe in England?

2.—What is the term for stealing by one legally on the premises?

3.—In what workshop are tubs, casks and barrels made?

4.—What is the term for a statement that cannot be disproved?

5.—To pursue by law?

8.—What is the automatic betting machine?

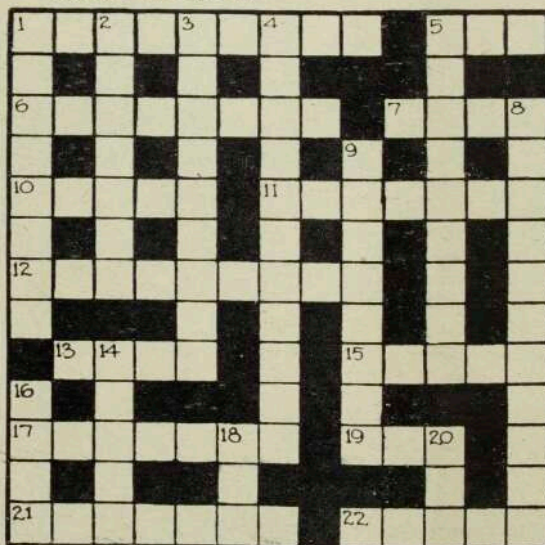
9.—What does the Parliament do when it puts off something from one session to another?

14.—What is the singular for Oases?

16.—What is the name of a beer-mug shaped like an old man with a three-cornered hat?

18.—What single word expresses "by way of"?

20.—What did R. J. Gatling invent?



mission for repairs to be made. There are rumours that a modern hotel will be built on the site—which is owned by Morris Hedstrom, Ltd.—but nothing is official.

A similar silence is being maintained about the fate of another old hotel building. McDonald's, also badly smashed on January 28.

The Central Buildings, fronting the Triangle, which provided one of the most spectacular examples of hurricane damage in the inner town area, are being repaired. The Town Council has condemned an unspecified number of old wooden buildings since the hurricane.—S.

AQUA PURA

THE bungalow water tanks were empty and the house-boy had been getting the daily requirements from the water-hole leading off from the river. One day he came bursting up on to the verandah where his boss reclined at ease. Something serious seemed to be the matter: the boy could hardly speak, and was shivering with fright.

"What's the matter with you?" said the boss.

"Master, big fella puk-puk (crocodile) stop along hole belong water," the boy replied.

"Well, don't be frightened of him," said the boss, "He'd be a lot more frightened of you than you were of him."

"No, Master, this fella puk-puk 'e big fella too much."

"Nonsense, everybody knows that puk-puks are more frightened of men than we are of them. Pick up the buckets and go and get that water," replied the boss.

"Master, suppose you talk true, water along this fella place belong puk-puk 'e no more good now belong drink!"

PACIFIC FILM FEVER

HOLLYWOOD film studios have just re-discovered the blue Pacific—mostly with the help of Mr. James Michener.

As reported elsewhere, Warner Brothers are preparing to film a Michener story in Western Samoa—and that Territory could not be more of a twitter if a new Messiah had shown up there.

Last month, it was reported that another Michener story had been or was being filmed in Tahiti.

In Sydney, in March, more Warner Bros. film-men were causing flutters in girlish hearts—they were looking for someone capable of playing the part of a part-Polynesian beauty in

a film about a Captain O'Keefe of Yap, Mapia and all points East. The film is to be "shot" in Fiji about July. (The film to be made in Western Samoa isn't really about Samoa, either; it hapened on some other Pacific Island).

Apparently O'Keefe really existed. Way back in Georgia in 1870 he thought he had killed a man and fled to the Pacific and founded a dynasty in the Carolines. He had red hair, and probably a red beard, but if you want to know the rest of it you will have to wait until the movie is made.

PIM has never heard of O'Keefe; but there have been some references, in the past, to another Irishman, O'Brien, we believe, who also had a red beard and made his presence felt around the Ellice Islands about the same time.

MAPIA ATOLL

A RECENT enquiry from Mr. John Riedel of Washington, DC, former USAF meteorologist, led to some investigation of Mapia, an atoll rarely in the news, but mentioned above in relation to the O'Keefe film. It is farther west than New Guinea's so-called Western Islands, the Hermits, Anchorites, Ninigos, etc., and 100 miles north of Manokwari, Dutch New Guinea.

Mr. Riedel thinks that an American named Miss Brown operated a coconut plantation at Mapia before the war. She was removed by the Japanese to the Dutch East Indies, so the natives told Riedel when he was stationed there with the USAF in 1944.

Now from an issue of the Polynesian Society Journal (of New Zealand), Volume 10, dated 1901, we learn the following.

"At the time of the cession of the Caroline Islands to the Germans, in consequence of the arrangement of 12th February, 1899, the Mapia Is. have been considered as forming part of the Spanish possession. But by constant visits to the Archipelago and by having taken possession of in 1844, the Dutch consider the islands as their property. The dispute between the Governments of Holland and Germany is not yet concluded.

"Mapia, also called St. Davids Islands, Freewell Islands and Bunaj Islands consists of 5 islets on a reef.

"The original population was of Melanesian blood, but in 1898 there remained only 7—the rajah, his wife, and 5 children. They have been replaced by an immigrant population composed in 1898 of 65 islanders from the South Carolines and from



BUCKINGHAM PALACE.

3rd March, 1952.

Dear Madam,
I am commanded by The Queen to express to you and to all those on whose behalf you wrote her sincere thanks for your kind message of sympathy in her great loss.

Her Majesty greatly appreciates their thought of her and her family at this time.

Yours truly,

Edmund Selous

The President,
The New Guinea Womens' Club,
Sydney.

The President of the New Guinea Womens' Club of Sydney received this letter from Buckingham Palace recently.

Pleasant Island (Nauru) in the Gilbert Group, and 5 white people.

"The rajah has, in fact, made over for some years to an American the monopoly of beche-de-mer fishing, and the collection of cloves in the Islands. The American, with his wife and two workmen, constitute the only 'civilised' element."

No doubt these Americans were the ancestors of the Miss Brown referred to.

The latest *Pacific Islands Pilot* states that there are now only 3 islets—indicating the build-up which has taken place in the past 50 years.

Few people know much about Mapia's history, and such writings as exist are probably mainly in the Dutch language.

PIONEERS

ONE becomes more and more convinced that the inborn initiative, enterprise and enthusiasm of the individual can never be killed. It can be bottled up, controlled and hypnotised into dormancy by years of frustration and procrastination, but never killed. No one will ever persuade me that the spirit of enterprise which pioneered and opened our Northern areas is not still in us.

—I. H. Grabowsky, originator of Australia's promising Air Beef scheme, formerly of Guinea Airways in New Guinea.

(Continued on Page 68)

OVER THE REEF

*Landing on Ocean Is.—ROSA MOORE Tells Us How it is Done
In a Westerly Gale*

VISITORS approaching Ocean Island when a westerly is blowing (open season from November to March, but possible at other times of the year) are feelingly advised to put their shoregoing models back in their suitcases and disguise themselves in the oldest garments their repertoire has to offer.

Our Ocean Island ETA was 8 a.m.; so, at 7 a.m., clad in their best, our family group of three was hanging over the rail, peering hopefully through the morning's rain and spray for signs of our welcoming party of one.

It meant little to us that a westerly was blowing. Certainly, the island appeared to be heaving in a surging sea, and an extraordinary quantity of water was hurling itself in skyscraper formation against such of the shoreline as we could pick out; but we really didn't take in the implication of it all.

At least, not until breakfast time, when we were told all over again about the record drift of 28 days made by one ship in Ocean's westerly weather, until the wind finally went

back to the rightful east and the mooring buoy on the edge of the reef could safely be approached.

After that we quietly hung up our shoregoing models, unpacked our ship-weary garments and sat about staring at Ocean Island from various angles, as our cargo ship drifted through the westerly wind.

Wireless communication with the shore cheered us with the news that an attempt would be made to take us off, on the drift, at 2 p.m. We got all dressed up again; but the afternoon was more boisterous than ever, so our ship turned away and soon the island was blotted out by spray and misty rain.

Night came. Far off, the lights on the phosphate workings twinkled along the shoulders of Ocean. Again, the wireless spoke: a try would be made to take us off at 6 a.m. next day, from as near as our ship could approach.

ON went the shoregoing models in the windy dawn, towards the shore battled our cargo ship, until we were near enough to see enormous

gouts of spray battering at the boat-harbour walls—no launch could get through that. We changed back into our old clothes for breakfast and heard another wireless plan for a fourth attempt, with barge, at 11 a.m. "Please wear old clothes."

Ominous words! We duly retained the old clothes; but 11 a.m. came and went fruitlessly—sea impossible.

Next we were told that a new idea was afoot—a rendezvous with a whaleboat early in the afternoon, this time in the lee of the island, on the east, and the whaleboat would take us in over the reef.

Our reaction to this was to have a nice sceptical siesta: from which we had to be awakened, wild-eyed, with the news that Operation Five was actually under way!

Brushing down our old clothes, we hurried unbelievably up to the flying bridge, and from there we saw, a long way away, a little black beetle kicking and struggling in the boiling sea, while slowly, slowly, we edged in to meet it.

At this point, a sort of mariners' flurry set in among the bridge personnel, with bells ringing and inexplicable orders bouncing about. At this moment, too, our small female passenger sailed into the middle of the official party carrying a shoe-box and announcing chattily, "O, Captain, I forgot to show you my silkworm moths."

Since it turned out that our ship had chosen this ticklish juncture to break a fuel pump and was having to heave-to in disgrace, the silkworm moths were scarcely well-timed; but nobody allowed their beaming owner to guess it.

THIS situation left the water beetle in sole charge of the rest of the proceedings, no explanation of why we had stopped so far out being possible. So it went on kicking and struggling and shooting high into the air until at last it began to resemble a whaleboat and then, ages later, it was actually tossing



Road round Ocean Island.

like a walnut shell at the foot of the steep gangway.

Our Relative, the Harbour Master, and five Gilbertese lifted salty faces up to us as we struggled down in the wake of our luggage.

At this point, more human beings than we ever suspected were concealed on board appeared like lightning all along the decks, many of them holding cups of tea and chewing in a heartless manner as they prepared for the amusing drama of how the landlubbers tried to embark in a whaleboat which, one moment, was 12 feet below the gangway foot and, the next, shooting skyward on the top of a wave.

The next ten minutes were a nightmare of strong arms, barked shouts, shouts of "Wait!", yells of "Look out!", roars of "Now! No, wait!"; while with steady monotony a waterfall from one of those inexplicable rain affairs which gush out of the sides of ships cascaded with unerring aim into the whaleboat and all over its occupants.

What we looked like, nobody can ever tell us; but, somehow, into the whaleboat we crashed one by one, and were gathered up and parked in a nice, wet cranny, plus amazingly intact silkworm moths, a hatbox mashed to pulp, and merrily swimming suitcases.

Then away rowed our four oarsmen, while the fifth stood miraculously balanced in the stern with the steering oar. Huge waves bore down on us and leaned over us—and up them we rode and down them we slid again.

The Gilbertese rowed and rowed and rowed, and huge drops of sweat rolled rhythmically down their faces, down their arms, down their chests, while we baled with jam-tins the water flapping over the tops of our shoes and shoved fitfully at sliding suitcases.

Up on to wave crests we hurtled, and glimpsed far-off Ocean; then down we dropped and saw nothing but greeny-grey sea.

After we'd done this for forty minutes, it was startling to hear the sound of human shouts—and over a wave slid two outrigger canoes towards us. First one, then the other, amazingly came alongside and four fresh oarsmen astonishingly changed places with our weary crew. Then on we went with renewed energy.

WE got through the off-island currents all right; then all we had to do was to negotiate the reef.

The beach, we could see, was quite black with sightseers; and, as we arrived at the surfline, we suddenly shot towards them at an exhibition speed, caught by a wave which bumped and banged us over the coral niggerheads with terrific jolts and alarming sound-effects.

Into the sea rushed many Gilbert and Ellice islanders—and a number of European men, too—to steady us by the gunwales—and there we were at Ocean Island after 75 minutes from ship to shore.

This landing over the reef, we were later told, had been done only once before in the island's history; so we

felt belated gratitude to everybody who cheerfully took part in the proceedings.

And, ah, the blissful moment of preparing to step at last on to firm, firm land! In crumpled clothes encrusted with spray, grease and rust marks, I clambered to the bow of the whaleboat for a graceful leap into Ocean Island's social life.

Up loomed a stalwart Gilbertese who gathered me ignominiously into what looked like a bundle of soiled laundry, wobbled his way to the nearest batch of sightseers and, with a grunt, dropped his green-faced burden at their feet.

Dismissed For A Duck

We have a little garden
As pretty as can be:
The zinnias are blooming there
For Hubert and for me—
But do not think it is for us
The garden looks:
The garden is a-blooming there
Especially for chooks.

For it's scrape, scrape, scrape and
scratch, scratch, scratch—
Have a little swing in the dahlia
patch:
Jump so high and keep so spry
Zinnias are lovely, and the phlox—
Oh, my!

We have a lovely clover lawn
That's very large and fair;
And there at eventide we both
May take the tropic air.
But if you think it's made for us
The answer's merely: "Shucks!"
The clover lawn is planted there
Especially for ducks.

For it's dabble, dabble, dabble, and
cluck, cluck, cluck—
Life is simply lovely on a lawn for a
duck:
Dig it up and get your fill—
We get the pleasure and you get the
bill!

We have a sweet potato patch
That stretches quite a bit:
The kaukau's growing finely there—
We're justly proud of it.
But do not think it is for us
It grows so large and big:
It's planted for the pleasure of
A little local pig.

For it's scrabble, scrabble, scrabble
and honk, honk, honk—
If I were not a little pig I'd be a
little donk:

The night is young, and so am I—
Another extra helping of the sweet
potato pie?

—NOELLE MASON.

IN RETROSPECT

Often I think of the drives we went
In the late afternoon;
Sago palms, green in their swampy
beds,
Copious creepers, greedily growing
Upon the ruins of war;
A score of dusky-arms in salute
"Apinoon, Master!"
Flashing teeth and curious eyes—
The roads were few. Some said they
tired
Of sight of sago palms;
Scarlet creepers, there were, like
ropes
Hanging on trees.
Driving along the sands at dusk
We watched the sun surrender
Each banner of flame;
The joy of salt sea on our faces!
While on the Hill the little lights
came out,
Glow-worms resembling,
Then, like a curtain covering all,
Came the soft tropic night.
The air swarmed with myriad insect
life,
A fire-fly flew past.
—FREDA MacDONNELL.

Mr. Kenneth John Tonking, a distinguished graduate of Sydney University, who obtained his LL.B. at the age of 21, is to commence practice at Lae, New Guinea as a barrister and solicitor. He served in the Naval Intelligence Division of the Royal Australian Navy in the New Hebrides and New Guinea areas during the Pacific War and also as Naval Liaison Officer to the 6th Division in the Aitape-Wewak area. He has been in practice before and since the war in NSW.

School Journals For Polynesia

By JACK THORNTON



Miss M. P. Dennehy, who edits the magazines (to be seen bottom, left) in languages she does not understand.

IN Wellington, NZ, last year, the South Pacific Commission's authority on social development, Mr. H. E. Maude, paid tribute to the general excellence of the literature produced by the School Publications Branch of New Zealand's Education Department for distribution in Western Samoa, the Cook Islands, Niue Island and the Tokelau Group.

"They are well written and attractively produced," he said, "and of great importance to the children concerned. In the preparation of school journals adapted to meet the peculiar requirements of the Islanders, the Dominion has shown a progressive lead." Examples that he had shown to British Colonial Office educational authorities had elicited the comment: "There is nothing better."

Mr. Maude has had many years' experience in the British Colonial Service, serving in the Gilbert and Ellice Group, in Tonga and with the Western Pacific High Commission. His judgment is authoritative, so NZ's School Publications staff has reason to be pleased about Mr. Maude's evaluation of vernacular text-books for Polynesian schoolchildren.

Much of the credit for the high standard of these publications should be given to Miss M. P. Dennehy, an ex-schoolteacher who was appointed first editor of Islands Publications—a branch of NZ's School Publications—in 1948. Prior to Miss Dennehy's appointment, school journals for the Islands were published for Western Samoa only, at irregular intervals. To-day, four different publications are issued regularly, and Miss Dennehy edits them all. Their titles are:

Tusitala Mo A'oga Samoa, Te Tuatua Apii O Te Kuki Airani, Tohi Tala Ma E Tau Aoga Niue, and Tala Mo A'oga I Tokelau.

Twelve thousand copies of the first-named are printed in Wellington six times annually; 10,000 of each edition are sent direct to Western Samoa where they are distributed free to schoolchildren, and subsequently read by many parents. The remaining 2,000 are retained in Wellington for binding into yearly volumes, and are eventually dispatched to Samoan school libraries where they are stocked for reference and records purposes.

The Cook Islands are catered for in quarterly editions of 4,000 copies, of which the children receive 3,400 and 600 are issued to schools in

volumes. Niue Islanders are given 2,000 new journals every four months.

In addition to the above, the Islands Publications Branch recently commenced issuing pamphlets to schools in the Tokelau Group, which previously received copies of the Samoan vernacular journal. The Tokelau vernacular is a spoken language, not a written one, so the pamphlet is printed in Samoan, which language is familiar to Tokelau Islanders as they use the Samoan vernacular bible. The pamphlet is designed to cater for special local interests, and the first issue contained an article describing the visit of *RNZNS Bellona* to Tokelau.

Miss Dennehy does not speak or write any of the three vernaculars



A village school in Western Samoa.

the publications she edits. But she has seen Island schools, and has met and mixed with teachers and children during a visit sponsored by Z's Education Department in 1949, when she spent six months in Western Samoa, and two months in the Cook Islands. Travelling to the outer islands by schooner, she established personal contact with local authorities, and studied problems on the spot.

Each journal is designed to appeal to children of all ages, for it is at present impossible to produce separate editions for different classes. Some of the material is written directly in the vernacular—the editor is particularly keen to receive more legends and articles from residents of the Islands—but most of the contents are translated into the respective vernaculars from material prepared and selected in Wellington.

This is quite an involved way of doing things.

Material for Samoan school journals is translated by the Samoan Affairs Department in Apia. Copy for the Cook Islands, and for Niue, is shipped thence for translation by local teachers and community leaders, who in due course return their translations to Wellington. Galley-proofs are then posted to the translators for correction and returned to the editor for publication.

A great deal of thought is given to the matter of illustrations for the journals, both in reproducing the island scene for local material, and in supplementing the text in stories of other lands. The illustrations, printed in colour, and the covers embodying Polynesian motifs, are drawn

by Education Department staff artists, and by freelance illustrators commissioned by the Islands Publications Branch. These latter include Mr. E. Hitchings, who has visited the Islands and is now living in Australia; and Conrad Frieboe and Evelyn Taylor, recognised as two of New Zealand's most talented artists.

Polynesian legends, articles on health, stories and "educational" items are to be found in a typical school journal. Contributions now being prepared include "The War against Filariasis," originally published in French by the Tahiti health authorities, and now being adapted to conform with local climatic conditions; and "The Story of Soap," a story by Mrs. scientist's description of the processing of copra into soap.

Each edition contains a balanced selection of subject matter printed on good quality paper; the lay-out is

TO KETA

A Little Story for Our Islands Planners—By R. W. Robson

ONE does not judge all New Guinea natives by the "flash coons" and the "village big-heads" produced by war-time confusion and a well-meaning but often misguided Administration.

Among Melanesians, as among Europeans, there are more good than there are poor types; and a true story told me by Oil Co. Executive H. S. Wynne shows just how good a good New Britain native can be.

Wynne played golf in Rabaul, about 1936. To Keta, attending a Mission school, earned a few pence, caddying. He had an eye like a hawk, and a remarkable knowledge of golf; and the thankful Wynne got him as a regular caddy.

Months later, To Keta entered Wynne's service as a house-boy. He was regularly indentured. Wynne exchanged gifts with To Keta's father, To Paivu, a good-looking Matupi man. The family were fond of To Keta.

Came the eruption. After a hectic flight, the Wynne family found themselves in Kokopo—safe, but with only the clothes they wore.

Mr. Wynne went back to the half-buried town in *Indana Star*, and began a search for his car, which he had been forced to abandon in the Nodup area. Eventually, in the bush beside the road, he found it, undamaged. Sleeping beside the car was To Keta, with Master's bag of golf clubs clasped in his arms.

To Keta rounded up other boys.

attractive, with a wide range of type and broad margins.

Education Department officials in Wellington state that New Zealand's Island Territories Department pays all expenses incurred in the production of Polynesian school journals. Civil servants close to parliament lobbies inform me that the greater part of the cost of producing journals for Samoa is recovered from NZ Government revenue from Repatriation Estates in Western Samoa. I have found it impossible to have this either confirmed or denied officially.

Perhaps it is an unimportant point, for no matter who foots the bill for these various editions of vernacular school journals, education authorities agree that the money is being well spent.



Mr. Wynne, with To Keta, and To Keta's special friend, a dog.

With their help, Wynne was able to collect household and personal possessions, which were shipped with his family to Australia on the rescue vessel, *Montoro*.

"Rugged days followed," says Wynne. "To Keta, faithful and resourceful, helped me very much in the rehabilitation of my home."

PRESENTLY, Mr. Wynne returned to Australia. He would not leave the bright and intelligent To Keta to the vagaries of indentured service. He took him personally to the Bishop at Kokopo and the Bishop accepted him as a Seminary student.

Mr. and Mrs. Wynne kept up a correspondence with the lad. His letters, written in 1939 and 1940, are models—clear handwriting, good English, his sentiments sincerely and modestly expressed. There is no doubt about his warm affection for his old master.

Then came the war, the Jap invasion, and silence. Many times, after 1945, Wynne tried to get tidings of the young man; but he seemed to have disappeared completely.

Finally, Mr. Wynne appealed to the Catholic Mission organisation and, a few months ago, he got this letter from Bishop Leo Scharmach, MSC:

"After To Keta's admission to the Mission School, the lad proved to be an excellent student, being liked by everyone.

"Just prior to the outbreak of hostilities in 1940 he left the school to

take up a position in Rabaul. Shortly after doing so, he married.

"When the Japanese forces occupied Rabaul, To Keta was recruited into the native police forces; and, even in this capacity, he remained faithful to the Europeans.

"Oftentimes he was posted at the gates of the Ramale Internment Camp, where all our missionaries were incarcerated.

"From time to time he made contacts with Australian Coast-watchers, giving them details regarding Japanese movements and encampments. His one great achievement was the supplying to the Allied forces of a detailed map of Ramale and its environs, thus sparing the camp of Allied bombing attacks.

"As months went by the Japanese began to suspect To Keta, so the lad escorted his wife and child across the Warongoi to safety, where Japanese patrols were fewer; he to follow several weeks later.

"However, when he tried to do so, he was captured, quickly tried and executed.

"Without a doubt it can be said that To Keta died the death of the brave, for his country.

"His wife is now living on Matupit."

Mr. Wynne, anxious to do something to honour the memory of To Keta, tried to make contact with his family. But his widow has married a Manus man, and gone away; and his father, To Paivu of Matupi, is dead. . . .

I am glad to publicise this example of what the New Guinea natives can give to Europeans, if the Europeans treat them with understanding. This is no isolated case—every European resident of New Guinea can supply similar examples of loyalty and trustworthiness and mutual regard. There is no real difficulty in the future relationship of Australians and New Guinea natives, if only we can keep our accursed politics out of it.

A Fiji Colonial Development and Welfare Scholar, **Miss Margaret Reay**, recently returned to the Colony. After completing the degree of Bachelor of Home Science at Otago University, NZ, Miss Reay went to the UK to take a course in social welfare.

(Owing to import restrictions on paper and reduced space, we have had to discontinue Children's Section for the time being.)

TROPICALITIES

(Continued from Page 62.)

WORMS BEFORE PEARLS

ONE of the most popular fallacies regarding the oyster pearl is that it is formed round a grain of sand which, lodging in one of the folds of the oyster, sets up an irritation which provokes the nacreous secretion, which, in turn, envelopes the grain and forms the pearl.

So frequently do we see this theory put forward that it seems worth drawing attention to the modern scientific explanation. Victor Berge, well remembered in French Oceania (and not always kindly) gives it in his book *Pearl Diver* which was published in the 1930's.

According to Berge—and he should know, for he spent a lifetime in the pearl business—the irritant, far from being a grain of sand, is a living organism. It is a flat-worm closely related to the liver-fluke which attacks sheep. The worm lives in the scoter duck from which the larval eggs are excreted. Some of them infect cockles. A cyst develops in the cockles, from which larvae are produced. The larvae ultimately reach the pearl oysters. Here they set up an irritation in the body of the oyster, round which the enveloping secretions form a beautiful pearl.

Basil Hall, in his book *The Sea and its Wonders* confirms Berge's statement, in effect, by declaring that the cause is as stated above, but he says that the worm lives also in the intestines of skates and rays, which are found in all oceans.—S.

ACTING

ONE notices, on page 4 of the January Gazette of the Western Pacific High Commission, four statements, signed respectively by G. D. Chamberlain, Acting High Commissioner; R. J. Keegan, Acting Resident Commissioner; V. J. Shearwin, Acting Treasurer; H. C. A. Bryant, Acting Chief Secretary.

Becoming almost as remarkable as the Papua-New Guinea Administration, which was practically being run by "Actings" a couple of years ago.

NO PROFIT IN MAGIC

ACCORDING to the Old-timers, a magician in the Cook Islands 20 years ago would have been a man of enormous prestige, mobbed where ever he went.

Not so to-day. One came to the Cooks in mid-1951, suffered every

kind of discomfort travelling through the widely scattered Group in vessels never intended for the passenger trade, and departed having barely made ends meet.

His tour sheds light on what an entertainer is up against to-day. First, there is an Island Council law that the charge per person shall not be above a certain fairly low ceiling. Then, before any such entertainment may be put on, the permission of the Island Council is required.

This, of course, is usually obtained easily enough, but naturally the Councillors, having granted it, expect complimentary tickets for their families—and just where a Cook Islander's (or any Islander's) family ends the Lord alone knoweth. Certainly the visiting entertainer has no means of determining this.

He plays to a packed house, yes; but the takings are remarkably light. If he makes his schooner fare to the next Island he is lucky. But, at least he will be having a free look at the Islands.

Up and coming cinematographers, magicians and sword swallowers are strongly advised to dicker for a flat fee from the various Island Councils before leaving home.—S.

PRIVATE (INDIAN) ENTERPRISE

A POST-HURRICANE story that went the rounds in Suva (and may or may not be true) concerned a betrothed European couple and the tailor (Indian) who was to make their wedding finery.

When they called on him, he dolefully indicated his wrecked shop—only a half a roof, pools of rain everywhere, ruined material, his workers standing around looking as though the Day of Judgment were at hand.

To get their job done, they offered him the loan of the empty flat which they would occupy after their marriage. When they called at their future home a few days later, they found it a-whirl with sewing-machines as the tailor's formerly unemployed assistants carried on business as usual. The wedding order was only part of the activity.

It is said that the bridal couple went away to decide whether they should move into the ruined tailor's shop or prepare to settle in with the tailor and his assistants in their new flat.

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SAMOAN COCOA UP AGAIN

From Our Own Correspondent

APIA, Mar. 16.

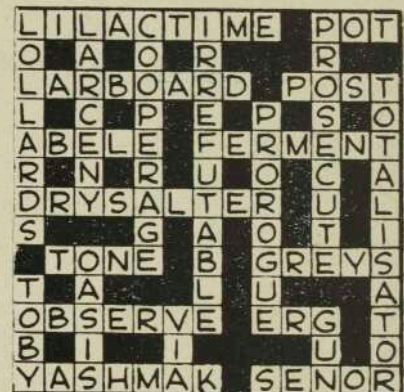
THE rates for Samoan cocoabeans have recently advanced again and sales for small lots have been

effected on the basis of £290 to £300 (Stg.) per ton f.o.b. Unfortunately only very limited quantities are on hand at present, as the new crop is not expected to be harvested before April or May.

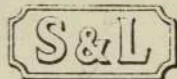
It is not expected that the coming crop will be very large as cocoa

plantations have suffered from adverse weather conditions and part of the coming crop has turned black.

Solution to Crossquiz from Page 62



Three new Chevrolet cars added to the Town Taxis' fleet have benefited Rabaul transport. For the non-car owner, however, movement around Rabaul is still either very tiring or very expensive.



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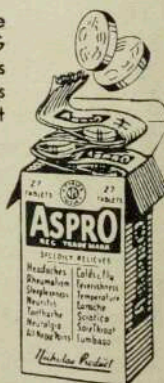
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N.G.7.

Nicholas Product

No One Knows Real Cost Of Suva Hurricane

From Our Own Correspondent

TWO months after Fiji's costliest and most publicised hurricane, the exact cost of the disaster to the Colony is unknown. Probably no one ever will know beyond a vague generalisation.

Reconstruction of the wrecked Suva Wharf area is likely to cost about £1,000,000, but no one will hazard a guess at the total property loss suffered by Europeans alone. It is estimated that the loss suffered by the Fijian banana-growing industry is £100,000—some estimates go very much higher—but no one has yet estimated the loss represented by the destruction of several thousand Fijian houses and of dozens of Fijian food-producing areas in northern and eastern Viti Levu, the northern Yasawas and a part of Kadavu which was struck after the hurricane had swept over Suva.

Add to this the damage done to many Indian settlements and the enormous losses of personal property suffered by Europeans, Fijians, Indians, Chinese and others alike and you get back to the original vague estimate of several million pounds' damage—including, of course, the bills for the restoration of communications and other Government installations, as well as for the heavy damage suffered at the goldmining and sugar-production centres in the hurricane belt.

About 30 persons are known to have been killed during the storm, but it is not known how many died from injuries inflicted by the hurricane.

DONATIONS FOR RELIEF

MAJOR contributions towards hurricane relief in Fiji are as follows: New Zealand Government, £10,000; United Kingdom Government, £10,000; New Zealand Herald (Auckland) Fund, £11,000; Methodist Australasian Board of Missions (for immediate relief purposes of the Methodist Church in Fiji), £5,000; Government of Fiji, £2,000; Fijians of Lau Province (for Fijian relief in the devastated areas), £2,000; Government of Malaya, £3,000; Banabans of Rabi, £1,500; Colonial Sugar Refining Company, £1,000; Government of India, £1,000; Morris Hedstrom Ltd., and associated companies, £1,000.

The gift from the Government of Malaya is assumed to be a graceful gesture of appreciation for the battalion of Fijian soldiers which are to take part in the jungle war. Every report that comes from Malaya indicates that the Fijians are immensely popular and, as was to be expected, have built up a splendid reputation since their arrival at Singapore in January.

The contributions listed above do not include many hundreds of gifts of money and goods from individuals, firms and organisations in Fiji and overseas.

READY FOR TOURISTS

Accounts given by recent arrivals

from Suva, Fiji, made it clear that hurricane damage has been cleared up in remarkable fashion and that by the time the tourist season opens in May, Fiji will be ready for visitors.

This, of course, is pleasant for the tourists—but it goes further than that. Tourism is an important in-

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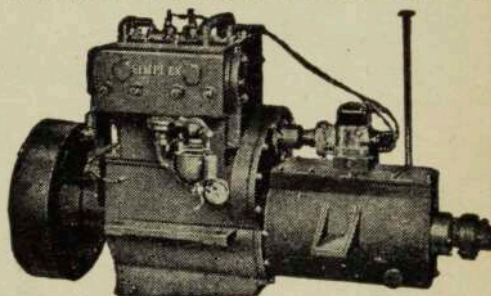
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D5/161

dustry in Fiji these days and one that is steadily expanding under the direction of a few private-enterprise enthusiasts.

REBUILDING VILLAGES

It is estimated that about half of the houses destroyed in the Fijian villages which were in the path of the hurricane have been rebuilt. A major problem is the shortage of thatching material—not only did the hurricane destroy the houses but it destroyed also the palms and trees that usually supply thatch.

An organised effort is being made to supply thatch from areas not affected by the blow, and in this there has been remarkable co-operation from all sections of the community.

The cutting has been done voluntarily by Fijians, mainly from Nadroga, and by groups of Indians. The boys of Natabua Indian Secondary School have joined enthusiastically in the work. The thatch has been carried by the Colonial Sugar Refining Coy's railway system to Tavua, and then by lorries loaned by the Associated Gold Mining Companies of Vatukoula, to the places where it is needed.

In the first period of relief the Red Cross and St. John Relief Fund distributed 4,400 lbs of biscuits, 4,896 lbs of sugar, 3,312 tins of milk, 1,848 tins of meat, 348 tins of fish and 727 lbs of tea to villages stretching from Navua to Raki Raki.

These distributions were designed to alleviate the miserable conditions immediately following the hurricane and to help villagers to recover from shock. Since then staple foods have been distributed—12,656 lbs of rice, 9,000 lbs of flour, 7,716 lbs of sugar and 6,500 lbs of biscuits.

Ill-Behaved Hurricane

May Have Been a Tornado

"It was not a well-behaved or orthodox hurricane—in fact, I doubt if it was a hurricane at all," said Mr. D. A Butler, Suva manager of the Union SS Co., Ltd., when talking to friends in Sydney, where he and Mrs. Butler spent a brief holiday in March, en route to New Zealand.

"There may have been some lack of broadcast warning" he went on. "But I had the usual shipping advices and, many hours before the storm arrived we knew that there was something dirty going on due north of Viti Levu. According to all other experience of hurricanes, this one should have curled around in such

a way that it would have missed Suva altogether. We were not unduly alarmed, but we had two valuable ships in the port, and we took all the precautions we could.

"But the darned thing cut a straight track from northwest to southeast, right across the most thickly settled and richest districts of Fiji, and then disappeared completely away southwards of the Lau islands. I don't think it really was a hurricane. What are the characteristics of a tornado?"

"We were very, very lucky," added the shipping manager. "In the circumstances, we could have had both ships very seriously damaged. The storm at its height just pushed them around, all over the harbour, and yet, through one cause and another, they suffered no damage worth mentioning."

Mr. Butler was asked about the re-shaping of the port, following the destruction of Kings Wharf by the cyclone. But this matter is under close consideration, and he would

not discuss it. He indicated that two or three alternative plans are being examined, and one effect of the visitation may be a much improved system of berthing ships.

No Racial Barriers In Adversity

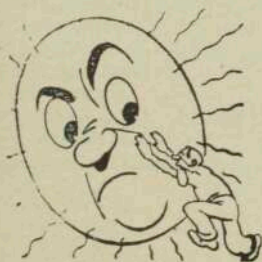
AN outstanding feature of the Fiji cyclone after-effects was the way in which all three of the dominant communities—Europeans, Fijians and Indians—co-operated in relieving the distress of the sufferers, and in repairing the damage. There were no racial distinctions whatever; each helped the other, and all contributed money and goods to the utmost of their ability. The English language Indian Newspaper, *Pacific Review*, of March 17, said this, editorially:

"If the cyclone left a legacy of privation and poverty behind, it also gave an opportunity to the people of Fiji to overcome petty differences

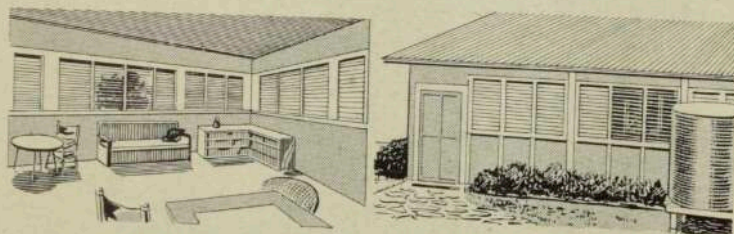
based on caste, colour or creed and rise to the exigencies of common

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Cable address: "SEAFOODS," Sydney. Code: Bentley's.

humanity. Members of all races, classes and religions joined together and stood shoulder to shoulder in rendering mutual help and spreading goodwill all round. It also provided an opportunity to the people of Fiji to realise the extent of friendliness and charity prevailing amongst the Governments and people of the two

neighbouring Dominions. Sweet are the uses of adversity!"

Mrs. Cecil McCoy, of the New Hebrides, has been spending a holiday in Sydney. Newspaper social writers praised her "fan-shaped tortoise-shell ear-rings, set with tiny beaten-silver fish."

Hurricane Shows Up Shoddy Building

From Our Own Correspondent

SUVA, Mar. 16.

POST-MORTEM into a number of modern houses, built in various parts of Suva since the war, and mostly at inflated prices, have revealed a considerable amount of slipshod work which obviously had no chance of withstanding a major hurricane.

There are innumerable building regulations in force, but, as it has previously been shown in Fiji, regulations are of no use if they are not rigidly enforced.

In some cases the owners of wrecked houses are facing crippling losses as the result of inferior materials and shoddy work by previously reputable builders.

It was reported in Sydney in April that Kerema Rubber, Ltd., of Papua expects to show an earning rate of 33 per cent. on its present capital of £73,000; and the 5/- shares in consequence are heavily in demand. The Co. has an 89 years lease over 5,000 acres; 1,350 acres are planted out in rubber; and nearly all will be bearing before the end of next year.

Established in 1890.

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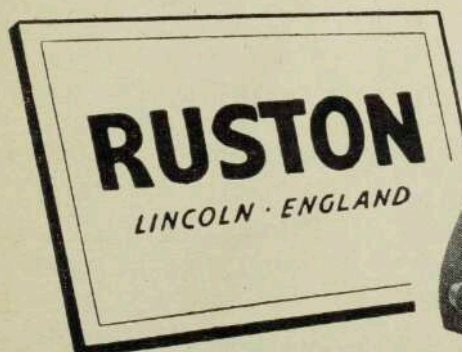
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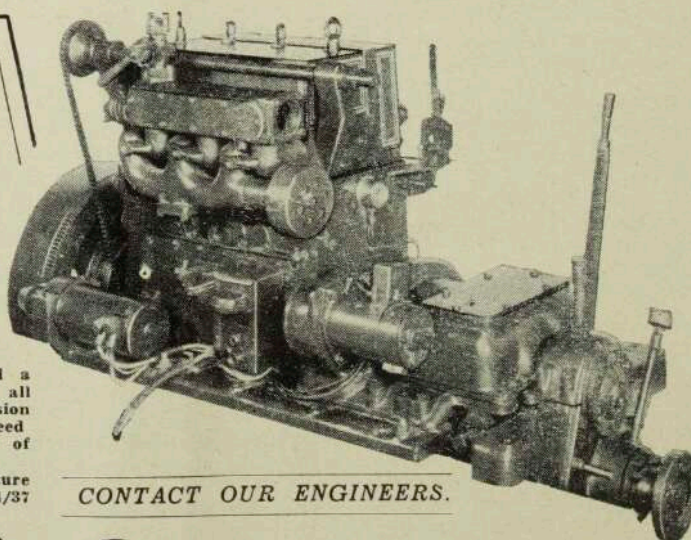
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NEW ZEALAND.

World Laughs at Samoa's Liquor System

FOR 30 years, most travellers in Polynesia have laughed at the "Old Granny" liquor law which New Zealand imposes in Western Samoa; but the farce still goes on.

Officially, Western Samoa is "dry." Quite properly, liquor is kept away from the native Samoans. But the Europeans see no reason why they should be deprived of a common amenity. The NZ Administration was sympathetic—but afraid, in typical politico-bureaucratic fashion, to make an open distinction between European and Samoan.

So it devised the extraordinary system of medical certificates. If you are in Samoa, as visitor or resident, and you want liquor, you go to the medical department, and make application. The medico solemnly gives you a certificate that, for the good of your health, you must have certain liquor each week or month; and then you go to the Government storekeeper and—not so solemnly—buy what you want.

Samoans don't get such certificates merely by asking. They have a different kind of inside, apparently, which must be cured by other means.

"Old Granny" in Wellington, NZ, has stubbornly refused to be laughed out of the system, but maybe the yell which went up at Lake Success when statistics were presented there early in March will put an end to the silly business.

It was shown that in nine months there had been imported to Western Samoa, as "medicine," the following:

	Gallons
Whisky	2,058
Gin	1,150
Brandy	880
Rum	338
Beer	29,244

A delegate: Do you really assert that the Samoans (70,000 of them) are entitled to receive this for medicinal purposes? (Laughter).

Mr. J. B. Wright (NZ delegate): I suppose it depends on what one terms medicine.

He indicated that, in recent times, the government was a little more "liberal," which apparently means that selected Samoans are being allowed a little European liquor.

There are only a couple of hundred Europeans left now in Samoa. Presumably, in regard to liquor, the 5,000 Euronians (part-Samoans) are now treated in the same way as

Europeans. 250 Europeans might get through all the liquor in nine months, if they really applied themselves to the pleasant occupation; but we have had no reports of anything of the kind.

A perfectly honest liquor system, applied as in Fiji, and New Guinea, with proper safeguards for natives, should be possible in Samoa.

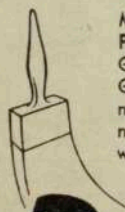
Bulolo Gold Dredging Co. staff members who returned to NG in April included Mr. Jack Beauchamp, Mr. D. R. Webster and Mr. P. W. Evans.

Mr. V. Pycha, a qualified dentist, formerly of Czechoslovakia and for the past two years resident in Australia, has joined the staff of Bulolo Gold Dredging Co., New Guinea.



Single men's quarters erected by the Papua-New Guinea Administration at Konedobu, Port Moresby. Painted DAVCO One Coat Metal Paint.

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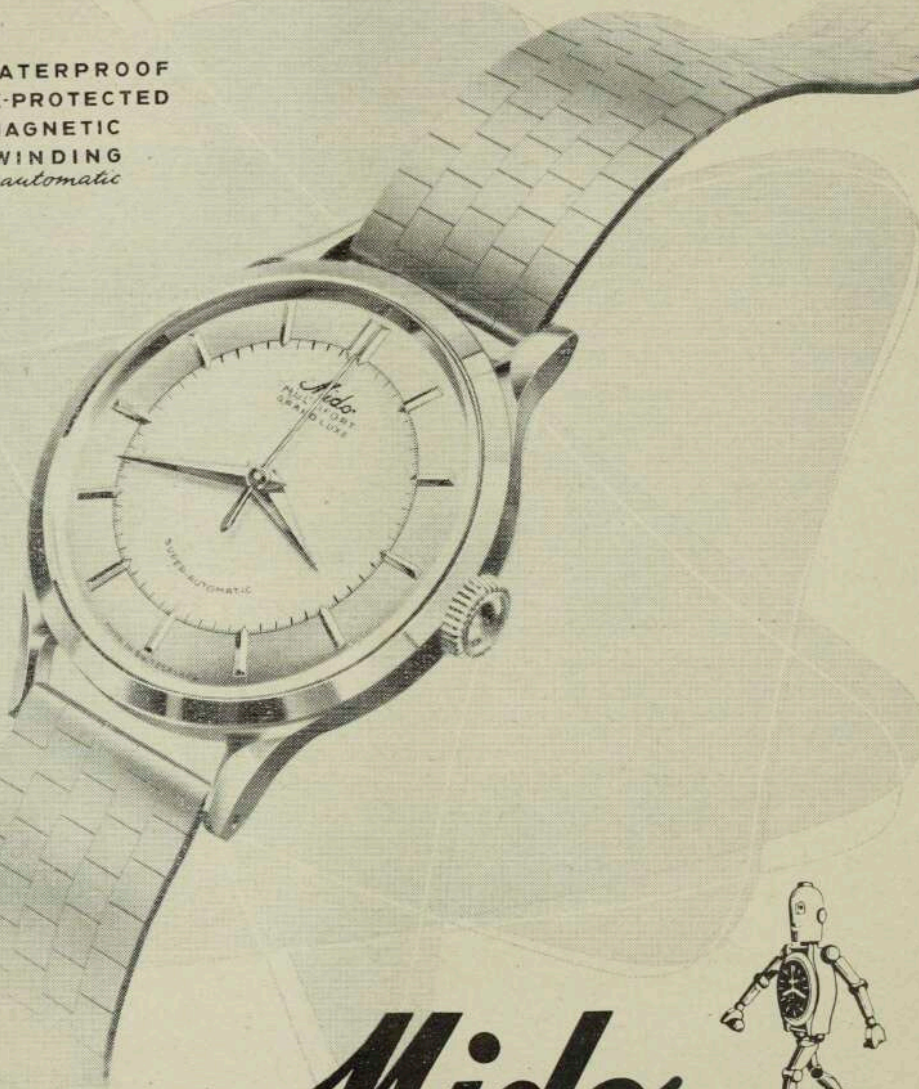
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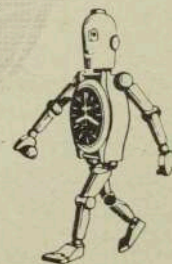
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MINISTER INDICATES FUTURE OF NORFOLK IS.

HAVING paid Norfolk Island, in March, an official visit, the Australian Minister for Territories (Mr. Hasluck), who was accompanied by Secretary C. R. Lambert, declared firmly against commercial development. Australia has one of the loveliest places on earth only six hours' flight from Sydney, he said; let us keep it so.

"I do not think that intensive development of Norfolk Island is necessary, or justifiable," he said. "My own purpose will rather be directed towards preserving unchanged in Norfolk Island its beauty and its peace. These are resources which are far more precious than could ever be discovered in any intensive attempts to develop the island for commercial benefit.

"At the same time, there are certain possibilities for improvements in mining and grazing, partly to help the island to produce food for itself and partly to provide, through the export of selected high-price crops, cash income. There are also readier possibilities of adding to that income through the tourist trade.

Nature has done in Norfolk Island a work that man could never do and which we must be careful not to spoil."

NO RETURN TO NORFOLK IS.

THE Brisbane Telegraph reports that early next year Mr. Alex Wilson will "reluctantly" relinquish the post of Administrator at Norfolk Island, because his term expires then, and the Menzies-Fadden Government will not reappoint him.

In October, 1941, Mr. Wilson and Mr. Arthur Coles, MP's, crossed the Australian House and so defeated the Fadden Government, and admitted the Socialists to office. Both received high rewards from the Socialist Government in later years, and Mr. Wilson was appointed to NI in 1947. Two years ago Mr. Wilson was promised his "due reward" by Mr. Fadden, then campaigning for office.

Vunapope Small-Ships' Wharf

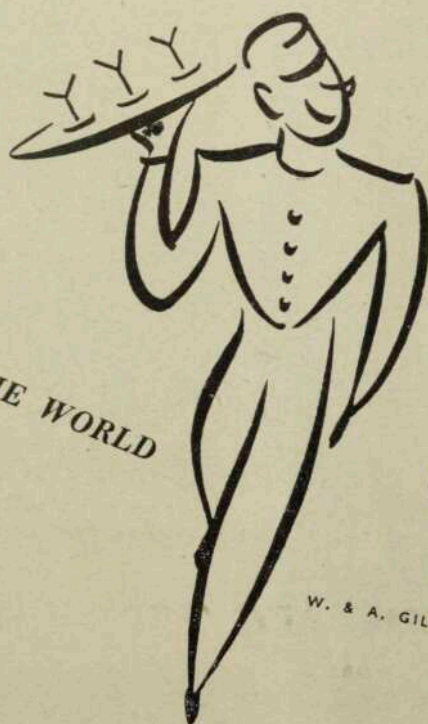
A NEW wharf capable of taking inter-island ships up to 300 tons has been constructed for and by the Vunapope Catholic Mission, Rabaul, N.G.

The wharf is "L" shaped, projects 250 feet into the harbour and at this seaward end is 48 ft by 24 ft. It is built on piles of mangrove wood brought from Manus.

The work was carried out by Mr. Henry Lundin of the Mission and local natives.

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Ropes,
Cordage,
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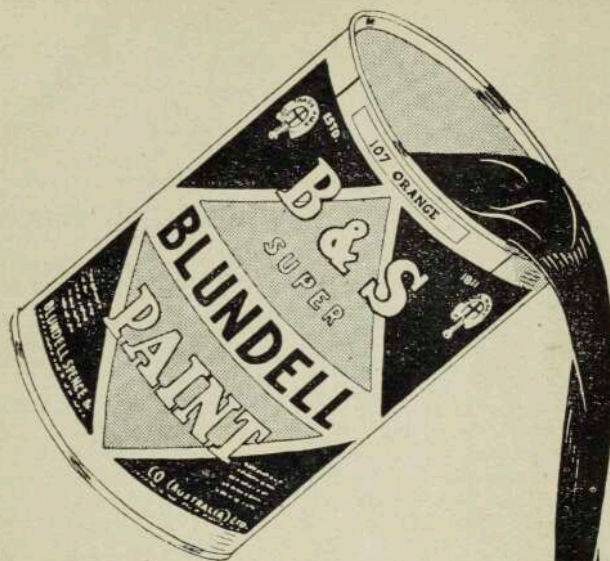
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BSI MINERALS

Interesting Inquiry in Progress

AN interesting mineralogical examination of the British Solomon Islands is in progress. There may be important results. The official reports are cautious, but encouraging. The Solomons are the only big Territory left in the Pacific whose mineral resources have not been intensively examined.

The truth of the situation cannot be ascertained until systematic geological mapping has been extended a good deal further. Little was done before World War I. After that, there were some fruitless efforts at exploration—assisted a great deal when aerial photographs of most of the archipelago, taken by the US Army Air Force, were made available.

The Colonial Development and Welfare Act made £11,700 available for a preliminary BSI survey in 1945-52; and a Geological Survey was established in 1950, with Mr. J. Grover as Senior Geologist. Mr. Grover is there now, carrying out with enthusiasm despite enormous difficulties.

A party of geologists under Professor C. E. Marshall, from Sydney University made an investigation there recently, and worked for a while with Mr. Grover. They say the data as yet was insufficient to lead to any important conclusion, but this party urged a bigger and more extended investigation. It was officially reported that investigations have shown:

- Sulphur deposits on northern Vella Lavella are of no commercial importance.
- Manganese deposits on Honiara (near Tulagi) have been examined, and prospecting by drilling is recommended.
- Excavations in the Centenary Guadalcanal mountains, in the Gold Ridge district, indicate that the area "may be a potential source of gold production."
- The alluvial gold areas of the Sorvohio River (below Gold Ridge) were examined and gave encouraging results.
- The Sutakiki River alluvium should be examined further "in view of the occurrence of quartz reefs with widespread mineralisation of the country rock."

The foregoing is taken from the careful phrasing of the scientists' report. Some of the old-time Island miners may smell something there.

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Much Rice Can Be Grown In N. Guinea

IN early March Professor W. Poggendorf, Chief of Division of Plant Industry of the NSW Department of Agriculture, visited the north-east coast of New Guinea to study the possibilities for commercial rice growing, particularly in the areas about the mouths of the Ramu and Sepik rivers.

The Professor first visited local native rice growing projects near

Madang before flying on to make an aerial survey of the river areas. He reported that, for commercial development of rice in the Territory, modifications of existing breeds of rice would have to be bred in order to prevent the present uneven ripening and the dropping of the grain in wet weather.

Professor Poggendorf's visit was expected to establish whether or not the variety of rice known as Sawa could be established successfully in the Ramu-Sepik areas.

The Administration's intermittent interest in rice culture in New Guinea has been stimulated by the present serious world rice situation.

EXPERT IS EMPHATIC

In a statement at the end of his tour, Professor Poggendorf spoke strongly in favour of flooded rice culture in both Territories, as against the upland or dry type cultivation. The latter depended on natural rainfall, but gave only half the yield.

Partially-flooded rice culture, plus large-scale mechanisation, was going ahead in the Mekeo district of Papua, under direction of Mr. Cottrell Dormer.

The expert pointed out that the bulk of the world's rice was being produced on seasonally-flooded river delta lands; and he regarded the areas of the Ramu and Sepik Rivers as ideal for this purpose—and soon or later they would take their place among regions contributing large to the world's rice supply.



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Polard	" "
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A friend of Mr. Charles Sullivan Islands merchant, of Sydney, found the old card recently, in a forgotten bureau. It shows that, on March 8, 1912—40 years ago—Brunton's flour was quoted in Sydney at £8/10/- per ton. To-day's quote is over £50 per ton.

Mrs. Hunt rejoined Mr. George Hunt in Sydney in March after business trip to England. They will be remembered in Fiji, Cook Islands and Tahiti, where he acted as British Consul prior to Mr. Devenish's appointment.

Copra Production Up in P-NG

COPRA exports from New Guinea and Papua totalled 73,000 tons for the eight months July 1 to the end of February, 1952. For the entire year ending June 1951, exports amounted to 70,000 tons.

The quantities exported in the eight months consisted of 50,000 tons from New Britain, New Ireland and other Islands, 15,000 tons from Papua, and 8,000 tons from the New Guinea mainland other than Papua. (Immediate pre-war production of both Territories was 80,000 to 86,000 tons per annum.)

Papua-New Guinea copra production in February, 1952, reached its highest level since the war, totalling 2,033 tons. Production figures for the year ending January 31, 1952, was 72,025 tons made up as follows:

Papua: Heat and sun dried, 9,532 tons. Smoke dried, 3,541 tons (27 per cent. of total).

New Guinea Mainland: Heat and sun dried, 5,700 tons. Smoke dried, 1,977 tons (34 per cent. of total).

New Guinea Islands: Heat and sun dried, 31,149 tons. Smoke dried, 9,126 (38 per cent. of total).

There has been a sharp increase in the proportion of smoke-dried copra. This is regarded as an undesirable development as the Australian copra market requires only 7½ per cent. of its total needs in smoke-dried grade. This means that, as the ad-

ditional smoke-dried copra cannot be used in Australia, shipping space has to be found for its export to the United Kingdom which takes all copra in excess of Australian needs. Such shipping space is difficult to arrange.

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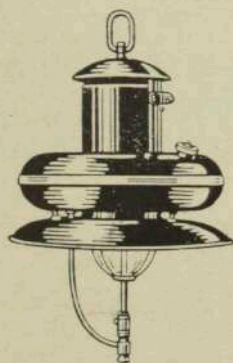
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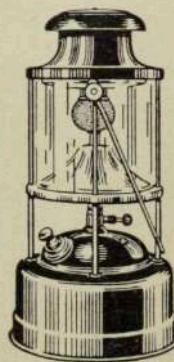
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300 candle power.
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AGENTS THROUGHOUT THE WORLD

Innes-Barnard Wedding



This photograph was taken after the wedding of Miss Heather Innes to Mr. Peter Barnard in Sydney in February. (See March PIM.) From left to right: Mr. Frank Blundell, Miss Sue Kingsmill, Mr. Roy Hardie, Mrs. Margaret Eslick, Mr. and Mrs. Peter Barnard, Mr. Tony Harding, Mrs. F. Blundell, Mr. Bill Mitchell, Miss Joan Wetherall.
—Stinson's Studio.

With continuing prosperity in some time to come, the number of motor vehicles on Samoan roads is rapidly increasing. In March over

forty vehicles, including cars, station wagons, trucks and motor buses were imported from the USA, Canada and the United Kingdom. Congestion of motor traffic on the roads round Apia and the lack of road-consciousness on the part of the Samoan public has lately caused a number of motor accidents, some fatal.

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178 Collins St., Melbourne - 73 York St., Sydney

Dr. Vladislav Skiba, who will be in charge of the Geological survey of Fiji which is part of the Colony's Development plan, arrived in Suva in March. He is a graduate of Lvov and Edinburgh Universities, and has recently been Demonstrator in Geology at the University of Nottingham. He was a captain in the

Polish army during the war, and later served in the Middle East with the 8th Army.

Mr. Gilbert Renton left New Guinea early in March for his native England. He is well-known in Rabaul commercial life, and will be absent some months.

BSI'S LITTLE NEST-EGG

THE last published accounts of the British Solomon Islands (Assets and Liabilities as on November 30, 1950—18 months ago) show that that Protectorate has a comfortable little nest-egg.

At that date it had £336,756 Aus. saved up—£206,200 in General Revenue Balance, over £50,000 in insurance and replacement funds for "Vessels," £16,000 odd in "CD & W Schemes" and over £50,000 in various "Deposits." £250,000 of it is in cash, and the balance in an unexplained account called "Advances."

It is a puzzling statement. If there are "replacement" and "insurance" funds for vessels, there must be vessels in existence. As a matter of fact, the BSI folk do operate and apparently own a number of little ships. But they are not shown in the list of assets.

CD & W Schemes, for which £16,500 was ear-marked, refers presumably to some development plan.

Although this is a British Territory, the published accounts are kept in Australian currency; the officials are paid in Fiji currency; and the Whitehall bosses reduce it all to Sterling. It savours a little of affairs in the adjoining "Pandemonium."



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WHAT IS TO BE FUTURE OF PACIFIC COPRA INDUSTRY?

AFTER many summers, Government control of primary producing industries—along with the allied subject of long-term marketing agreements—has become a burning question to the people subjected to such controls.

The Australian wheat industry has been the most vocal to date. The consequences of Government control apparently have brought about a reduction in the wheat area planted last season of approximately one-third, with a possible further reduction of planting in the coming season, notwithstanding official appeals for plantings.

Farmers who have switched from wheat to other products to escape controls will require much more encouragement and pecuniary incentive before they will be prepared to change back again.

Government controls were not unknown before the war. But the most important of them consisted in limitation of areas planted—the area then being that smaller harvests could give enhanced prices. In the depression, this policy was carried to the extreme of destroying primary products rather than allowing them to flood a market already filled with saleable commodities. In USA, pigs were slaughtered and buried, cotton crops ploughed in, other crops destroyed. In Brazil, vast quantities of coffee were burned.

The pendulum now has swung in the opposite direction; we live in a world crying out for food. Governments may have been reasonably efficient in the Depression years in destroying food, but their efficiency since the war, in the reverse direction of stimulating food production, appears open to doubt. Since having obtained control of a product by legislative action, however, most Governments are reluctant to relinquish their powers.

It is an axiom of economics that when the price of a commodity is unprofitable, ways and means will be found of meeting the demand; and when production of a commodity becomes unprofitable, labour and capital will be diverted to other forms of economic enterprise.

The fundamental aim of Government control of production and marketing since the war does not appear to have been the welfare of the industry controlled, but the acquisition of bargaining points in dealing with other Governments.

Whatever the Governments may have gained, the primary producer invariably has received the worst of the deal—his welfare has been generally ignored.

The results are now becoming apparent in stagnant industries and receding production.

When these conclusions are applied to the copra industry of the Pacific, the outlook becomes alarming.

The removal of Government con-

trol over Australian wheat growing, and the granting of world parity prices to wheat farmers for all wheat

The Pacific Islands Society (Founded 1937).

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

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

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Special hatchings of Chickens for overseas are arranged to time with departure of planes to ensure the shortest time of the Chick from the Incubator to the Customer.

A customer in South Australia, who received 3,060 Chicks in 1951, advises that 4 were lost in transit and 2% to 3% in brooding. He states: "Wonderful and satisfactory results. Your prompt and business-like attention sure appreciated—believe me. Would it be possible to increase my order for 1,000 per week to 1,500 Pullets and Cockerels per week for 2 to 3 months?"

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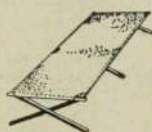
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CAMP STRETCHER

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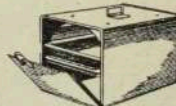


FOLDING CANVAS CHAIRS

Made from selected seasoned timbers and strongly reinforced with rust-proof metal stays. Heavy canvas back and seat. Folds easily and compactly.

CAMP OVEN

Made from heavy gauge metal, the "Aberdeen" oven fits on top of any standard primus or pressure stove. Good capacity—complete with tray and shelf.



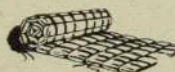
FOLDING TABLES

Neat, sturdy tables made from selected well-seasoned timbers with special hardboard top. Patented leg brackets permit easy folding so that table occupies minimum space when not in use.



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These beds are specially made for the tropics with heavy waterproofed canvas back. Generously padded with wool flock they make a very comfortable bed either on the ground or stretcher.

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sold, would result in a prompt response by the farmers and the renewal of record plantings. Wheat growing is an annual industry, however, and the growing of copra requires 12 years or so from the planting of the young palm to the first production.

What individual to-day would be prepared to sink his capital and labour in the British Pacific Islands in the clearing and development of coconut plantations? In some British Islands export duty alone on copra ranges from 15 to 25 per cent. of the full value of the crop! In addition, top-heavy and expensive Administrative staffs have necessitated the imposition of rates of taxation, both direct and indirect which would have been considered ridiculous in pre-war days.

Not even in the best days of coconut cultivation was there ever any rush to start off from scratch in the industry—that is, from the clearing of the ground to the eventual development of a well-planted and well-run plantation.

A big influx of new proprietors took place in New Guinea in the 1920's, but these men were taking over well-established and mostly fully bearing plantations. In addition, a big proportion had al-

ready had some years of experience as plantation managers with the Expropriation Board, many of them buying on easy terms the plantations on which they had graduated as managers.

The future of the copra industry in the Pacific will depend more and more on the development of new properties and the re-planting of the older ones. There is little inducement under present conditions for this to be done. Local Administration and Home Governments must be brought to realise this.

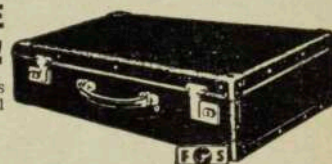
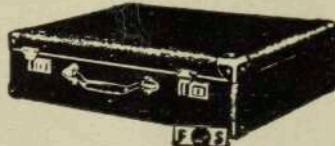
The economic outlook, when examined from the standpoint of supply and demand in future years, has never been stronger. If this

were the only factor involved, there need be no fears for the industry. But Government control has introduced other factors which have resulted in a feeling of frustration and uncertainty amongst present planters and a frightening-off of others who may have been inclined to put their labour and capital into the industry. —J.B.

A native school was opened at Kaisinik near Wau, New Guinea, recently. Local natives built the school of bush materials in a pleasant location overlooking the Bulolo River. The two native teachers are from New Ireland and there are already 30 pupils enrolled.

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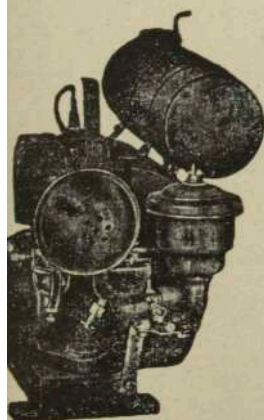
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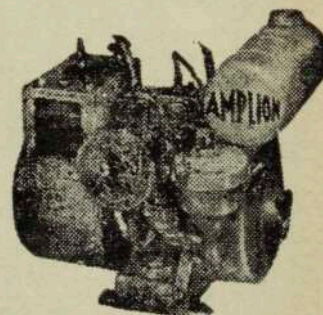
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Mr. J. E. Chambers, of 32 Ferguson Road, Banbury, Oxon, England, would like to correspond with someone in Fiji. He is interested in learning local customs and government and the postal system. He collects stamps which he sells in aid of children's homes and hospitals.

RABAUl TAG MEETS

From Our Own Correspondent

RABAUl Mar. 16.

RABAUl citizens would like to see the establishment of a Supreme Court at Rabaul and preparation of new evacuation plans

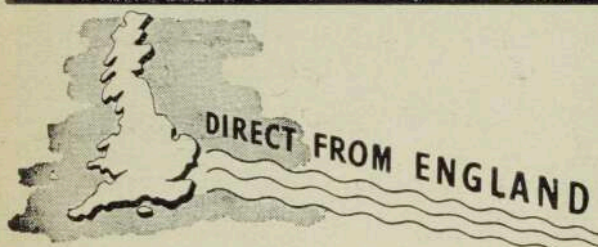
in the event of volcanic eruptions.

This and other business was discussed at the March meeting of the Town Advisory Council.

Members recommended that a Supreme Court Judge and an office of the Crown Law office be permanently stationed in Rabaul and that a sub-registry of the Supreme Court be established. At present these officials visit Rabaul at intervals, but as Rabaul is centre of a large district of outlying islands considerable expense is sometimes involved in bringing witnesses to Rabaul and keeping them there until cases are heard.

The Council is of the opinion that the present evacuation plan is inadequate to meet an emergency and it was resolved to ask the District Commissioner to prepare a new plan in conjunction with the TAC's evacuation sub-committee, and to review the plan at monthly intervals.

It was agreed that the first requirement of any plan of escape from the present town area was to make the Tunnel Hill usable. Members were informed that the Works and Housing Department was preparing an estimate for sealing this road and providing drainage for storm water.



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All enquiries through your Island Trader will receive our prompt attention.

QUININE FROM N. GUINEA

New Step In A Notable Story

IN mid-March a consignment of quinine tablets was flown from Melbourne to Port Moresby, and hence to the Trobriand Islands, where Dr. Robert Black is conducting an experimental anti-malarial campaign for the South Pacific Commission.

Unimportant in itself, this news represented a milestone in New Guinea agriculture and the first fruits of 16 years of effort. Unfortunately the two men who would most have appreciated the event are dead.

This quinine was extracted from the bark of cinchona trees which were first introduced to New Guinea by the late George Murray (Director of Agriculture between 1932 and 1941) and grown at a plantation established by the late R. F. Brechin at Aiyura, 6,000 feet above sea level in the New Guinea highlands. Murray "vanished in the smoke of battle"—a victim of the Montevideo ship incident—and Brechin died in an air accident not far from his previous plantation, in 1942.

The story of how George Murray acquired his original seeds, by means never fully disclosed, from the Dutch East Indies in 1936, was told in PIM in November, 1946. After numerous attempts to acquire seeds from the Dutch by orthodox methods, Murray eventually succeeded in having some seeds smuggled out of that country (which had maintained a rigorous monopoly over the precious plant). In those days quinine was the only important anti-malarial drug. Murray's dream of cinchona plantations to provide the needs of New Guinea and the challenge to the Dutch came nearer reality with the first plantings in 1936—and the great importance of the plantation was appreciated by General MacArthur when, escaping from the Philippines after their fall to the Japanese, he brought a further consignment of seed which the Army had acquired from the East Indies to extend the New Guinea plantings. Thereafter, ANGAU employed about 20 Europeans and several hundred natives, tending the valuable plants in the war's closing years. The quinine is extracted from the bark of trees which are apparently now coming to maturity.

MURRAY was apparently not the first man to introduce cinchona seeds to New Guinea. A letter from the Rev. Fr. Fastre, formerly of Yule Island, published in

PIM, May, 1947, stated that as early as 1926 Father Fastre had, at the request of the Papuan Administration, supplied a large quantity of cinchona seed from his own plantation in the Mafulu district for forwarding to the USSR. The Papuan trees must have been planted some years prior to 1926.

Whether those trees were of an unsuitable strain, or why the New Guinea Administration never took advantage of Father Fastre's offer to supply seed (which he said was available) is not known.

The fact remains that George Murray was certainly responsible for the plantings which have led to actual

production of quinine on a commercial scale, and given New Guinea the eventual assurance of its own supplies of the still valuable drug.

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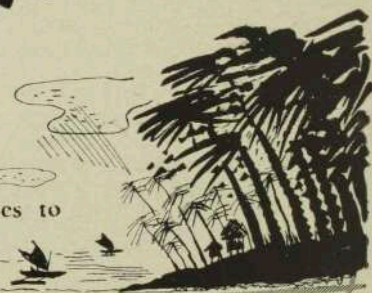


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MOVIE TO BE MADE IN W. SAMOA

From Our Own Correspondent

APIA, Mar. 16.

CONSIDERABLE excitement prevailed on the beach during March when two United Artists film executives visited Western Samoa with the object of finding a suitable location for filming a James Michener story of the South Seas.

Lefaga on the South Coast of Upolu has been suggested as a likely spot, and it is believed that Samoan dancing will play a large part in the film.

The executives have now departed for Australia and the States where it is believed they will make further arrangements for the film and engage cast and technical staff.

Rabaul (NG) Methodists, who previously worshipped in the Masonic Hall, welcome the fact that the Methodist church is now being constructed in Mango Avenue. Building commenced some weeks ago and should be completed in April. The marriage of Miss Valerie Lange, daughter of Health Inspector G. R. Lange, to Mr. Ronald Blackert on April 19 is expected to be the first solemnized in the new church.

PNGPCB REPLACES COPRA MARKETING BOARD

Members Appointed

AS reported in March PIM, the Minister for Territories, Mr. P. Hasluck, has announced that the New Guinea Production Control Board, established in 1943 to stimulate copra and rubber production for war purposes, and later retained to assist the rehabilitation of New Guinea plantations, has ceased to exist.

Its place is to be taken by a new organisation known as the Copra Marketing Board, members of which will be: Mr. I. McDonald, chairman (present chairman of the PCB); Messrs. B. Fairfax Ross and D. Barrett (copra producers' representatives); Mr. H. Reeve (Treasurer and Finance Director); and Mr. R. E. P. Dwyer (Director of Agriculture, Stock and Fisheries).

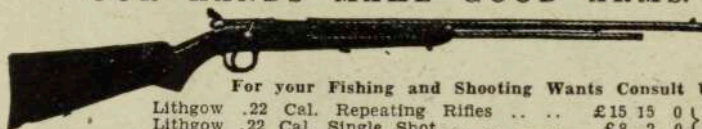
The new board's only purpose will be to control the marketing and price fixing of copra but "until other arrangements are made" it will operate the Government-owned coastal ships in P-NG waters.

Air France Plane at Santo

AN Air France plane dropped in on Luganville strip (Santo, New Hebrides) on March 5 and left the following morning. There are no indications, however, that this company proposes to re-open a service to the New Hebrides which was cancelled two years ago.

When Trans Oceanic Airways gave up the Sydney-New Hebrides run it was said that this service would be resumed in early 1951. It is now early 1952, but it can reasonably be assumed that this company is no longer interested.—VW.

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FROM RUM-RUNNER TO MISSION SHIP

EARLY last August the 52 ft schooner yacht *Colleen* dropped anchor in Papeete Harbour, after a

voyage from the Pacific Coast via Honolulu.

She was skippered by Pastor W. G. Ferris, well-known Seventh Day Adventist Islands missionary, and had come to join the South Sea

ranks of the mission's 20-odd vessels which operate south of the Line.

The *Colleen*, now running in French Oceania waters, has an interesting history.

Originally she was laid down for a Scandinavian of Toledo, Oregon, who planned sailing around the world. However, his wife died before the yacht was completed and he sold her to a rum-runner, who operated the vessel out of San Luis Obispo as mother-ship to a fleet of smaller craft. Eventually, the vessel was blown from her moorings in

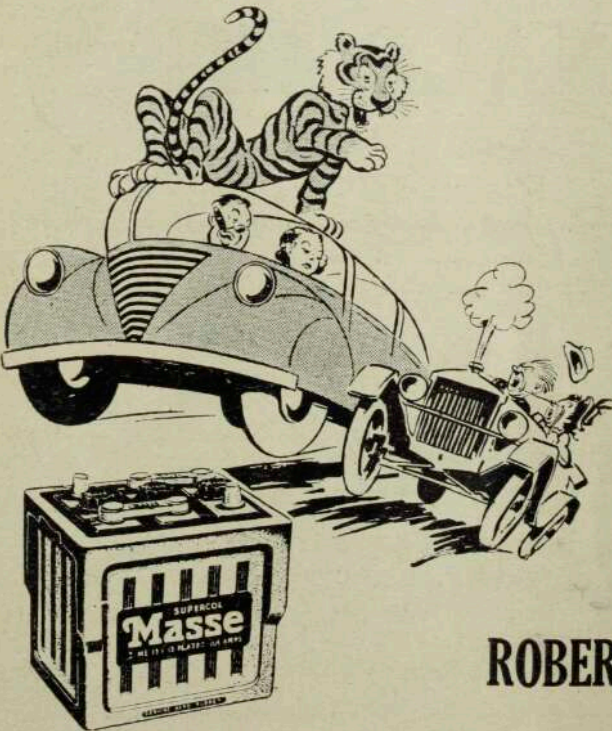
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1 GALL TINS



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RABAU AND LAE

orm and seized by the US Coast-guard.

After she was owned by some Los Angeles boat-builders, who converted her into a live-bait fishing vessel, she was purchased by Dr. Lyndon E. Taylor, Los Angeles physician and surgeon, in 1935. Dr. Taylor completely remodelled her as a yacht. He called her *Colleen*, and used her on the California Coast until 1948, when he decided to give her to the South Seas mission.

Colleen was completely reconditioned and altered to carry cargo and passengers; and on June 10, 1951, she sailed from Los Angeles for Tahiti, under Pastor Ferris. The Taylors said goodbye to the ship in Honolulu and their places aboard were taken by Charles Edwards, of Tonga, and Johnny Volau, of Fiji, to assist on the final leg to Tahiti.

AN THE WEEVILS BE KEPT OUT OF FLOUR?

BY ELIZABETH S. WILLIAMS

WHEN I was in the Cook Islands I talked with the C.I.P.A. (really the Cook Islands Producers Co-operative Association), about their insisting that the flour manufacturers pack some flour in moisture-proof containers for shipment to the Islands.

Housewives in the little-visited lands of the Cook Group complain at their grimy sacks of flour are spoiled when they arrive—ships only call about once or twice a year.

Before World War II they received their flour in well-lined barrels and the flour arrived in good condition and kept fairly well, free of weevils. Now, when it arrives, it is often a mass of weevils.

The Association said it would look to the matter, earnestly. Can her Pacific Islands Associations likewise, thus making a concerted appeal to Australian flour sellers?

I recall our flour problems in the Solomon Islands. It is hard enough for Europeans to get a proper meal together, without having to bother with the white worms running about the flour, starches and cereals, when they are delivered. They appear very quickly in these climates.

Expansion of J. L. Chipper Ltd. of Rabaul

A new registration on the Brisbane Stock Exchange is Chipper Holdings, Ltd., which will take over the assets of J. L. Chipper & Co., Ltd., of Rabaul. The shareholders of the latter company receive 160,000 10/- shares, and 120,000 10/-

shares will be offered for subscription to the Australian public.

It is not a good time for a new issue of this description. The Australian public was hungering for such investments a year ago; but, since August, a number of new issues have "flopped." However, a business like this, based on sawmilling and timber export in a tax-free country, with an Australian and American market seeking its products, can make a special appeal to the shrewd investor, and the issue should be taken up.

Mr. J. L. Chipper, a tireless, enterprising man, has created a big organisation in Rabaul, based on timber, lightering and engineering, and is obviously ready for the bigger expansion that this float would permit.

PACIFIC ISLANDS YEAR BOOK, 1950

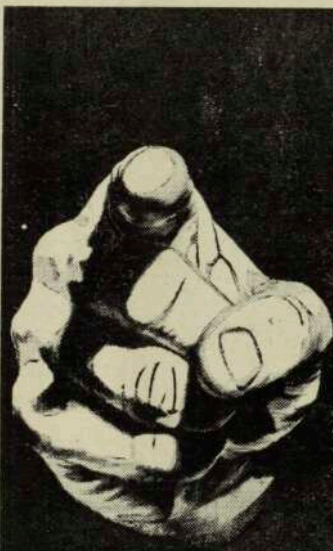
Price: 25/- per copy.

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

This standard reference book of the South Seas, with 500 pages and maps, is available at all Islands stores or direct, from:

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SANTO, TOO, HAS WHARF TROUBLES

From Our Own Correspondent

SANTO, March 16.
RECENT arrivals in Santo were the ships *Changchow* and *Mainham*, former to pick up copra and give unusually large crowd of tourists look at Santo, while the latter discharged a much needed cargo of rice. The *Mainham* also took a small quantity of copra.

While carrying three tons of copra the *Mainham* berthed at Pier 3, truck operated by CFNH fell through the wooden decking carrying bearers and piles away. The vehicle finally came to rest in a perpendicular position, being supported by its front wheels on the decking and with the rear of the truck in water. The driver escaped serious injury.

It will be somewhat of a problem to remove it. A crane will have to be used to lift the truck, but then, the decking support a crane? With Pier 1 a memory, Pier 2 unstable, Pier 3 with a huge hole in decking, Pier 4 a wreck and Pier 5 in a dangerous condition, it seems that Santo may have to handle its cargo with lighters.

The *Malaita* paid her first visit to the Group in February. Although superior in every way to the veteran *Morinda* (of happy memory), nonetheless it seemed strange to see another ship in *Morinda's* usual berth. Interesting passengers on *Malaita* were (1) some star-fish; and (2) three baby crocodiles.—VW.

OLD MISSIONARY'S BLACKBOARD MESSAGES

BRISBANE bus travellers, passing through Woody Point centre have come to look for the pointed and pithy comments written in a clear hand on a big blackboard outside a Congregational Church there. It is an original and effective way of spreading the Gospel.

The blackboard messages are the work of the minister, Rev. H. P. Schlenker. Mr. Schlenker is 85. Fifty-seven years ago, he landed on the Papuan coast at Rigo, and went inland to the Henty Range, and opened up the Boku mission. Thus (says Mr. S. H. Chance, a retired RM), was the famous Fife Bay mission pioneered. There was plenty of fighting going on then; but Mr. Schlenker stuck it out, and he served for 31 years in the Papuan mission field.

He is still very active, walks

everywhere, and gives much enthusiasm and thought to his forthright preaching by blackboard.

Messrs. D. F. Wiley, Daniel Pule, R.C. Symes and the Rev. Father Palmer were appointed members of the Solomon Islands Copra Board as from December 5, 1951.

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WAU PASSIONFRUIT NOT FOR EXPORT

From Our Own Correspondent

WAU, Mar. 16.
EXECUTIVES of the Australian fruit-juice and cordial firm of Cottee visited Wau recently and in-

spected the passion-fruit grown here—some residents believed that it had commercial possibilities.

However, the visiting experts feel that it would be unsuitable for export. Apparently in the tropics a higher altitude than Wau enjoys is more suitable for passion-fruit cul-

ture. The visitors suggested, however, that peanuts should do well and be profitable.

C. R. TURBET RETURNS TO PACIFIC

Mr. C. R. Turbet, who is well known in Fiji (where he was for 2 years the principal official of the Veterinary section of the Department of Agriculture) arrived in Australia in February, on his way to New Zealand.

Mr. Turbet, while a Fiji official, did an important job in the Solomons and spent 3½ years in Ceylon (where he gave the authorities a special report on animal husbandry); and in 1949 he was transferred to Nyassa land as Chief Husbandry officer. He now has retired.

Mr. and Mrs. Turbet, after visiting their daughters in New Zealand probably will make their future home in Fiji. Mr. Turbet has made a good recovery from a recent serious illness.

Three Australian nuns joined the Vunapope Catholic Mission, Rabaul recently. They are **Sister Cajetan** of NSW, **Sister St. Michael** of Qld., and **Sister Antoinette**, of NSW.



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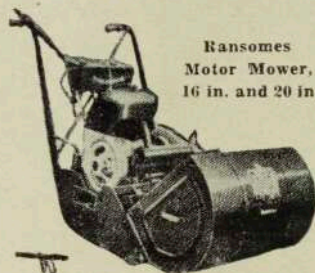
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FJI NOW HAS 300,000 POPULATION

Startling Growth of Asiatic Communities

It is officially estimated that, on December 31, 1951, the population of Fiji exceeded 300,000, as follows:

Race	Males	Females	Total
Europeans ..	3,560	2,667	6,227
Asiatics ..	3,660	3,423	7,083
Indians ..	67,506	65,383	132,889
Chinese ..	2,638	1,762	4,400
Fijians ..	76,258	67,074	143,332
Europeans ..	1,942	1,851	3,793
Chinese ..	2,476	1,105	3,581
Others ..	350	304	654
Totals ..	158,390	143,568	301,958

It is noted that, in one year, this occurred:

Total population increased 8,195. Indians increased 4,907; Fijians, 93. Europeans decreased in number; part-Europeans increased slightly.

There are 202 more Chinese.

Population, since 1946 census, is 42,321—22,918 of it Indian, and 806 Fijian.

The most rapid percentage increase in the five years seems to have been the Chinese community, closely followed by the Indians.

The increase in the indigenous population, on the usual standards, has been most satisfactory; but in comparison with the Indians' increase in position is not good—in fact, it is alarming.

Here are the comparative figures, for the last 30 years:

	Fijians	Indians
1921 ..	84,475	60,634
1934 ..	98,479	83,289
1940 ..	104,872	98,113
1944 ..	113,179	113,147
1947 ..	121,249	125,674
1951 ..	132,889	143,332

There were 1,751 Chinese in Fiji in 1936; 2,874 in 1946; and 3,581 in 1951. Chinese numbers have doubled in 16 years.

For over 20 years, the PIM has entered the ugly possibilities to the administrators of Fiji at the end of every statistical period. But for 20 years the Fiji leaders, like the governments of Natal and Madagascar, Mauritius and Tahiti, have less closely closed their eyes to the sequences of the Asiatic immigrations they have permitted.

Overseas Telecommunications Transfers

Recent Islands staff transfers included: Radio Officer A. J. Dunstone, Wewak to Port Moresby.

Telegraphist G. E. Thompson, Fanning Is. to Cotesloe, Vic.

Telegraphist K. R. Banks, Suva to Sydney.

Telegraphist R. K. McMillan, Norfolk Is. to Southport, Vic.

Cable station manager F. McCay, Southport to Norfolk Is.

Telegraphist C. A. R. Lassau, Southport to Norfolk Is.

Radio Officer W. F. Kavanagh, Townsville to Rabaul.

BGD'S OFFER TO SUNSHINE

It is considered probable that Sunshine Gold shareholders will accept an offer of £37,500 by Bulolo Gold Dredging, Ltd. for all their assets—especially the plant and water-races. BGD does not want the Sunshine property on the Watut River.

Sunshine Co. invested about £100,000 in New Guinea in the 30's. It made good profits until 1941, but its organisation and equipment were practically destroyed in the war, and it never has recovered. The 10/- shares were at 17/- in 1948, but last quotation was 2/6d.

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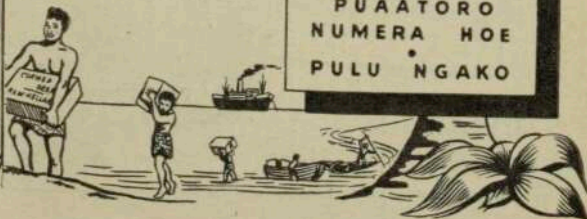
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P2-161

Work To Begin On Moresby's Hydro-Electric Scheme

From Our Own Correspondent

MORESBY, Mar. 28.

ALTHOUGH cynics still call it a pipe dream, the Moresby hydro-electric scheme now has a chance of becoming a reality.

One of the big hurdles was cleared in March when funds were made available for Works and Housing to do the job.

At the present rate of supply, much of the essential equipment will not be available for at least two years but in the meantime there is much preliminary work to be done.

The generators in use in Port Moresby at present are relatively new and are generating a satisfactory amount of industrial and domestic current but there are fears that if the town grows at its present rate, demand will exceed supply within two years.

It is therefore clear that there must be no further holdups on the hydro scheme.

This scheme should have been started the move six months ago when Works and Housing first called tenders for certain parts of the job.

A bottleneck somewhere at Konedobu prevented the acceptance of any of the tenders and now a fresh call will be made. (Tenders now will, of course, be considerably higher).

PHRASE ANNOYS SAMOANS

APIA, April 4.

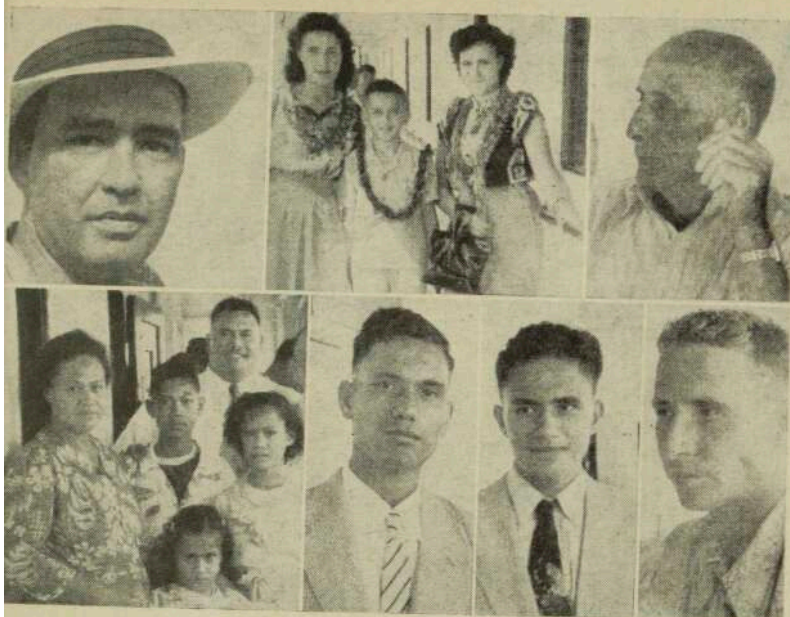
WHEN High Commissioner Powell was opening a session of the Legislative Assembly he incautiously used the phrase "Samoan habit" when referring to increasing the price of plantation goods and foodstuffs.

Through a motion introduced by Fautua Tamasese, and supported by all European and Samoan members except Mr. Paul, the Samoans expressed resentment and disagreement.

It appeared to be sheer inattention on the part of a high official who perhaps did not sufficiently appreciate the super-sensitivity of the Samoans. But it was an unfortunate incident with which to start Honour's second term.

The Assembly started in on the Budget Session on March 20 and has been applying itself ever since to financial problems.

Western Samoan Travellers



Passengers on the February Matua from Samoa included the following (left to right): Mr. A. Narruhn, of Pago Pago, who was on his way to Guam. Miss Alice Mackenzie, Herbert Clarke, and Miss A. Mackenzie, who were on their

way to NZ. Mr. T. W. Brunt, who recently disposed of his business in W. Samoa and who will in future live in NZ; at 87, he is probably Samoa's oldest resident. Sub-Inspector Fitiseanu and his wife and family were off to NZ on

holiday; Fitiseanu has appeared before in PIM as the world's largest police officer—he weighs 500 pounds. Senior Falagi and Petelo Vitali were on their way to NZ, where they are to study for the priesthood. Brother Howard Paulson was on his way to the USA on business—he is in charge of the Mormon Mission £200,000 school building project in Western Samoa.

HERE'S HELP 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.

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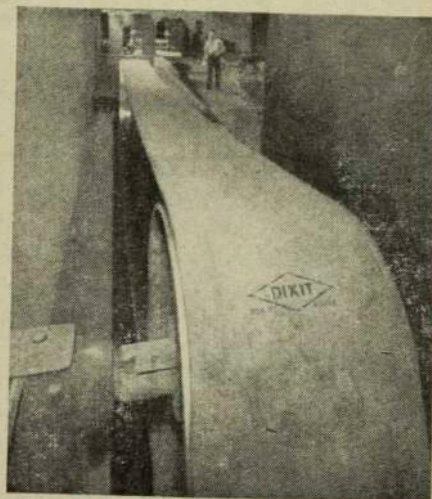


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Moresby Building And Works Boom

From Our Own Correspondent

MORESBY, March 28.

CONSIDERABLE works programme, both Administration and

private enterprise, is going on in Port Moresby at the moment.

In the past month Steamships Trading Co., Ltd., has opened the first half of its new, ultra-modern departmental store; while the Port Moresby Freezing Co. began accepting customers in its equally modern

butcher shop. Both were welcomed by the town's housewives.

Meanwhile, Musgrave St., the town's main thoroughfare linking the harbour with Ela Beach, is a hive of activity. Burns Philp and BNG are pushing up new stores, and PMF is building a block of shops and flats next to the Theatre.

Round the corner, in Mary St., Mr. Arnie Hayes has almost completed his pastry shop; and in Douglas St. next to Kriewaldts, Qantas has started work on its new office block.

The Administration is in the picture, too. A new storage shed to replace that burnt out last year is almost completed on the waterfront and work has started on new road projects.

Almost £6,000 is being spent in sealing Kila Road, from Rouna Road to near the Golf Club, and another £7,000 is to be spent on Bampton Street, at present no more than a goat-track.

Hayes St., which ascends Paga Hill and constitutes a driver's nightmare, is scheduled for attention, but no funds are yet available.

New headquarters for the Government Printer have been started in Lawes Road, behind the South Pacific Post building.

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FOR PACIFIC RADIO AMATEURS

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PACIFIC ISLANDS NET: Island Hams, for your own benefit make use of the Pacific Islands Net sked times, 0100/0700/00 GMT, on all bands.

NOTES OF INTEREST: Mystery station recently heard in Sydney was using the call ZK-3-IMZ of 7 mc/s CW. ZK-3, if located, should be a New Zealand controlled area. But where?

As reported elsewhere, Dr. Tom Davis of Rarotonga will shortly be leaving Lyttelton, NZ, for Peru in the 48 ft yacht *Librette*. We understand that Tom, whose Cook Islands call sign is ZK-1-AN, will maintain skeds with ZK-1-AA during the voyage—details as to frequencies and so on next month.

Another active mobile ZK-1 not mentioned last month is Thor Gunderson, Radio Officer of the *Maul Pomare*, who uses the call ZK-1-AZ in the Cook Islands region and ZL-1-VU when in New Zealand waters. Thor is active on 3.5 and 7 mc/s phone and CW.

Norm Walding, ZM-6-AK, war-time Radio Officer in the sailing ship *Pamir*, when she was under NZ registry, is returning to ZL after service in Samoa. ZM-5-GA and VR-6-AA have recently discontinued their stations and returned home, we understand.

Stations who have contacted FK-8-AC in the past will be interested to know that Franchette has recently returned to France. However John Duplat, FK-8-AB, an active amateur since pre-war days, is still keeping New Caledonia on the map. Lord Howe Island is represented by our Le Nevez, VK-2-LN, reported active on 7 mc/s CW and phone. Arthur, i.e. Civil Aviation Radio.

From VK-1-BS, away down on Macquarie Island, we hear that he and the other two active Hams, VK-1-WO and VK-1-SW, have finished their term and will return to Australia in April. No doubt they will be replaced by one or more Hams in the relief radio staff.

In addition to stations already reported active we have the following:
Call: FO-8-AB on 7 and 14 mc/s CW.
Call: VR-2-BJ.

Caroline: We understand that there is a station active—call sign unknown (Z-6) but owned by Mr. Dubbins in charge of the Ponape power station.

Marshall: KX-6-AO, heard on 14 mc/s.
GENERAL: A change has recently been made in the Voice of America Radio amateurs programme. The transmission is now made at 1445 GMT (see February) is now made at 1245 GMT. The other skeds remain.

Pia Broadcast Station, earlier reported as intending to carry out tests on high frequency channels, has now abandoned the project. Reasons unknown.

Following is an up-to-date list of all used Fiji amateurs:—

AP—Alan Akin, Nadi.
AS—Stan Mayne, Box 184, Suva.
AW—Frank Fleming, c/o Health Dept., Suva.
BF—Mr. Rodde, Nadi.
BL—Eric Clark, Nadi.
BJ—Malcolm Gray, Lands Dept., Suva.

BN—Dr. Cruikshanks, c/o Medical Dept., Suva.

BO—R. Hayman, c/o Post and Telegraph Dept., Suva.

BP—P. Allan, c/o Post and Telegraph Dept., Suva.

BQ—Ken Meatt, Nadi.

BT—Rex Winthrop, c/o Police Dept., Suva.

BU—Blue Meehan, Nadi.

BW—Ron White, Nadi.

BZ—Barry Hogg, RNZAF, Lauthala Bay.

CB—Bruce Fraser, Nadi.

CC—Brian Corrigan, RNZAF, Lauthala Bay.

CD—Charlie Freeman, Nadi.

CF—Ale Johnson, RNZAF, Lauthala Bay.

CG—Wynn McGee, Nadi.

CH—Ivan Morgan, Nadi.

CJ—John Lane, Nadi.

NOTE.—Nadi is the International Airport on the north-west coast of Viti Levu, and Lauthala Bay, a suburb of Suva, is the Royal NZ Air Force flying-boat base and International Seadrome.

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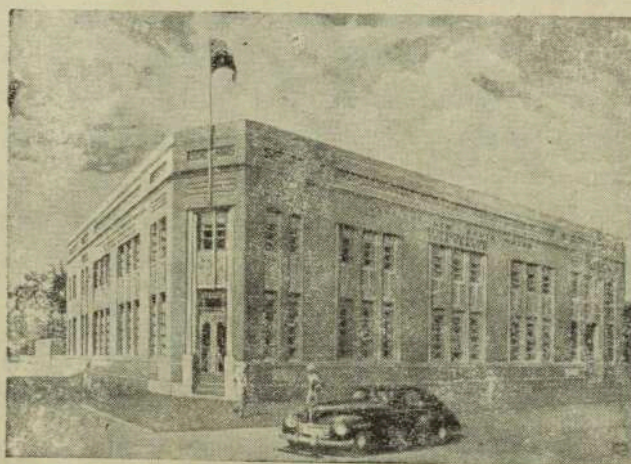
Agencies—Nadi Airport, Vatukoula.

PAPUA

Branch—Port Moresby.

NEW GUINEA

Branches—Lae, Rabaul.



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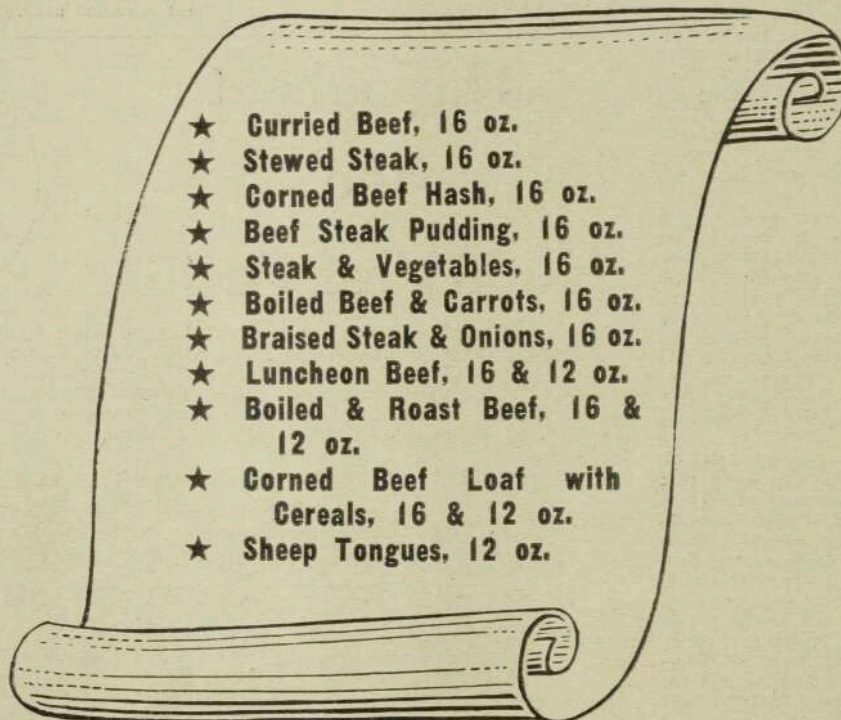
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22 YEARS ON ISLANDS RUN

WHEN the New Zealand Government vessel *Maui Pomare* resumed her service to the Cook Islands on March 28, Captain L. C. Boulton was commencing the first voyage of his 23rd season in the trade. Captain Boulton has been Master of *Maui Pomare* for all except two years of that ship's life, and is the most experienced shipmaster on the Samoa-Cook Islands circuit till in active service to-day.

Captain Boulton, who had 25 years to sail before coming to the *Maui Pomare*, is a keen amateur photographer and collector of old sailing-ship photographs, of which he possesses some 2,000.

Mr. H. R. Jenkins, former owner of the well known Islands schooner yacht *New Golden Hind* (now employed as a trading vessel in French Oceania) is now resident in a beautiful home at Palm Beach, Sydney. Mr. Jenkins came to Sydney from Auckland last year. He still retains an interest in his later yacht, the *Fairmile Mahurangi*, which Mr. D. C. Brown operates for trading purposes in the Cook Islands.

Tofua Passengers



Passengers to NZ on the March Tofua included (top to bottom, left to right): Miss Gertrude Stunzner, of Apia, who travelled to New Zealand. X-Ray Technician Tsimani, of Apia Hospital, who went to NZ for further study. Papali Ulu, of Apia, who will have a holiday in NZ. Mrs. J. Caine, of Suva, Fiji, who had been paying a short visit to Apia.

—Superflash photos.

It is reported from a correspondent in Vanua Levu (Fiji) that residents of that district now hope that, at an early date, an air-strip will be constructed near the Bua River. That will greatly help the community there in communications, and in transporting sick and injured people quickly to Labasa and Suva.

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MR. R. G. PATTRICK RETIRES

MR. R. G. PATTRICK, Secretary for Island Territories since 1947, retired in Wellington at the end of March after 46 years in the New Zealand Public Service.

Mr. Pattrick spent 33 years in the Customs Department, except for a period of service in the Army during

the first World War, where he received decorations.

Mr. Pattrick was appointed New Zealand Representative to the French Colonies in the South Pacific and was stationed at Tahiti from 1940 to 1946, after which he represented New Zealand in Moscow for a period before returning to take up his last Public appointment.



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M. J. LEAHY ON MOROBE COUNCIL

From Our Own Correspondent

LAE, April 1.

AFTER a lapse of many months the names of members of the new Morobe District Advisory Council have been announced. There has been at least one satisfactory appointment as far as Morobe residents are concerned—that of Mr. M. J. Leahy who was among the also-rans in the first selection but after recognition in the New Year's Honours is now apparently regarded as a fit and proper person for a District Advisory Council. With his vast knowledge of the Territory, particularly the Morobe district, he should never have been overlooked.

Advisory Councils are chosen by the Administrator from a panel of names submitted by the District Commissioner. Local dissatisfaction was expressed with the first panel of names because most of the people concerned were already serving on various local Town Councils.

Mr. H. E. Canard, Secretary to the Fiji Public Works Department since 1946, has been transferred to Aden as Accountant and Storekeeper.

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NEED FOR LINGUA FRANCA OF THE PACIFIC

Practical Suggestion Based on 'Pidgin'

A letter to the Editor, by J. H. DAWKINS

REFER to Mr. George Hill's very interesting talk on the new Hebrides Condominium at the Pacific Islands Society's gathering History House on March 26.

Most interesting of all, to me, as the question raised about a linguistic medium for purposes of native education in Pacific Islands and Territories, and your own very earnest remarks thereon.

I think the answer to this question is written large in our British story, which cries aloud that the English language is itself a "Pidgin"; so why not develop the Pacific Islands "pidgin" and mould it for educational purposes?

I am neither gentleman, scholar or philologist. Of the foregoing seven words, one is composed of Latin and German, another of Greek and Latin, and the other three come to us from Norse and Celtic languages which can trace their origins back to Indo-European Sanskrit. *Not one word is the original language of the British Isles.*

I can well imagine Augustine, 7 A.D. (later canonised) writing me from England to Pope Gregory and saying:

"I got language trouble here. The natives speak a kind of ragged Latin, which includes a lot of bad words learned by their ancestors from Roman soldiers. With this is mixed a lot of the barbaric noises Goth, Hun, Dane and Norseman. At every other village they mix their noises differently, and there is no getting to the bottom of them. I think I had better send one of our 40 monks to Scotland, Wales or Ireland, where I hear they really have languages of their own."

WITH the exception of Wycliffe's Bible (1370 A.D.) and Chaucer's *Canterbury Tales*, a little later, there were hardly any books written in England in English. Latin was the literary language; and from 1666 onward, Norman French was understood, the language used in official documents and matters of State. The language in Chaucer's *Tales* has a distinctly Norman French flavour.

When Caxton set up his first printing press in London in 1476, it was hard put to it for an Eng-

lish language in which to print. There was no such thing as an English dictionary, and Dr. Johnson was nearly three centuries away. However, Caxton and his old mate Van Wynkyn de Worde got busy and, in the rest of Caxton's lifetime, 96 books were printed in English.

Then what happened? This "Pidgin" of bad Latin, horrible French

and Mulligatawny of noises simply romped home and became the richest language in the world. Came Milton, Spencer, Ben Jonson, Shakespeare, and the James I Authorised version. Then in 1755 (things moved slowly in those days) Johnson's Dictionary, which gave us a standard literary English. And ever onward until centuries later English became the basis of a *Lingua Franca* amongst all the natives, traders, planters and missionaries of a million scattered islands and islets in the great broad Pacific.

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 COLDS & 'FLU, RHEUMATISM
 MALARIA, FATIGUE, NERVES
 TOOTHACHE, NEURALGIA



a written language (Dec. PIMs of the late 1930's with reference to Lutheran Missions' printed translations of parts of the Bible, and the Creed and Lord's Prayer). At the end of the war with Japan cards printed in "Pidgin" telling of Japan's capitulation, were showered from aeroplanes over native villages in Japanese-occupied territories.

All that is needed now is that a "Pidgin" be moulded to the required purpose and that we cease to call it "Pidgin" any more, and that we give it the status of a language.

When I was a small boy one of Lord Northcliff's highly successful weeklies used to print a weekly column in Esperanto, in the hope of popularising that great attempt at an international language. It was probably that which helped to keep Esperanto alive—for it is not dead yet.

Esperanto, however, is an artificial language and therefore needs some forcing along.

THE Pacific *Lingua Franca* (here I suggest dropping the word "Pidgin") is a natural growth that should need only a little cultivating and pruning. I would suggest "Paxlingfrank" as a name until

Brilliant NG Girl



Miss Robin Mullaly, daughter of Mr. and Mrs. D. S. Mullaly, of Rabaul, the gown which she wore recently at the Graduation Ball, New England University College, Armidale, NSW. This New Guinea girl, only 20, has graduated as Bachelor of Science, and has been appointed to the staff of the College. She gained "Distinctions" during her first and second years, and specialised in Geography and Geology.

ows a better one for itself. Artistic names seldom stick.

From there, I would ask you, Editor, if you would be so good as to run a monthly "Paxlingfrank" page, asking readers to submit words, phrases, and little anecdotes in the new language with translations and explanations.

From these collections, in the course of time, a fairly substantial standardised word and phrase book could be edited by those educational bodies most interested. There would be some pruning of redundancies and vain repetitions in native phraseology, as spoken in the local spoken dialect will always remain, as in England, elsewhere.

The next step would be for those interested bodies to publish a periodical coloured and illustrated paper with the text in "Paxlingfrank," for natives who can read. The paper could be in part comic. The younger natives, as I saw them, in my time in the Islands, are a bit of clowning. For the time, the paper could contain very short illustrated stories—in colour

for preference—and something of such matter as the educators desired to teach.

At any rate, I feel sure that such a paper would awaken in more natives the desire to learn to read.

As with all things the first great essential to success can be stated in the words of Rembrandt in his advice to artists: *You get some*

brushes and paints and canvas and begin to paint.

Major R. Cook, from Korea, twice decorated for distinguished service in Middle East and New Guinea, has gone to Port Moresby to take charge of the work of recruiting natives for the Pacific Islands regiment.

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Canned	APRICOTS,	16 oz.	tins,	
.. ..	22/- doz.;	30 oz.,		35/6 doz.
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.. ..	23/6 doz.;	30 oz.,		39/- doz.
Canned	PEARS,	16 oz.	tins,	
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(All above are New Season's—Good stocks available)				
"Solpak"	PIE APPLES,	28 oz.	tins	43/6 doz.
"Letona"	GREEN PEA SOUP,	16 oz.	tins	15/- doz.
"Gartsides"	ASPARAGUS SOUP,	16 oz.	tins	16/6 doz.
"Raleigh"	MUSHROOM SOUP,	16 oz.	tins	22/- doz.
FISH CUTLETS,	8 oz.	tins,		30/- doz.;
12 oz.		37/6 doz.;	16 oz.	45/- doz.
"McIlrath's Hot Shake"	PEPPER	SUBSTITUTE,	4 oz.	jars
Edgell's	DICED POTATOES,	16 oz.	tins	27/- doz.;
.. ..	30 oz.,			44/- doz.
"Kraft"	ICE CREAM MIX,	4 oz.	tins	17/9 doz.;
.. ..	12 oz.,			42/- doz.
"Kraft"	CHEDDAR CHEESE,	12 oz.	tins	37/6 doz.

Choice	PORK SAUSAGES,	16 oz.	tins	35/6 doz.
"Riverside"	HAMBURGER STEAK,	16 oz.	tins	35/6 doz.
"Edgell's"	BRAISED BEEF STEW,	16 oz.	tins	34/- doz.
"Victoree"	Choice APRICOT JAM,	24 oz.	tins	24/- doz.
"Victoree"	Choice PLUM JAM,	24 oz.	tins	23/- doz.
"I.X.L."	SWEET CORN,	8 oz.	tins	18/- doz.
Harper's	"KOLD KUP" Concentrated	Pure Fruit Cordial Extract—Orange,	Lime, Lemon, Raspberry,	4 oz bottles
"Yoga"	First Grade CEYLON TEA,	6 lb. tins—Unsurpassed flavour (plus	export levy at 2/6 per lb.)	4/5 lb.
"Meadow Lea"	TABLE MARGARINE,	2 lb. tins, 6/- per tin		71/6 doz.
"Milne's"	3-Year-Old WHISKY,	case	lots, 1 doz. x 26 oz. bottles	60/- case
"Milne's"	DRY GIN,	case	lots, 1 doz. x 26 oz. bottles	47/6 case
"Simond's"	XXXXX Strong PALE ALE,	23 oz. bottles, case	lots—4 doz.	35/- doz.

Plain and Self Raising Flour available in 25 lb. new lever lid tins. Sugar in 35 lb. new lever lid tins. A full range of Penfold's, Lindeman's, Seppelt's and Hardy's Wines available. Also Rum, Brandy, Liqueurs at Ex-bond Prices.

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NG Club's Tribute to the Late R. L. Clark

AN impressive ceremony took place in the Members' Lounge of the New Guinea Club, Rabaul, NG, on March 15, when the Club's President, Mr. K. Cummings, unveiled a photograph of the Club's pre-war President, the late R. L.

(Nobby) Clark. The photo depicts him with his Chief Warden's badge of office, and was taken just prior to the Japanese landing. He was a Montevideo Maru victim.

Mr. J. C. Mullaly gave a short address in which he said that the club for which Robert Lewin Clark worked enthusiastically in the '30's, was a lasting memorial to him.

The photograph (shown below)

was presented to the Club by the late President's brother, Mr. Leo Clark, now of Sydney, and is hung above the Club's Memorial Plaque.

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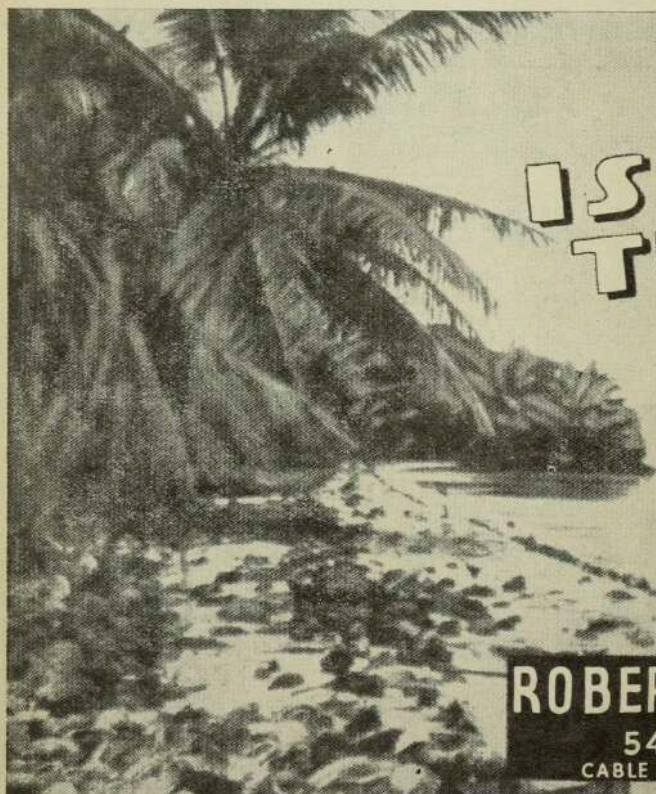
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PAID THE SUPREME SACRIFICE AND ALL
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NORTH PACIFIC ISLANDS

Joined With South Pacific Commission

NEW YORK, Mch. 18. **MR. WILLIAM D. FORSYTH**, permanent representative of Australia to the United Nations, today deposited with the UN Secretariat, on behalf of his Government, copies of an agreement extending the territorial scope of the South Pacific Commission to include Guam and the Micronesian Islands Trust Territory administered by the United States. Mr. Forsyth was the first Secretary-General of the Commission.

Mr. J. R. Halligan, special representative for New Guinea and Nauru at this session of Trusteeship Council, is present. He is Australian senior commissioner on the South Pacific Commission.

The agreement was registered with the Secretariat in accordance with Article 102 of the Charter, which requires registration of all treaties and international agreements entered into by Member States.

Australia registered the agreement on behalf of the six members of the Commission: Australia, France, the Netherlands, New Zealand, the United Kingdom and the United States, the six Governments administering non-self-governing territories in the South Pacific region.

The new agreement brings within the scope of the Commission the Mariana, Caroline and Marshall

Islands, which lie north of the Equator. The Commission is advisory and deals with problems of health, economic development, agriculture, social development and education. It was established in 1947 and has headquarters at Noumea.

There are a score of large archipelagos south of the Equator, as well as innumerable small ones; and most of the large ones have their individual, separate administrations. But north of the Equator, there are only the archipelagoes of Hawaii, Philippines, part of Indonesia, and the three groups (Mariana, Caroline and Marshall) usually called Micronesia. All except Micronesia are so big that they have the status of self-governing States. Only the Micronesian groups

are comparable with the South Pacific groups. Therefore, for the purposes named, the inclusion of Micronesia with the South Pacific groups was obviously a sound course to follow.

Tenders for Lae School

From Our Own Correspondent

LAE, April 1.

TENDERS have been called for the construction of the European School at Lae and £5,800 allocated for the construction of a road which will give access.

Considerable irritation has been felt locally at the prolonged procrastination in regard to this project. Now it seems that both school and road are only a "matter of time."

INQUIRIES ARE INVITED

Concerning the Distribution and
Sale of All Types of
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MAX HALECK, Pago Pago, American Samoa.

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TAKE YOUR CHOICE . . .



. . . from this list of quality canned foods. Packed by the largest meat-processing company in Australia, the Imperial label brings you the Quality meats, right to your table—tasty hot meals and cold meats ready for any occasion. Stock up with Imperial, the Flavour Sealed Quality Foods.

HOT PACKS.

16-oz. Braised Beef Steak Stew.
16-oz. Steak & Kidney Pudding.
16-oz. Sausages & Vegetables.
16-oz. Steak and Tomato.
16-oz. Irish Stew.



COLD MEATS.

12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
12-oz. Corned Beef W/C.
12-oz. Taper Corned Beef.
6-lb. Taper Corned Beef W/C.
6-lb. Taper Corned Beef.
4-oz. Hampe.
4-oz. Beef Snack.



DRIPPING AND LARD.

1-lb. tins Lard.
16-oz. tins Dripping.
36-lb. Dripping.



CANNED FISH.

8-oz. Flair Fish Cutlets.
12-oz. Flair Fish Cutlets.



Norwegian Sardines.

SWEET PUDDINGS.

16-oz. Plum Pudding.
12-oz. Jam Pudding.
12-oz. Chocolate Pudding.



SAUSAGES.

16-oz. Beef Sausages.
16-oz. Oxford Sausages.
16-oz. Cambridge Sausages.
16-oz. Pork Sausages.
10-oz. Vienna Sausages.



SOUPS.

8-oz. Tomato Soup.
8-oz. Clear Beef Soup.



TONGUES.

12-oz. Sheep Tongues.
12-oz. Lamb Tongues.
12-oz. Calves Tongues.
2-lb. Ox Tongues.



MARGARINE

56-lb. Boxes Cake Margarine.
56-lb. Boxes Pastry Margarine.

"RIVERMEDE" BUTTER.

56-lb. Boxes Bulk Butter.
16-oz. Pats Butter.
½-lb. Pats Butter.
12-oz. Tins Butter.
16-oz. Tins Butter.



MILDURA FRUIT JUICES.

16-oz. Grapefruit Juice.
16-oz. Orange Juice.
16-oz. Grape Juice.
16-oz. Apricot Nectar.



CANNED FRUITS.

7-lb. Prunes.
16-oz. Grapes.
Other Canned Fruits as available.



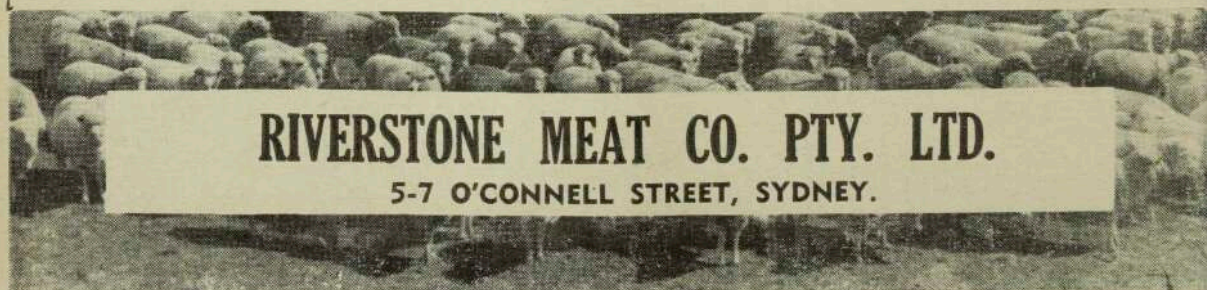
CANNED VEGETABLES.

"Gardside" Brand as available
in season.



CANNED JAMS.

24-oz. Gooseberry.
24-oz. Blackcurrant.
24-oz. Loganberry.
24-oz. Plum.
24-oz. Raspberry.
24-oz. Apple Jelly.
24-oz. Quince.
24-oz. Quince Jelly.
24-oz. Marmalade.
24-oz. Sweet Orange.
24-oz. Strawberry.
24-oz. Redcurrant Jelly.



RIVERSTONE MEAT CO. PTY. LTD.

5-7 O'CONNELL STREET, SYDNEY.

THE OLD AND THE NEW MALEKULA

ALTHOUGH the new 3,750 ton *Malekula*, due at Sydney from the Clyde on April 20, may not bear the name which follows recent precedent (PIM March, page 25), she is the first of the Burns Philp Line to be so named—as the accompanying photo bears evidence.

This photo of the original (and only other) *Malekula* of the Line, is a reproduction of a water colour, dated 1903, which hangs in the BP (S) Co. office in Sydney.

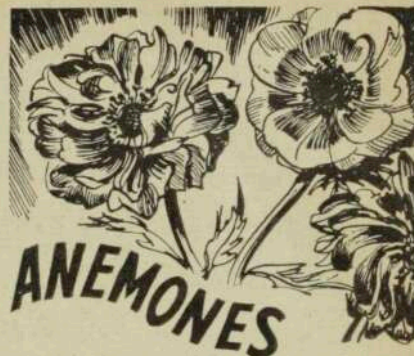
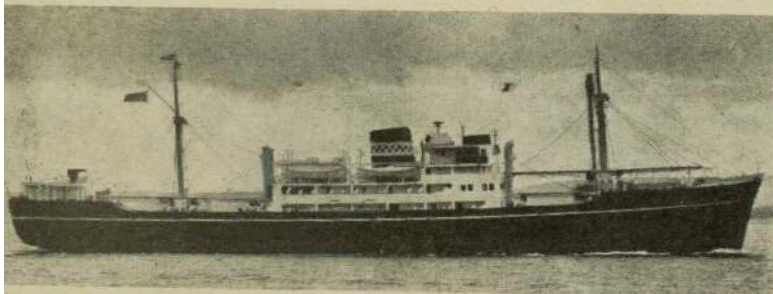
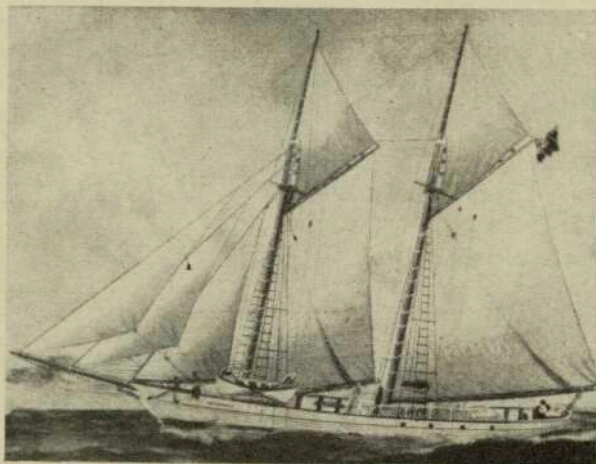
A 130-ton schooner, she was launched about 1890, and ran to the New Hebrides and later to the Solomons under the command of Captain Burn, unwrecked on the Montserrat Reef, 10 miles off

Malekula, the first ship to bear the name, at right; and, below, the new *Malekula* shown during her trials in the land

the Queensland coast, January 9, 1910. No lives were lost in the wreck, but most of the crew spent three months on one of the two islets on the reef, awaiting the rescue that eventually arrived as the result of Captain Burn and a picked boat's crew sailing to Lucinda Point (Q).

There appears to be no record of how many passengers she was fitted to carry or of where she was built. We are indebted to Captain Brett Hilder for these details.

Of the new *Malekula* we have a few more concrete facts:



ST. BRIGID

WINSTONE'S EXHIBITION STRAIN is the best in the world. It is an excellent mixture containing an extensive range of the best colours. 1/6 dozen; 50, 5/6; 100, 10/6.

Also available:

AUSTRALIAN CLAREMONT Super Strain Mixture. 1/6 dozen; 50, 5/-; 100, 9/6.

SEPARATE COLOURS OF ST. BRIGID Blue and Scarlet, 2/- dozen; 50, 6/6; 100, 12/6.

SINGLE GIANT Poppy-Flowered Blue and Scarlet, separate: 1/6 dozen; 50, 5/6; 100, 10/6.

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Gross tonnage 3,786, net tonnage 1,795, length 321 ft 6 in., breadth 47 ft 2 in. and moulded depth 25 ft 5 in. She was built by Barclay Curle & Co. of Glasgow—builders of many former BP vessels. She has a cargo capacity of 150,000 cu. ft. of bale space, with an extra 10,500 cu. ft.

in four refrigerated cargo chambers.

The passenger accommodation consists of two single-berth cabins, two twin-berth cabins with bathrooms attached, and three other twin-berth cabins—12 passengers in all.

A service speed of about 12 knots is expected from the 8-cylinder, 2-

cycle Harland Burmister & Ward diesel motor which was supplied by John J. Kincaid & Co. The vessel is single screw. Electric winches are fitted for cargo handling.

The new *Malekula's* attractive appearance is evident from the photograph. She enters the service formerly maintained by *Malaita*—Sydney, Brisbane, Samarai, Rabaul, Lombrum, Loregau, Madang, Lae, Samarai, Sydney. *Malaita* will serve the Lord Howe, Norfolk, New Hebrides, Solomon, Rabaul, Samarai route henceforth.

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KIETA, DEEP-SEA PORT

MORESBY, Mar. 31.

IT has been officially announced that Kieta has been selected to be the deep-sea port of Bougainville and construction of a wharf and copra shed—as the first steps towards providing deep-sea berthage—is to begin soon.

Mr. A. Lambeth, of Nelson Robertson Pty. Ltd., Islands merchants, Sydney, has been promoted to the management of the new I & R. branch at Burke's Building, Stanley Street, South Brisbane, Queensland.

Make your own *Delicious Ice Cream*

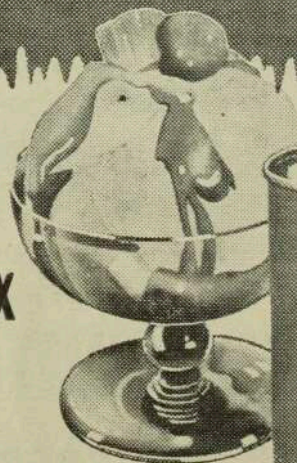
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Easy to eat . . . easy to make! Simply add water and freeze . . . and you get smooth, creamy Ice Cream like this!

The 12 oz. tin makes 18 generous serves. Delicate Vanilla flavouring blends perfectly with fruit, dessert pies, chopped nuts, cakes, or sweet sauces.



Export Division, KRAFT WALKER CHEESE CO. PTY. LTD., Riverside Ave., South Melbourne, AUSTRALIA.

DEATHS OF ISLANDS PEOPLE

MR. E. C. HARRIS

The death occurred in Brisbane on March 22 of Mr. E. C. Harris, formerly Treasurer of the Territory of Papua.

Edward Charles ("Ted") Harris—born in Melbourne 69 years ago—had been in poor health for some years. He went to the Papua service as a Treasury and Customs clerk in 1908. From 1911 to 1917 he was Collector of Customs at Marai, Daru and Port Moresby, and in 1927 he became Treasurer and member of Executive and Legislative Councils. He retired in 1938. Mr. Harris was married in Moresby to Miss Scott (from Warwick, Queensland) of the nursing staff of Moresby Hospital and leaves four children.

Mr. Harris served as a youth in the Light Horse in the South African War and in World War I. He was a keen cricketer and golfer, and a recognised authority on Papuan stamps and postal lore—he corresponded with collectors all over the world. Among those at his funeral were living and ex-Papuans Syd Chance, Charles Wurth, Fred Bunting, Ivan Champion, W. Bellingham and Federal Audit Officer Furler.

MR. A. E. HOSIE

Mr. Arthur Edwin ("Dick") Hosie, 37, well-known in the British Solomons, New Guinea and Papua, died as a result of a fall from a jeep at Lae, New Guinea, on March 8.

It is thought that he lost his balance and fell from the jeep when leaning over to take some cigarettes from his pocket.

He spent many pre-war years with Over Brothers in the Solomons. He moved with the Solomons Battalion and later as a Lieutenant in ANGAU. He settled in Lae in 1946 as a soldier, was a foundation member of Lae Services clubs and a prominent member of the local RSL.

He is survived by his widow and three small children.

MR. J. H. BALDIE

By a curious coincidence, the death occurred in Melbourne on March 15 of Mr. James H. Baldie who, for many years was Assistant Government Secretary in Papua at the same time as the Treasurership was held by Mr. Harris, whose death occurred in Brisbane on March 22.

Mr. Baldie joined the Papua service early in the century and filled various posts in field administration

—he was Resident Magistrate in a number of districts before becoming assistant to Mr. H. W. Champion. He was popular and highly respected.

Mr. Baldie married a sister of Mrs. F. S. Stewart, of New Guinea, and they had one son, Stanley. Stanley and his cousin, Moresby Gofton (son of Mrs. Stewart by her first husband), enlisted together in the Royal Air Force just before World War II. Both gained commissions and both were killed, after rendering distinguished service. Mr. Baldie retired in the thirties and, later, was an active offi-

cial of the RSL in Melbourne. He leaves a son and daughter by his second wife.

MR. M. ELFINBEIN

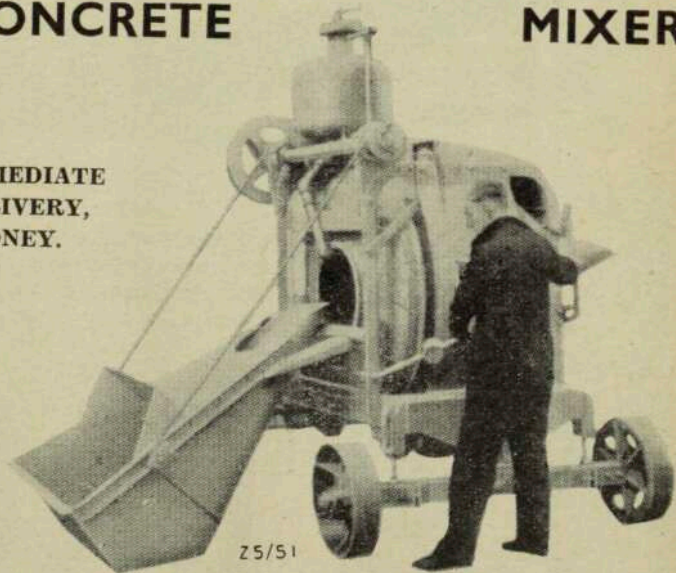
Mr. Merv Elfinbein died in Port Moresby hospital recently as a result of burns sustained when fire followed an explosion at his Badili home. The explosion occurred while Mr. Elfinbein was using inflammable cleaning fluid in the bathroom. Aged 34, he joined the staff of Australian Petroleum Co. in 1946, and became a very popular member of the community. He was active in the Masonic Lodge and was a keen member of the golf club. (Continued on Page 115.)



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TILTING OR NON-TILTING "MASTER MIXERS."
Batch capacity (in cu. ft.): 7/5; 10/7; 14/10.

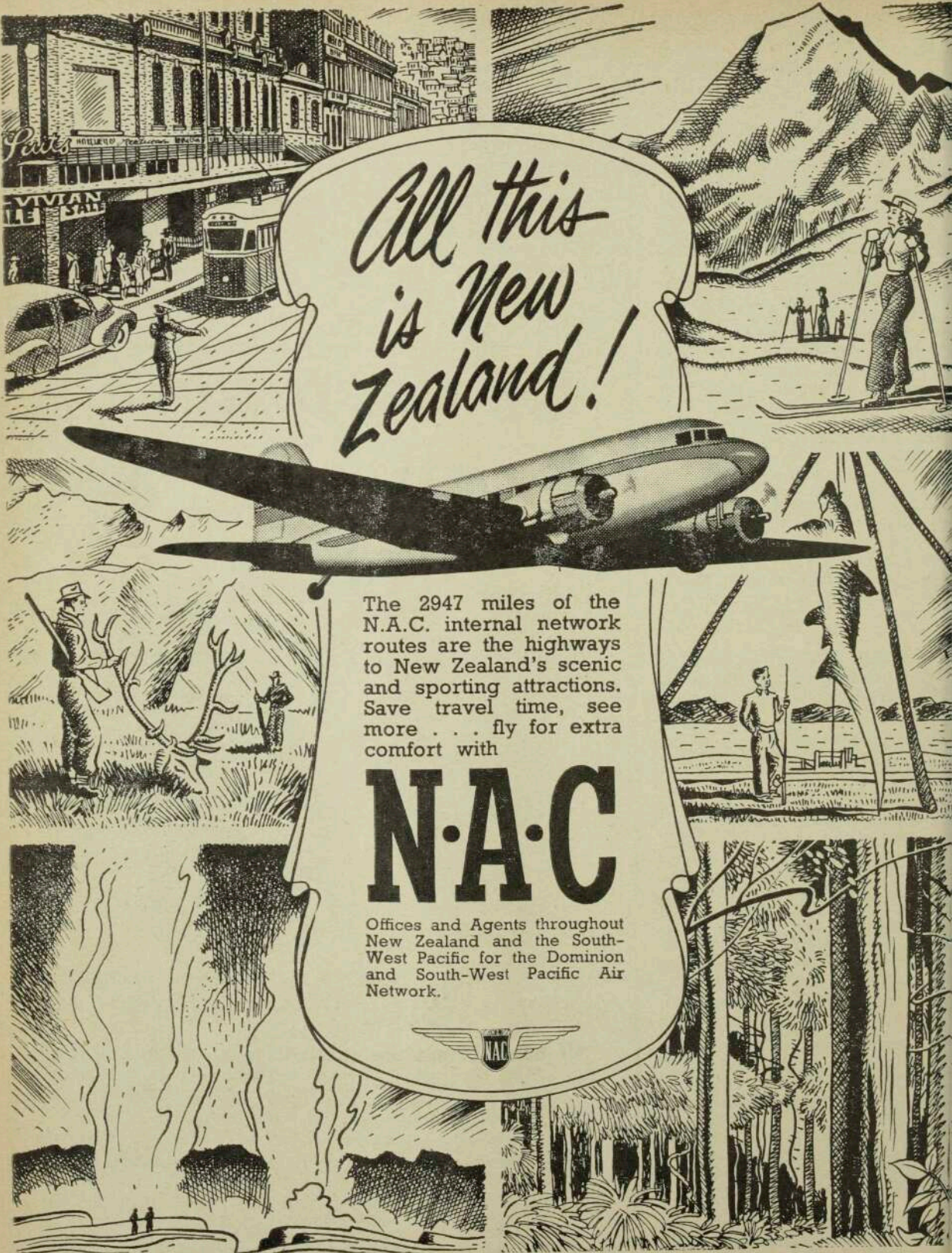
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APRIL, 1952—PACIFIC ISLANDS MONTHLY

MR. A. C. KOSKEY

Mr. Alfred Clement Koskey died from a coronary occlusion on March 8, a few hours after being admitted to Port Moresby Hospital. Mr. Koskey, 61, was a public servant of long standing. He first came to the Territory in 1921 to serve the TNG Administration, and had been in many districts. He was a member of the IF during World War I, and was with the Allied Works Council during the last war. One of the first to turn when the Army handed over civil administration, Mr. Koskey went to the Native Labour Department in 1945.

MR. J. K. HARRINGTON

JOHN KEENAN HARRINGTON, of the Department of Works and Housing accounts staff, died at Port Moresby on March 13. He had lived in the town since 1947 and was well known as a member of the Public Service Club and the Golf Club. He went to Port Moresby in a key position when Works and Housing Department was established.

Attack on NG Administration Vessel

THE Papua-New Guinea Administration vessel *Osprey* was attacked by natives at Swagup near Abunti on the Sepik River early in March. Two native police were wounded.

The *Osprey* was investigating a head-hunting raid made on people in a neighbouring village, two Swagup natives killing three persons who were peacefully fishing on a lake. The raid is believed to have been connected with the old custom of initiation of young warriors.

Details of the attack on the *Osprey* are not given but the District Commissioner intends returning to the area in the near future for "pacification" purposes.

New arrivals at Vunapope Catholic Mission, near Rabaul, New Guinea, are the Rev. Fathers Otto and Koller, of West Germany. They were accompanied on the last stage of their journey by the Rev. Father Mayerhofer, who had been spending leave in Australia. Shortly after Christmas, the Rev. Father A. Stem arrived back at Vunapope after leaving his home in Minnasota. All four priests are now busy with missionary work in the Rabaul district.

Nightclub Man In Santo

SYDNEY'S Royal Commission of inquiry into liquor distribution has caused the biggest scurry in Spivdom that Australia ever has known. The Racket has been going on for years and the black-market dealers have made huge fortunes.

Some of the lads more or less concerned have sought refuge in distant places. One, Abraham Saffron, a nightclub Czar who was grilled in Judge Maxwell's witness-box early in the piece, was reported at the end of March to be "somewhere in the Pacific Islands on business—and not on a frivolous excursion," his counsel was careful to add.

In consequence of later developments, the Court made tender enquiries after Mr. Saffron; but was informed that Mr. Saffron was in Santo Island, in the New Hebrides, and would not be back until about the end of May.

What the famous Mr. Saffron, expert director of nightclubs and whatnot, can be doing in Santo is anybody's guess—but we refuse to guess.

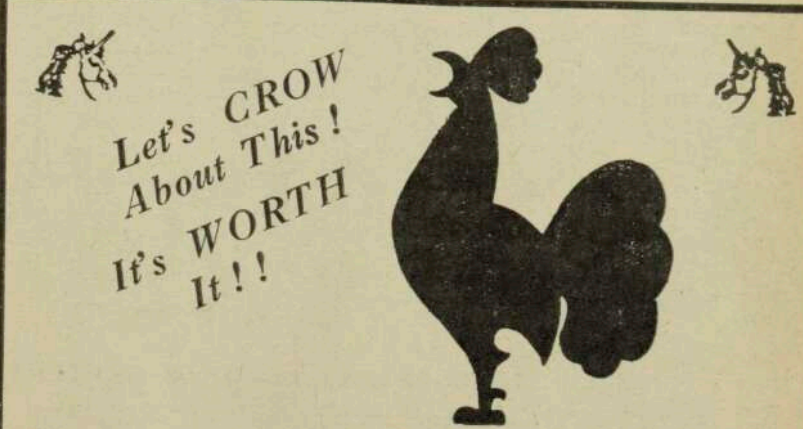
Inspector W. M. G. Q. Bose and Inspector G. R. Shaw both resigned from the Police Department, Fiji, recently.



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PROFESSOR'S VIEWS ON INTER-MARRIAGE

PROFESSOR Ralph Piddington of the Department of Anthropology, Auckland University College, N.Z., thinks that the blending of the Maori and European races would be a retrograde step—an "under-privi-

leged and despised community" was how he expressed it.

He feels that the two races should live side by side, respecting each other's views, but not intermarrying.

The professor apparently bases his theory on the fact that the rural Maori who drifts to the cities becomes an unskilled worker, but it is not the sort of theory we expect from anthropologists, and is directly opposed to the views of such men as Sir Peter Buck and Sir Apirana Ngata, both men of mixed descent who believed that in the future the Maori would gradually be absorbed by the European New Zealander and that it would not be a bad thing.

FRIENDSHIP SOCIETY.

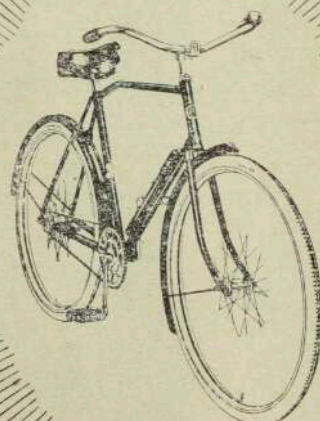
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There has been nothing to suggest either in New Zealand or the Pacific Islands, that what the professor fear has happened, although there has already been a century of intermarriage.

Almost invariably, the people of mixed descent strive for a higher standard of living than their native forebears and such unions have produced their fair quota of outstanding men and women in commercial, cultural and scientific fields.

There has been no proof of great grandfather's theory that people of mixed blood inherited the faults of both parents.

As the professor was addressing a group of Maori schoolteachers when he said all this, his remarks can be interpreted in several ways. It may be that he cynically believes that European civilisation has had it, and that any step away from simple savagery is not only retrograde but downright foolhardy.

And, in that case, the professor may well be right.

NATIVE CRIME IN RABAU

POLICE court records this week give evidence of progress by natives in the habits of European civilisation.

Three wharf-labouring natives were sent to gaol for three months. While unloading Bulolo cargo they identified and broached a case of beer and, soon afterwards, they were found helplessly drunk.

An Aitape native met a young Chinese girl near a Chinese store in Malaguna Road. He was convicted of attempted rape and sent to the Supreme Court for sentence.

MORE BSI TIMBER EXPORTED

ABOUT 150,000 super-feet per month of Solomon Island timber have been lifted lately by *Morinda* and *Mulima*. When *Mulima* is fully in this service, the export will be doubled. The export of over 3 million super-feet a year will much assist Solomons economy, said Mr. R. A. Dethbridge, of Tenaru Timbers, Pty., Ltd., when he arrived in Australia from Honiara early in April. He hoped that the *Kurimarau* (250 tons) would soon carry timber regularly to Brisbane.

Mr. S. G. Marshall, Administrative Officer, Fiji, has been posted to Taveuni. He will also be Banabua Adviser.

DO RACIAL PROBLEMS AT THIS SCHOOL

COUNTRIES in which the colour bar is a problem could learn something from the boys of Wesley College, near Pukekohe, NZ, says the *New Zealand Herald* in a recent article.

There 128 boys learn and live together happily, apparently unconscious of the fact that more than one-third of their number are coloured—Maoris, Chinese and Islanders from Tonga, Samoa, Rarotonga and Tahiti.

In classrooms and dormitories boys are spaced so as to give the greatest possible racial mix-up.

The college's headmaster, the Rev. M. Marshall, admits some trial and error experiments were necessary to produce the present happy results.

We now have about one-third of the school non-European, and while we keep that proportion everything works out all right," he said.

To have more than one-third non-European, meant European boys felt the stigma of a "native school."

To have less than one-third enraged the minority to come to school too much.

There are still some problems unresolved, however. Mr. Marshall said: "I was glad when the Island boys came to the school at first. I felt it would help them to learn European ways. But now I'm beginning to wonder. Many of them want to stay in the city. They don't want to go back to the islands where they feel their opportunities are limited."

He made these other points: "Islanders have a sense of humour; they can be 'kidded along a bit'; but they can be bullied. They enjoy 'teasing' younger boys."

The communal life of the Maoris and their arrival at Wesley is considered responsible for their habit of doing the first thing they find as easy as possible. This is not so pronounced among the Islanders.

Maoris and Islanders understand each other better than European boys understand either race.

Maoris are better footballers than Europeans, but the Tongans learn quickly. Last year's Wesley Rugby team had only three Europeans.

The Islanders take most of the key positions in the cricket teams. They have a keen eye for bowling and batting. Islanders also star in tennis and swimming.

Europeans, as a rule, take the academic honours, though the others

do well. Of three Islanders who sat for their school certificates last year, all three passed. In the case of Maoris, three out of four passed.

"We don't consider race when

choosing prefects," he said. The head prefect is a Tongan. The team of prefects is made up of three Maoris, one other Tongan and five Europeans.

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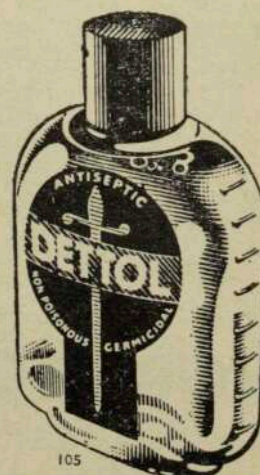
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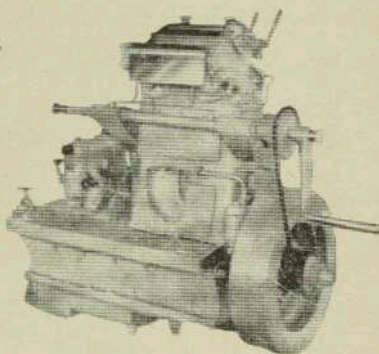
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20 b.h.p.
at 1,200 r.p.m.

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)



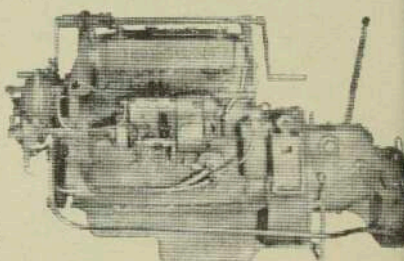
TYPE RTR4 DIESEL

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)



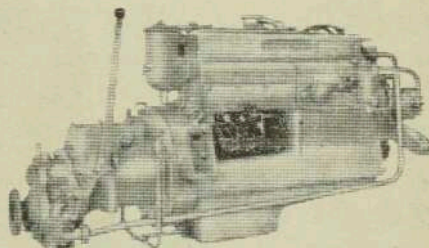
TYPE RTR6 DIESEL

40/50 b.h.p.
at 1,500/1,900 r.p.m.

Direct drive to propeller or with 2-1 or 3-1 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)



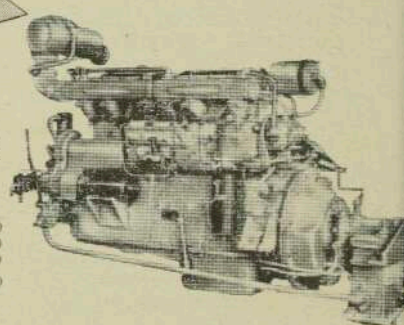
TYPE RNR6 DIESEL

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 —34 in. (1,372 mm)
Weight —2,240 lb. (1,016 kilos)



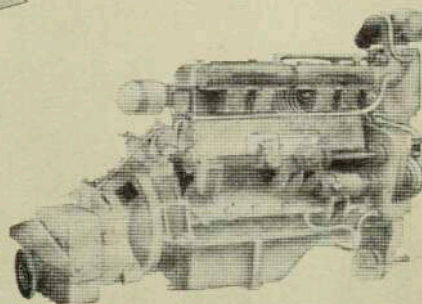
TYPE RZ6 DIESEL

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 —3,000 lb. (1,400 kilos)



TYPE DB2

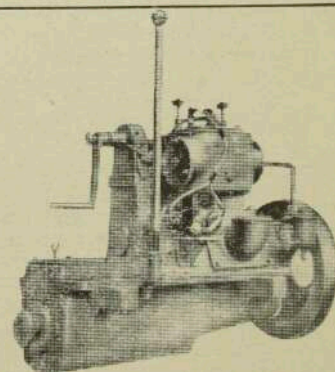
the famous "Handybilby"

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)



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News of Small Ships

THE VIRIA IN SYDNEY

CONSIDERED by most to be the flagship of the New Guinea inter-island trade, Mr. G. Zavataro's 40-ton motor-ship *Viria* certainly took the part when she visited Sydney in March.

Built in Sweden, *Viria* has the typically clean, attractive lines of the modern Scandinavian vessel, with excellent accommodation. Spotless and comfortably equipped, she is a cry from the old veterans that often gravitate to the Islands after their normal life has led in tougher climes.

Mr. Zavataro, of Italian parentage, spent the war years we believe, in an Australian internment camp. Successful in the New Guinea war-plus scrap metal trade, he now runs *Viria* and another 300-tonner. Captain R. Hughes, master of *Viria*, joined that vessel after a long period of adventurous sailing on Chinese rivers where, in recent years, his ship was fired on from posts along the river banks on almost every voyage. He admits that he and his men did a certain amount of successful shooting back. It was in the day's work in China.

Viria brought scrap metal from

New Guinea and left Sydney laden with drums of oil for Rabaul. *Viria* is usually engaged in the drum-oil trade in New Guinea waters.

RANUI TO BE LAID UP

Acquired several years ago for Administrative duties in the Cook Islands, the auxiliary ketch *Ranui* arrived in Wellington, March 12 to be laid up there indefinitely.

The cost of maintaining the vessel in the Cook Islands does not warrant her use while the Group is provided with privately-owned inter-island craft capable of transporting Administration officials and cargo.

She is considered too small to maintain a suitable connection between Apia, Samoa, and the Tokelau Is., for which service the Islands Territories Department has been seeking a vessel for two years. She joins the NZ Government steamer *Matai*, which is idle after a number of chartered voyages to Norfolk Island.

Matai, former lighthouse tender, is held in reserve as an ocean telegraph-cable repairing vessel.

MARGARET W IN NEW SERVICE

Captain Emile Savoie reported on arrival Sydney per the 400-ton New

Hebrides trader *Loyaute*, March 16, that he has disposed of his motor-vessel *El Retiro* to Societe Commerciale Gubbay, Vila.

Captain Savoie flew to New Zealand to take over his latest acquisition, the motor-vessel *Margaret W*. A native crew, brought down in the *Loyaute*, was flown to

SALVAGE

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Interested also in the purchase of any area of sunken materials.

Similar or other propositions considered.

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Auckland to take the ship from NZ to Sydney and N. Hebrides.

Like the *El Retiro*, the *Margaret W* will maintain a cargo connection between N. Hebrides, NZ and Australia.

Margaret W, originally a Scan-

dinavian 3-masted schooner, was taken to NZ some years ago by Captain Watchlin, an Auckland ship-owner. She retains the clipper bow, but has long since ceased to carry sail. With an excellent motor she should be a useful addition to ranks of Island shipping.

CAPTAIN W. L. KENNEDY

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50 FT. AUX. YAWL.—Sheathed, 40 h.p. diesel, large inventory sails, would carry well, built 1940, engine recently installed. Ready for sea. £5,000 Aust.

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VILA STAR FOR WELLINGTON

The New Hebrides Shipping Trading Co.'s vessel *Vila Star*, which for some months has been running cargoes of scrap metal from the New Hebrides to Sydney, will, at the conclusion of her next voyage, make a special voyage to Wellington, N.Z. to load general cargo for the Group according to present intentions.

YACHT ANNA ELIZABETH

From Our Own Correspondent

"A Friend of France" was how the official newspaper *Echo de Tahiti* headed its article welcoming Mr. Lamberty, of Holland, in his 35-foot yacht *Anna Elizabeth* on February 13.

The little steel yacht came from Amsterdam by way of Curacao (4 days), Panama and the Marquesas (24 days). She left Holland August 7, 1951.

Mr. Lamberty has a distinguished war record, including service with the French Foreign Legion and a long period in the Merchant Marine. Since the war he has already made a voyage as far as the Marquesas in a 27-foot converted life-boat which was wrecked there. He obtained passage by another yacht to Honolulu, flew back to Holland

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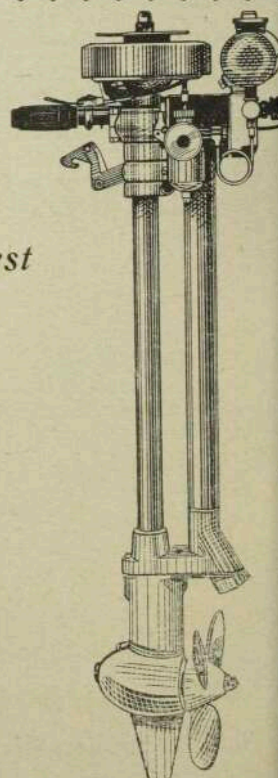
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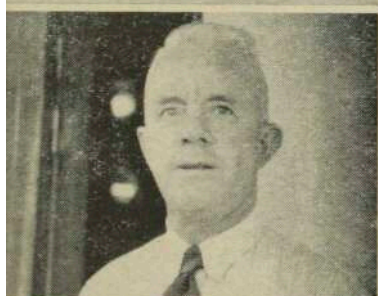
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d prepared the present craft. His
nce joined him at the Marquesas
r the passage to Tahiti.



op to bottom: Captain "Milo" Savoie
exchanged his old El Retiro (below)
the Margaret-W.

aptain R. Hughes, fresh from the
na Coast, was in command of Viria,
ship of the New Guinea inter-island
le, which arrived in Sydney fully
en (below).

THE MV ALTAIR

VILA, Apr. 2.
Reported that the MV *Altair*,
ned by French interests, has been
l to Suva. At sea, the *Altair*
ks to have only about 12 in. of
eboard; but in spite of that she
served this Group well.

TO REPLACE HUIA

ntended for trade between New
land and New Caledonia-New
brides, Mr. N. W. Thomas of
llington expected to arrive at

Auckland from Copenhagen aboard
his new vessel *June*, late March.

Built in 1945 at Nova Scotia for
Mr. H. H. Lolk, of Denmark, and
intended for trade in the Arctic,
June was originally called *Jane*
Lolk. Purchased last year by Mr.
Thomas, after the loss of his old
schooner, the *Huia*, on Komekame
Reef, New Caledonia, *June* has taken
3 months to come out from Europe.

Of 350-tons gross, *June* should be
a useful ship on the poorly-served
New Zealand-New Caledonia-New
Hebrides trade route, which Captain
E. Savoie, with his *El Retiro*, and now
with his recently acquired *Margaret-
W*, opened up 18 months ago.

MYSTERY FIRE

Curious circumstances surrounded
a fire which destroyed the *Huia* a
fortnight after her stranding on Feb-
ruary 2, 1951. Purchased from the
underwriters as she lay on the reef
full of cargo—mainly drums of oil
—the buyer is reported to have
arrived on the scene to commence
salvage just in time to see the last of
the vessel going up in smoke.

People who should know consider
that during the two weeks of discus-
sion between Underwriters and pur-
chaser a third party performed the
salvage on his own account and set
fire to the bare remaining hull. They
could be wrong; but it would appear

FOR SALE

AUXILIARY MOTOR VESSEL



Dimensions:—106 ft. x 25 ft. x 8 ft. 6 in.

Tonnage:—247 gross. 174 nett. Carries approx. 170
tons d/w. cargo with full fuel and water tanks.

Engine:—Crossley 330 H.P. speed 8 Knots with engine
only; with fair wind assistance of sails, 10 Knots.

General:—This vessel carries eight passengers in three
cabins. Is equipped with C'wlth. Nav. Cert. Was
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for general cargo, cattle-carrying or general Island
trading purposes.

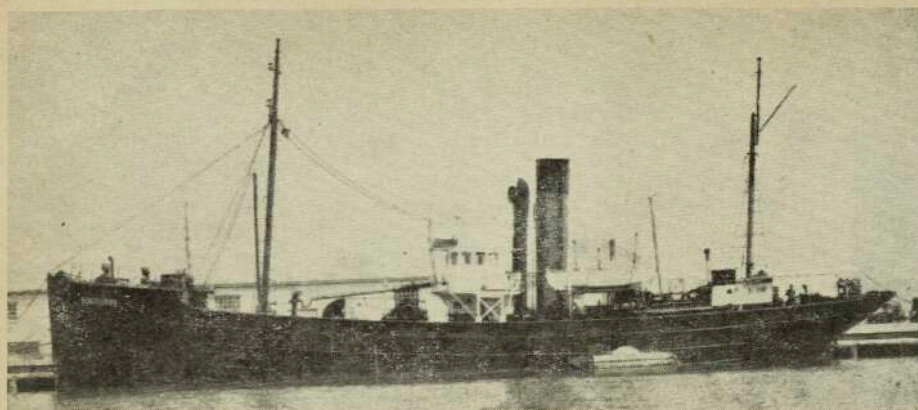


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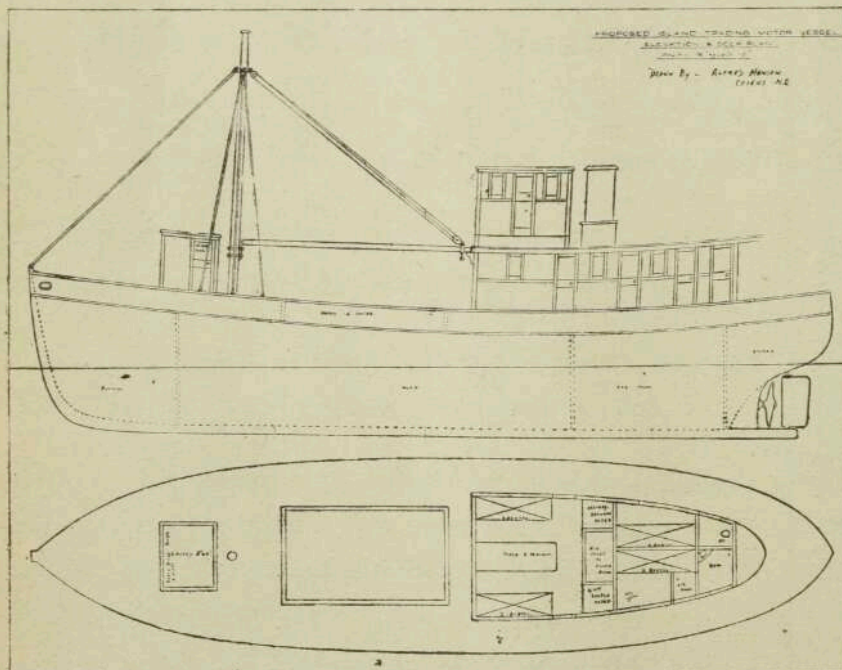
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S. S. Bonthorpe (Oil Fired)

Gross tonnage, 273 ton
Length, 125.5 ft.
Beam, 23.5 ft.
Mld. depth, 12.75 ft.
Hold capacities, 250 ton
Derricks, 1 x 5 ton
1 x 1 ton.
Speed, built for 10 knot
Converted to oil fire.
Insured Lloyd's in 195
Capable burning light
diesel furnace oil or co
tar. Price, £25,000. Wri
for full particulars.



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vessel, now at yard
Capt. Hansen will co
struct a first-cla
wooden vessel to tak
100 tons copra. Th
vessel will be designe
for maximum efficien
under tropical cond
tions. (See tentativ
drawing). We invi
correspondence fro
Islands interests ar
will be pleased to fo
ward a range of tech
nical photographs o
genuine inquiry, shov
ing the fine points
their high standard
workmanship. Time
construction estimat
at seven months.

likely that a vessel, even loaded with gasoline, would catch fire as she ran on a reef, surrounded completely by water, two weeks after being abandoned.

The Kurimarau's "Dash for Food"

WHEN Captain N. W. MacDonald brought the *Kurimarau* to Sydney in January he stated that he would be making another run down to Honiara, BSI in March or April.

But to the *Sydney Sun*, reporting the *Kurimarau's* call at Brisbane due to weather en route, early April, voyage was featured in banner headlines as "Island Ship's Dash for Food."

The sub-heading gave the impression that the Solomons' "300 Europeans and 90,000 natives," emaciated in the last stages of starvation, at that moment peering grimly forward for the relief ship *Kurimarau* come "dashing" back at all of her knots, with desperately needed supplies from Sydney.

While fishing off the shore of Ai'i, Western Samoa, in March, a lone woman was struck by lightning and instantly killed.

TONKINESE TAXI MEN DEFY NH GOVERNMENT

ON last advices, 20 Tonkinese taxi-drivers of Port Vila, New Hebrides, were still on strike against a joint decision of the Condominium Government that the legal fare within a certain area should be 2/-. The Tonkinese (who run a number of Jeeps and a couple of old sedan cars for hire) had been charging what they liked—up to 10/- and 15/- sometimes. They simply robbed travellers, like through passengers on the Morinda.

There now is in Port Vila a Tonkinese community of from 300 to 400. This settlement became possible when the authorities, in the war, failed to repatriate Indo-Chinese labourers. The latter then brought their women out; and now they live in a shanty-town about 4 miles from Vila, and are increasing rapidly in numbers. They tend to become petty traders, do not provide a dependable labour force, and are generally undesirable.

As a result of the war, and of administrative weakness, Asiatic communities of this character have become established in New Caledonia and New Hebrides.

Mr. and Mrs. John Stubbs and daughter Jacqueline have left Norfolk Island for two months holiday in Australia before going to Fiji. Mr. Stubbs is with Cable and Wireless, Ltd., and has been transferred to the Suva office as manager.

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Sea-going vessel, about
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EARLY GOLD FROM PAPUA'S RIVERS

HISTORICAL SURVEY BY A. P. LYONS

ALLUVIAL gold has been found in almost all the rivers of British New Guinea (Papua), from the Fly River in the west, to the Gira River in the north, and on many of the islands; and gold-carrying reefs and lodes have also been discovered.

The first known record of gold discovery by Europeans is contained in John Macgillivray's work *Narrative of the Voyage of HMS Rattle-*

snake (London, 1852), wherein he says that gold was known in the vicinity of Redscar Bay as far back as 1852. A specimen of pottery procured there contained a few Laminar grains of the precious metal.

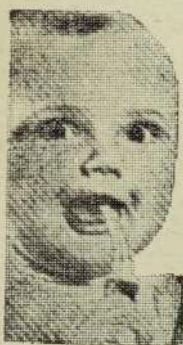
Redscar Bay is part of Galley Reach, which is a few miles west of Port Moresby. Both the Brown and Vanapa Rivers flow into Galley Reach.

Between 1888, when gold was first noticed in the primitive country, and 1927-28, when most of the fields were worked out, the total of the gold produced in the Australian Territory of Papua was 552,459 ounces. In their order of proclamation, the following are the official goldfields of Papua:—

Louisiade	1880	Yodda	19
Murua	1895	Keveri	19
Gira	1898	Astrolabe	19
Milne B.	1899	Lakekamu	19

Mr. A. P. Lyons, as a Departmental head in Papua, had charge of Mining for many years; and, aided by his excellent memory, and records which he has kept, he has compiled for PIM this very valuable record of the history of early gold-mining in the Territory. Mr. Lyons, now retired, is a resident of South Queensland.

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AND THEN IT HAPPENED! It came—he saw it—took a few whiffs . . . and his asthma spasm was conquered within seconds by atomized inhalant **ASPAXADRENE**, because it "touched the spot" (unchanged).

INCIDENTALLY, thousands of American dollars were earned for Australia by **ASPAXADRENE** last year. **Yesterweek** (1952), we received the following from Mr. Chas. Romanchak, 86 Radio St., Rochester, 21, N.Y., U.S.A.: "A great remedy—feel fine since using Aspaxadrene".

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Prices in Australia:

Complete Outfit, 28/6 — Liquid Refill, 12/6.

All chemists and Island Stores (in Papua-New Guinea, T. W. Johnston, Chemist, Pt. Moresby, has full supplies including spare parts), or

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Captain John Moresby, RN, who visited Port Moresby in *HMS Basilisk* in a letter to *The Times*, in 1871 said: "The only sign of mineral wealth seen by the *Basilisk's* company were fragments of gold quartz picked up by us at Fairfax Harbour." (This forms part of Port Moresby.)

Hon. W. Macleay, M.L.C., of Sydney, visited New Guinea in 1875-76 in the *Chevert*, and obtained specimens at Hall Sound. The Angabun (St. Joseph) River flows into Hall Sound.

D'Albertis found colours of gold in the upper Fly River during 1871 so did Sir William Macgregor during 1889-90, and Sir Rupert Clarke, with Frank and Jim Pryke and Arch Macalpine, during May, 1914.

Andrew Goldie, a storekeeper Port Moresby, reported alluvial gold in the Goldie River in 1877, and the Rev. Mr. Lawes found some auriferous specimens in the Kupalololo River shortly afterwards. These were reported on by Mr. C. S. Wilkinson, Geological Surveyor of NSW on January 7, 1878.

Goldie and Kupaloloko are affluents of the Laloki, which is a tributary of the Brown River. The latter was named after a prospector drowned in it in 1878.

Many miners came from Queensland in 1878 to prospect the Laloki River and its affluents, but did not find payable gold. Queensland Government stationed officials at Port Moresby to watch over the interests of the prospectors. Another ten years elapsed before the industry was established.

IN 1883, Mr. G. E. Morrison led an expedition to New Guinea, which was sponsored by *Melbourne Age*.

et with misfortune and returned. his Mr. Morrison was afterwards mous as "Chinese Morrison," correspondent of *The Times* in China.

The Hon. John Douglas visited adest Island (Louisiade Group) in *Wentworth*, in 1887 and engineer owell obtained specimens. Mr. ouglas recorded the discovery of old at Sudest in June, 1888.

David Lindsay White, a pearl-eller, applied to Mr. Douglas for protection area to secure him in session of certain gold-bearing efs on Joannet Island, near Sudest. ouglas promised favourable con-deration when sovereignty was pro-aimed. White accompanied Douglas

Cooktown, where he obtained as-stance from several enterprising izens, and a party was organised go to the Louisiades. The party is not successful at Joannet Island, t found alluvial gold in the bed of e Runcic River (on Sudest, where owell had obtained his specimens). is discovery led several hundreds men to Sudest.

On September 4, 1888, Sir William agregor proclaimed the Crown olony of British New Guinea. One his first acts was to adopt the eensland mining laws.

In 1888-9, Sir William visited

Sudest, and took miners from there to Rossel Island, where they found traces of gold. He conveyed some miners to St. Aignan (Misima) where they found rough colours at several places. They found colours on Normanby and Goodenough, but not on Ferguson. Gold was found on Ferguson in later years. The Customs at Cooktown reported that up to June 30, 1889, 3,850 ounces of gold had been declared there since the opening of the Louisiade Gold-field in 1888.

Sir William Macgregor obtained gold-bearing wash and specimens from the Vanapa River and in the Knutsford and Musgrave Ranges, on a journey to Mt. Victoria in 1888-9.

Mr. Nettle found good colours in the upper Angabunga River in November, 1892.

SIR WILLIAM MACGREGOR in March, 1894, found colours in the Mambare river wash.

Queensland geologist W. H. Rands reported (in 1893) gold in specimens from Rossel Island and the Angabunga River.

In September, 1894, 15 Queensland miners found prospects inland from Bartle Bay. James Hurley, leader of the party, was killed by hill natives, and the others returned to

the coast with about 7 ounces. Shortly afterwards, 13 more miners joined the first party, and went inland from Goodenough Bay, but without success.

A third party of miners, led by George Clarke, arrived at Bartle Bay and proceeded to the Mambare

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River, in 1895. Clarke was treacherously murdered by the natives up the Mambare River, in July, 1895.

The party retired downstream where they met the "Ivanhoe Prospecting Party" coming up. They joined forces and went up the river. This was the beginning of the famous Gira and Yodda Goldfields.

John Green took up duty as Government Agent at the Mambare on October 18, 1895. Vigorous prospecting of the Mambare River, its tributaries Chirima and Yodda, and their affluents, was carried on.

The Gira and Waria (Uaria) Rivers were prospected later on and the former and its affluent yielded rich gold.

Sir William Macgregor went up the Musa River in August, 1895, with 6 miners, to its bifurcation into the Moni and Adaua Rivers. Traces of fine gold were found in the Musa gravel. Sir William also went up the Kumusi River, and found bare traces of gold.

Sir William visited Murua (Woodlark) Island in November, 1895, and found 12 men at work on Waia Creek. About 300 ounces of gold had already been obtained. Other European miners were at work on other parts of the Island.

Sir William says the presence of gold on Woodlark seems to have been first proved by Mr. Lobb, trader settled at Nada. He prospected with his partner Dick Ede, and a man named Soelberg, and found payable alluvial.

Sir William Macgregor visited the Musa River in 1896, accompanied by two miners from the Mambare River, W. Simpson and S. McLelland. Others were prospecting in the Mor Valley, where Simpson reported colours.

John Green, Government Agent at the Mambare, with four of his native police, his private native servant and three native prisoners, were treacherously murdered by local natives while they were erecting a new station on the bank of Tamata Creek on January 14, 1897; and, about the same time, five European miners on the Mambare River were killed. There were more murders, and armed resistance to Government patrols soon afterwards.

Miners W. Nettle and W. Kelly, in 1896-7, reported crossing the mountains from the South Coast reaching the Yodda Valley, and finding gold in many creeks between the Chirima River and Gola Creek (McLaughlin's Creek where McLaughlin had taken much gold); and W. E. Buchanan found good colour

Memi River (affluent of Kempelch River).

Alec Clunas and Bob Elliott found gold on the upper Chirima River in 1897 and Bob Elliott and Moses McLelland located gold bearing country in the Yodda, a little later. There were 60 miners on the Gira River—1,222 ounces were taken by miners from one gully in three months.

BY 1898-1900 the Mambare-Gira country was being opened up by the prospectors. There was a rich discovery in Tamate Creek (Mambare system) in January, 1899. Some 1,000 oz were taken out of the Gira field in 1898-9—nuggets weighed up to 26 oz.

Jacob Hagarup, Jack Gray and Lindon found gold in the headwaters of the Sagarai River, which flows into Mullens Harbour.

The BNG Prospecting Co., which had been reef mining on Sudest for many years, closed up in 1899. But now the Yodda field was being opened up—and credit for that discovery is generally given to Sam McLaughlin.

An incident of 1899-1900 shows how these restless British prospectors are now pushing across the border between Papua and German New Guinea—tracking down the field of what was afterwards the famous Morobe field.

About 1900, the Rev. Mr. Walker bought from German New Guinea a launch *Musa*, with two Papuan natives who, four years before, had been working with two miners in the Mambare Country. They had been tracked and their carriers dispersed. The two natives had found their way to a German mission station on the Gulf.

The two miners were Davy Davis and Arthur Darling. They had expected well into German Territory before losing their carriers, and had found good gold. Darling told "Black Eye" (Black) Bill Park about their discovery. Park bided time and, when he could legally and conveniently do so (after German New Guinea was taken from the Germans in the 1914-18 war) he went up into the "Darling country" and won a lot of gold thereabouts, which led to the establishment of the Morobe Goldfield.

AFTER the turn of the century, and as the control of the Administration was extended over the native people, the prospectors steadily extended their areas of search. Three notable goldfields were developed in

the next ten years—the Yodda, Keveri and Lakekamu. The following data are taken from the Annual Reports:

1901-02.—Rich ground found in Keveri Valley (behind Cloudy Bay)—headwaters of Domara River.

1904-05.—R. Elliott and D. Davis found colours in Kemp-Welch River.

1905-06.—Mat Crowe and Arthur Darling were prospecting headwaters of Waria River. . . . Recorded that since 1901 most gold output from Murua (Woodlark) Island had come from batteries working on lodes.

1907-08.—Twenty-one miners on the Waria River.

1908-09.—Anglo-German Commission delimited boundary from Gira River to Waria River.

1909-10.—Mat Crowe, Frank and Jim Pryke reported payable gold in the Tiviri River. Lakekamu Goldfield proclaimed, December, 1909.

1910-11.—Jim Swanson and L. Lett found traces of gold in Vallala River. . . . G. H. Massey-Baker reported faint colours in an affluent of the Strickland.

1911-12.—Fred Kruger reported finding traces in the upper Biaru River.

1914-15.—Alluvial mining carried on on St. Aignan (Misima) Island since 1888-89; but promising lodes recently located now being developed by Broken Hill Pty. Block 10, Ltd., with crushing plant, a wharf at Bwagaia, and a railway line to the mines. These lodes were mined right up to World War II.

1915-16.—John Fletcher reported payable gold in a branch of the Imili River (20 miles west of Keveri Valley).



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1917-18.—A new find of alluvial on Moni River (Upper Musa) attracted miners.

1919-20.—Geologist Evan R. Stanley reported traces in Koro (Curnick) River (affluent of Kikori).

1921-22.—Warden of Murua (Woodlark) Goldfield reported mining there at a standstill.

Mrs. Percy Smith, of Lae, New Guinea, with her young son, recently returned home after a holiday in Australia.

Madame Namure (Ethel) Nordman was in Melbourne, Vic. recently as the guest of Mrs. D. Sawyer who has, as well as Victorian interests, a sheep property on Erromanga, New Hebrides. The vivacious French-Tahitian Namure, "of the speaking hands and laughing voice," as one newspaper gossip-writer put it, appears to have completely fascinated staid, old Melbourne. She is now en route to France and leave, on board the Roma with her husband.

TAHITI NEWS

CLEAN-UP OF POLICE DEPARTMENT

From Our Own Correspondent

Monsieur Biesel, Police Chief at Papeete has been making his presence felt since he arrived from France.

During February, Tafai Amari, Brigadier de Police, and Pito Tane, Ager de Police, were arrested on matters connected with falsifying of foreigner tax payments. All passports of foreign residents in Tahiti had to be called in for investigation.

Shortly after his arrival, M. Biesel had another member of the police arrested and charged with complicity in smuggling operations.

NEW PROTESTANT CHURCH

A new Protestant Church was inaugurated in true Tahitian fashion on February 14, when Governor Petitbois, M. de M. and M. Pouvanana a Oopa, M. Oudrat (Conseiller d L'Union Française), M. Poroi (Mayor of Papeete) and many other important residents were present.

The service was conducted by Pastor Schloesing, Director of the Evangelical Missions of Paris. Fifty-five local Pastors attended the service; after which the lighter side of the occasion was attended to with a well-prepared native feast which continued until dawn and was drawn to a reluctant conclusion with the serving of some 5,000 morning cups of good Tahitian coffee, to speed the visitors homeward.

Dr. K. R. Steenson, one of the South Pacific's best-known medical officers left Fiji in March on leave prior to retirement. He and Mrs. Steenson expect to make their future home in New Zealand. He joined the Colonial Medical Service in 1922 and served in the British Solomon Islands, and then for about 10 years in the Gilbert and Ellice Islands. Dr. Steenson and his Baby Austin (the only car on Tarawa) were a well-known sight right up till the Japanese invasion. He got away to Fiji in 1942, and has since served in that Colony, since 1948 as Deputy Director of Medical Services.

Mr. and Mrs. Dick Brown, who have been enjoying a pleasant visit to Tahiti, left in March for Rarotonga, in their little ship *Mahurangi*. They took as passenger to Rarotonga Miss Germaine Lehartel, a popular member of Papeete's younger set. She returns by TEAL.

Mr. C. W. Southey, Overseer in the Fiji Works Department, is spending 6 months long leave in New Zealand.

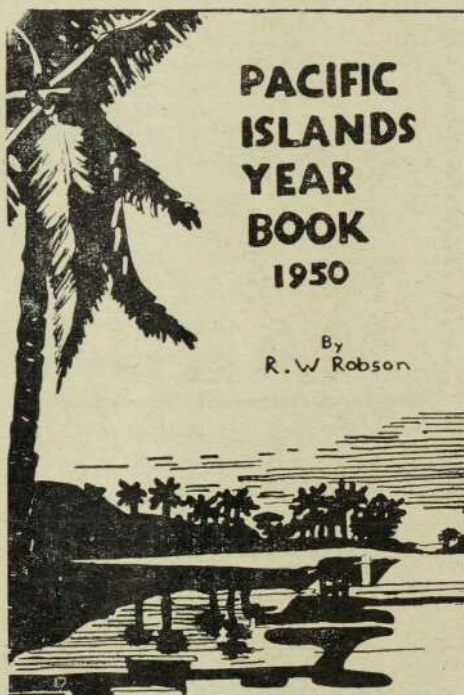
Dr. W. L. Verrier, of the Fiji Medical Department is spending 6 months' leave in the United Kingdom.

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the South Seas' most valued reference book, is still available at all leading Booksellers in Australia and N.Z., the main Pacific Islands stores, or direct from the Publishers.

The 1950 (Sixth) Edition contains 500 Pages and numerous Maps. In addition to providing reliable information relating to Administrations, Geography, History, Industries, Commerce and Trade (full statistics), Tariffs, etc., the Year Book has many Special Sections, such as: A History and Chronology of the War in the Pacific, 1941-45; Lists of Public Servants in each Territory; Description of the new Air Transport Organisations serving the Pacific Islands; Complete Directory of Pacific Islands Missions; Notable Developments in 1940-50 Period; Detailed Index of Place Names in the South Seas, etc.

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SAMOA'S RICHES

apid Growth in Population

FIGURES relating to Western Samoa's financial year (which ends on December 31) suggest that this Trust Territory now is about the most prosperous major territory in the South Pacific. Consider the following:

	£
Estimated revenue for 1951	558,540
Actually received, 1951	678,897
Expenditure, 1951	631,175
Accumulated reserve, end 1951	781,347
Annual salary bill, 1952	237,000

During 1951, the NZ Government gave Western Samoa, for purposes outside the current expenditure listed above, over £40,000 from the accumulated profits of the Reparation Estates (former German properties taken over and worked); while the Copra Stabilisation Fund increased by £37,500 to £104,090. The Insurance Fund had £52,179 in it and the Currency Notes Fund £110,429. The Post Office Savings Bank held £310,221.

The High Commissioner announces that, according to September, 1951 census, the population is:

Europeans	4,388
Samoans	78,340
	82,728

In 1948 the population was 72,936 (7,149 Samoans).

There are now only two or three hundred full Europeans here. The remainder are of part European, part Samoan blood—an attractive and steadily growing community, who have European status.

An interesting and startling feature of the Census is the disclosure that the population includes 38,862 children of 15 years and under (47 per cent. of population)—15,016 under 5 years. The total school enrolment is 29,000. It looks as if the Samoan Government has a first-class education problem right on its hands.

IL EXPLORATION IN PAPUA

Australasian Petroleum Company Pty., Ltd., reports that No. 2 Test Hohoro has been deepened 142 feet from 10,500 feet to 10,642 feet.

Island Exploration Company Pty., Ltd., reports that fishing operations have been temporarily suspended to allow installation of a heavier drilling outfit and string of the formation already penetrated.

Classified Advertisements

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RARE SEEDS.—American Climbing Tomato (yields over one cwt. of fruit), Pearl Harbour Tomato (dwarf), Russian Tomato, Beans (yard long), Chinese Cucumbers (2 ft. long), Mexican Sweet Corn, Lettuce (12 inches across) and many others, including outstanding flower seeds. Write for free booklet: **Henderson's Nu Seeds**, P.O. Box 206, Whakatane, New Zealand.

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TENDERS

ESTATE TOM GREENSLADE GOSS (deceased).—Sealed Tenders endorsed "Estate T. G. Goss" are invited and will be received by the undersigned until 5 p.m.

on May 15, 1952, for the purchase of Toma Coconut Plantation.

Situation.—About 30 miles from Rabaul, inland from Kokopo, New Britain, Territory of Papua-New Guinea.

Title.—Agricultural Lease, Volume 1, Folio 49, dated November 1, 1925, for a period of 99 years and known as Toma Plan-

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

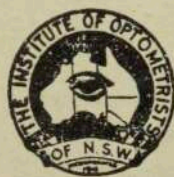
Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

VI-STIM costs little, and the guarantee protects you.
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MADANG.—June 16-18

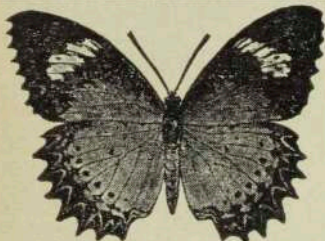
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Will pay for sample shipment, and advance money to good collectors. Write or print clearly, particularly your name and address.

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tation, being the whole of the portions Nos. 9 and 10 in the Administrative District of New Britain.

Area.—128 hectares 14 ares.

District.—Toma is situated in country of a hilly nature, consisting of deep gullies.

Production.—Approximately 2 tons of copra per month.

Terms.—The property will be sold subject to the consent of the Administrator of the Territory of Papua-New Guinea.

On acceptance of tender, 10 per cent. of tender price to be deposited and the balance to be paid upon execution by the Executor of a Conveyance of the property or such other document or instrument as the successful tenderer may reasonably require to evidence the sale in the absence of a registerable transfer.

The highest or any tender not necessarily accepted.

BURNS PHILP TRUST COMPANY LIMITED,

7 Bridge Street, Sydney.

Administrator of the Estate of T. G. Goss (Deceased).

Sydney, March 27, 1952.

WAREVULA PLANTATION, New Guinea.—

Tenders are invited by the undersigned, and will be received until June 30, 1952, for the purchase of Warevula Plantation, 36 miles from Rabaul, New Britain, Territory of Papua-New Guinea. The estate is freehold, unencumbered, and comprises 573 hectares good soil and timber, 250 hectares secondary growth. The highest or any tender not necessarily accepted. **J. L. Roberts, 12a Hawkesbury Road, Springwood, N.S.W.**

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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.**

POSITIONS WANTED

ADVENTUROUS ENGLISHMAN, aged 21 years, with good education, desires position in Pacific Territories. Knowledge of supervising natives, club management, bookkeeping, plus good all-round adaptability. Will travel anywhere, at once. Excellent references. Reply: "Alpha," c/o Box 3408, G.P.O., Sydney.

MAINTENANCE ENGINEER.—Position required, 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.**

YOUNG MARRIED COUPLE seek employment in New Guinea. Husband four years' experience in hotel work (Europe) wife experienced as waitress. Reply to **K. Havelka, Hotel Mansions, King's Cross Sydney, N.S.W.**

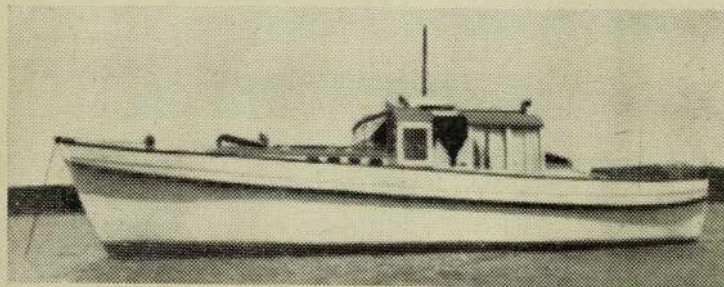
AMBITIOUS ENGLISHMAN, 27, reasonably intelligent, adventurous, desire position in Pacific Islands. Preference to travel, adventure. Reply: **Beta, c/o Box 3408, G.P.O., Sydney, N.S.W.**

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BOOK BARGAINS.—Send for list of real bargains from 2/- upwards. State your interests, please. I also find out-of-print English Books. Mention "PIM." Nearly 400 customers in the area where "PIM" circulates.—**Philip Boulton, Bookseller Westbury, Wilts, England.**

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Island Travellers



Island residents who returned to New Guinea in March following leave, included, top to bottom:—

Mr. A. L. De Groen returned to Port Moresby with Mrs. De Groen after six months leave which included a visit to Japan.

Mr. and Mrs. Muddell spent leave in Tasmania and Melbourne. Mr. Muddell in charge of the Port Moresby Slipway. Mr. Les Clarke of the Customs Department, Rabaul.

Plans for Islands Cruise Ships

SEVERAL months ago PIM quoted from a Sydney paper a report regarding a "luxurious yacht," 120 feet long, fitting out in Marseilles and on to commence a first-class 120-passengers cruise service from Sydney to the Islands.

Orbit Travel Agency, organisers of the project, provide some later details of this and another vessel.

The yacht is actually a sizable vessel of 400 feet length—as yet unnamed. Her previous name is not known in Sydney. Work on extensive alterations is proceeding slowly, due to labour troubles in Marseilles. It is hoped that she will make an appearance late in the year. She will

P-NG Police Force 50 Per Cent. Below Strength

From Our Own Correspondent

MORESBY, April 7.

CRITICISM of the Police Force by the Town Advisory Council in Port Moresby over recent months drew a spirited reply when the Commissioner (Colonel J. S. Grimshaw) was invited to address the Council.

Colonel Grimshaw said that he had only half the number of European officers he needed and that it was impossible to give the town a 24-hours-a-day police service.

He recalled that last year he went to Australia and selected 58 men from 133 interviewed; but finance cuts ended the matter.

"With more European officers we could cut crime by 30 per cent.," Colonel Grimshaw declared. He said that Port Moresby had one native policeman to every 211 natives and one European policeman to every 2,691 head of population. The Australian average was one policeman to every 696 civilians.

About the same time, but in Madang, the Chief Judge, Mr. Justice Phillips was taking steps to ease the load of work on police by ordering corporal punishment for the first time since the war. The offender was a native found guilty of indecently dealing with a European child. Judge Phillips ordered that the native be "once privately whipped with a cane, the whipping to be one of eight strokes" and be imprisoned for six months with hard labour.

Native pastors, Masive of NG and Manovaki of BSI, recently attended an SDA Conference in Perth.

probably be registered in Noumea and may make circuits from Sydney to Noumea, Suva, Samoa, Tahiti, Rarotonga, Auckland and back to Sydney, with variations. She will make occasional runs north, probably via Lord Howe, Norfolk, and New Guinea to Bali (Indonesia) and return.

As well, another ship is being converted at Marseilles for service more or less along the present Messageries Maritimes route. This is the former Norwegian-owned cargo vessel *Scaubryn*, registered in Oslo, of 10,000 tons gross (7,000 net). When this rebuilt vessel commences service (probably June) she will be fitted to carry 250 passengers on four decks, first and tourist class. She is 450 feet long and 60 feet beam.

Agents for Pacific Islands Monthly

(Holding supplies for Cash Sale and authorised to receive annual Subscriptions.)

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New Guinea Co., Ltd.
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C. H. Meen, Rabaul.
Kriewaldt's Stores, Port Moresby.
Papuan Prints, Port Moresby.

Fiji:

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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 £Stg.59/15/-, 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 (to 35 points), £F63/10/-.

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Samoa.—MOF 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 UK's MOF contract.

New Hebrides.—Marseilles quotation, April 1: NH shipment brought 64,000 Metrop. francs per metric ton (2,215 lb.); market weakening.

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 April 7 was £Stg.315 (£A394) c.i.f. Cont. ports.

Pacific cocoa was quoted on Sydney market in April at:—

New Guinea.—£A310-£320 per ton, ex wharf.

New Hebrides.—Marseilles on April 1 paid 320-325 Metrop. francs per kilo (equal to £A413-£420 per long ton) delivered to store, Marseilles.

Samoa.—Sydney agents in April quoted Samoan cocoa at £S280 (£A350) f.o.b. per ton, first grade. (Samoan currency equals Stg.). No recent business in Australia.

COFFEE.—Islands prices are based on Uganda Robusta, currently £A456/17/6 per ton c.i.f. Australian ports.

New Caledonia.—Crop mainly exported to France. Currently offering to Australia at £A487/10/-. Marseilles quoted, April 1, 375 Metrop. francs per metric ton (2,215 lb.)—equal to £A487/10/- approx. per long ton.

RUBBER.—Sydney firms use London and Singapore rates as basis to buy Papuan rubber. April 3: No. 1 grade, RSS (sellers), spot, 32½d. Stg. lb., c.i.f., London (40½d. Aust. lb.); Singapore, RSS No. 1, 111½-112½d. lb. 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 Papua-N.G. approx. £100.)

DESICCATED COCONUT.—Sydney agents quote Ceylon 1/2½d. spot, 1/2½d. June-

July shipment, delivered to store, Sydney market weakening. **New Guinea:** Ceased production. (See elsewhere.)

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1952 are: AA/A/B grade 85 cents lb. (£A850 approx. per long ton); C, 80c. lb. (£A800); D, 55c. lb. (£A550); E, 40c. lb. (£A400); EE, 30c. lb. (£A300)—all c.i.f., New York.

TROCHUS SHELL.—Sydney market for Western Pacific trochus is dull. Most agents will quote only upon inspection with overseas buyers showing little or no interest. Recent New Hebrides sales to France were at approx. 2,400 Pac. francs. **Torres Strait:** Reported Japan recently offered £A130. No Australian quotation available.

GREEN SNAIL SHELL.—Nominally £165-£170 per ton, on wharf, Sydney.

LONDON PRICES

LONDON, Feb. 14.

Copra, c.i.f., Continental ports, ton:—New Hebrides, Feb./April, Metrop.

frs. 79.50
Tahiti, Feb./April, Metrop. frs. 82.50
FM Straits/DEI £89 Stg.
Ceylon, FMS nomina
Philippines (bulk) \$170 US

Coconut Oil, c.i.f., ton:—
FM Straits (bulk) £100 Stg.
Ceylon (bulk) £101 Stg.
Philippines, afloat \$237 US

Cocoa, Stg.:—
Accra, 290/- per 50 kilos, May, c.i.f. Cont. ports.

Bahia, 34 cents US, f.o.b., New York.

ISLANDS MINING SHARES

FIJI

Aug., 1939. Mar. 1. April 1
Emperor b9/11 s9/6 s8/2
Loloma s25/6 b31/- s30/-

PAPUA-NEW GUINEA

Bulolo G.D. b124/- b62/- s75/-
Mandated All. b3/8 s3/- s3/-
N.G.G. Ltd. b1/10 b1/9 s1/7
Oil Search s3/11 b3/11 b3/5
Oriomo Oil b5/- b1/3 b1/3
Papuan Apin. b4/11 b6d s6d
Placer Dev. b68/6 s412/6 s390/-
Sandy Creek b1/5 b2d b2d
Sunshine Co. b6/5 s2/- b2/6

EXCHANGE RATES

The following exchange rates exist in Sydney in April:—

FIJI.—Through Bank of NSW and Bank of NZ.—Australia on Fiji basis £10
Fiji: Buying, £A111/2/6; Selling, £A111/1/6
Fiji-London, basis £100 London: Buy ing, £110/12/6; Selling, £112.
NZ-Fiji, basis £100 NZ: Buying £111/11/9; Selling, £110/4/3.

SAMOA.—Through Bank of NZ.—Aus tralia on Samoa, basis £100 Samoa Buying, £A123/12/6; Selling, £A124/10/9
Samoa-London, basis £100 London Buying, £100/7/6; Selling, £101/10/-
Samoa-NZ, basis £100 NZ: Buying £100; Selling, £100/10/-
Samoa-Fiji, basis £100 Samoa: Buying £111; Selling, £110.

PAPUA - N.G.—Commonwealth Bank (branches P. Moresby, Lae, Rabaul Madang) and Bank of NSW (P. Moresby Lae, Rabaul) quote exchange rate Aus tralia-Papua-N.G. as 10/- per £100.

BSI.—Commonwealth Bank (branch a Honiara) quotes exchange rate Aus tralia-BSI as 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs most valuable of the three franc group in French Union, are used in N. Calé donia, N. Hebrides, and Fr. Oceania French Bank in Sydney quotes (nomin ally): 140 Pac. fr. to £Aust.; 175 Pac fr. to £Stg.; 64 Pac. fr. to US \$.

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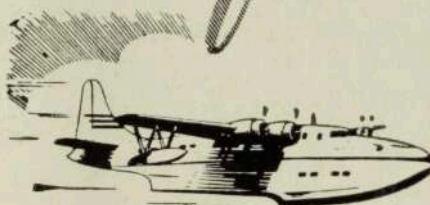
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