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NATIONAL LIBRARY OF AUSTRALIA

MAY, 1952 Vol. XXII. No. 10.

PACIFIC ISLANDS Monthly

COMMONWEALTH NATIONAL LIBRARY
28 MAY 1952

ANZAC DAY—
PORT MORESBY

In the absence (on leave) of the Administrator (Colonel J. K. Murray) Mr. Justice Phillips laid a wreath at the Memorial Gates. There was a dawn service at the beautiful Bomana War Cemetery; and, later, a march past the official saluting base by European and Native war veterans.

—Photo by Frank Williams.

stablished 1930.

[Registered at the G.P.O., Sydney, for transmission by post as a newspaper]

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

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

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Your Native Servant
can Iron Better with a
Coleman Iron

The big glass-smooth ironing base — 16 square inches of surface — of the **Coleman Self-heating Iron** is double pointed and heavily nickel-plated to glide smoothly and easily over any fabric.

The Coleman Self-heating Iron lights instantly, makes and burns its own gas, permitting continuous ironing and the fount holds one pint of fuel, sufficient for 2½ hours. The body has a blue vitreous finish — which is easy to clean and keep clean. With its rust-proof body and heavily nickeled ironing surface, the Coleman Self-heating Iron will last indefinitely and, because it heats itself, the ironing can be done anywhere, indoors or out-of-doors.

Representatives for the Pacific Islands

54a PITT STREET, SYDNEY — **ROBERT GILLESPIE PTY LTD** — PEARCE & CO. LTD. SUVA FOR FIJI ISLANDS

CIFIC ISLANDS MONTHLY—MAY, 1952

1

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Mobilco

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

TWO MACHINES IN ONE — AND EACH THE FINEST OF ITS KIND

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.

CHANGE TO POST HOLE DIGGER.

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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W.A.: Industrial Sales and Service, Belmont Avenue, Belmont, W.A.
Tas.: Industrial Sales and Service, 3 Elizabeth Street, Hobart, Tas.

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SHIPPING TIME-TABLES

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

Sydney-Suva-N. America

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

RMS AORANGI

Syd. ..	May 15	Sept. 25	Nov. 27
Auck. ..	May 19-20	Sept. 29-30	Dec. 1-2
Suva ..	May 23	Oct. 3	Dec. 5
H'n'l'u .	May 30	Oct. 10	Dec. 12
Vict. ..	June 5	Oct. 16	Dec. 18
Vanc. .	June 6-12	Oct. 17-23	Dec. 19-24
Vict. ..	June 12	Oct. 23	Dec 24
H'n'l'u ..	June 19.	Oct. 30	Dec. 31
Suva ..	June 28	Nov. 8	Jan. 9
Auck. ..	July 1-3	Nov. 11-13	Jan. 13-15
Syd. ..	July 7	Nov. 17	Jan. 19

Sydney-Papua-N. Guinea

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

Last departure from Sydney April 26.

MV Malekula will leave Sydney on May 21 for Samarai, Rabaul, Manus, Madang, Lae, Samarai 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), Nukuafa 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 May or early June.

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-BSI-Rabaul, Etc.

MV Malaita will make a round trip at about 2-months intervals from Sydney to Lord Howe-Norfolk Is.-New Hebrides ports - BSI ports - Bougainville - Rabaul - Samarai-Sydney.

Next sailing about end of May.

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 Polynesien (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.

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

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths

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

Sun. and Thur.—Return via same route.

Sat. - Auckland-Nadi-Canton-Honolulu-S. Fran.-Seattle-Los Angeles.

Tues.—Return by same route.

PACIFIC ISLANDS TRANSPORT LINE

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

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

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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 (May 23, June 6, 20 etc.)—Sydney-Auckland-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.
Alternate Friday (May 30, June 13, 27 etc.)—Return by same route.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways

NORTHWARDS

Tuesdays, Saturdays (Skymaster)

Depart:	Arrive:
ydney, 7.45 pm	Bris., 10.30 pm
ris., 11.40 pm	Moresby, 6.30 am (Wed., Sun.)
oresby, 7.30 am	Lae 8.50 am

Connects at Lae with DC3's for Wau, ilolo (Wed); and (Sun.) Rabaul, via Lae.

Mon., Thur.,* Fri. (DC3's)

dney, 8.30 pm	Brisbane, 11.30pm
risbane, 12.30 pm	Rockhampton †

Tue., Fri.,* Sat.

ckhampton, †	Townsville, 5 am
wnsville, 6 am	Cairns, 7.10 am
irns, 8.20 am	Moresby, 11.50 am
Moresby, 12.20 pm *	Lae, 1.40 pm
Lae, 3.30 pm (Tue.)	Madang, 4.15 pm

* Cargo service only. This departs Moresby at 12.50 pm Fridays and arrives in Lae at 2.10 pm.
† Optional call.

SOUTHWARDS

Wednesdays (DC3)

Madang, 7 am	Lae, 8.15 am

Wednesdays (DC3)

Wau, 11.30 am	Lae, 12.35 pm

Wednesday,* Thursday (DC3)

Lae, 5.45 am	Moresby, 7.05 am
Moresby, 7.35 am	Sydney, 10.15 pm

Via Cairns, Towns., Brisbane, with optional call at Rockhampton.
*Cargo service only.

Monday (DC3)

Rabaul, 7 am	Moresby, 10.20 am
Moresby, 10.50 am	Cairns, 2.10 pm
Cairns, 3.10 pm	Towns. (overnight), 4.30 pm
Towns., Tues., 8.15 am	Brisbane, 1 pm
Brisbane, 1.45 pm	Sydney, 5 pm

Wednesday, Sunday (Skymaster)

Lae, 10.30 am	Moresby, 11.40 am
Moresby, 12.40 pm	Bris., 7.10 pm
Bris., 8.25 pm	Sydney, 11 pm

3. N. Guinea Internal Services

Operated by Qantas

LAE-MANUS (DC3)

Every Wednesday.
Dep. Lae, 8 am; Finschhaven, Rabaul, Kavieng, Manus (3 pm).
Returns Saturdays (dep. 8 am), via Kavieng and Rabaul; optional call at Finschhafen; arr. Lae, 2.45 pm.

MORESBY-DARU (Catalina)

Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Wednesday; returning same day, (May 17, 28 etc.).

MORESBY-EAST PAPUA (Catalina)

Alternate Monday.—Dep. 9 am—Samarai-Esa'ala-Louisa (overnight) (May 12, 26 etc.).
Alternate Tuesday.—Return to Moresby, via Deboyne Lagoon and Samarai.

ANDREW DONOVAN

217 Second Floor, Victoria Arcade, AUCKLAND, N.Z.
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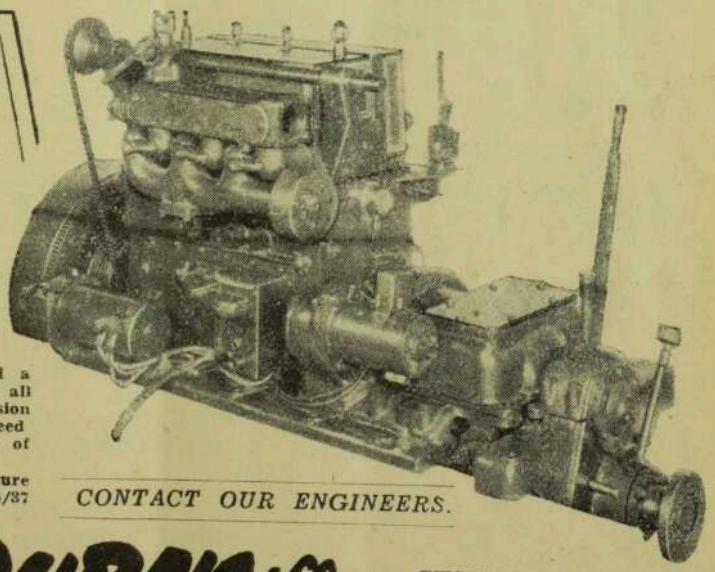

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MORESBY-NEW BRITAIN-BOUGAINVILLE

In Alternate Weeks, (May 5, 19 etc.). by Catalina.

Alternate Monday.—Moresby-Samarai-Esa'ala-Losuia-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 - Losuia-Esa'ala-Samarai-Moresby.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL 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, Nondugl, Banz, Minj, Mt. Hagen, Ogelbeng, 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 passengers, freight and mails to all New Guinea settlements.

4. Dutch N. Guinea-Darwin

By Netherlands Government, with DC3

Weekly service, between Darwin and Biak. Also, new KLM weekly service, calling at Biak, on flight between Manila and Australia.

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, May 25 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, (May 8, 22 etc. returning same day.

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9. Sydney-New Hebrides

By Qantas, with Sandringham Flying-boats: (May 13, 27 etc.).

Depart:	Arrive:
Sydney, Alt. Tue., 6.30 am	Noumea, Alt. Tue., 3.30 pm, (Night stop).
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

Sundays.—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 milnight; 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., 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.

Dep. Auckland June 3, 7, 10, 17 and 21. Return to Auckland on following days.

Depart:	Arrive:
Auckland, 7 am	Suva, 2 pm
Suva, 8 am	Auckland, 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:	Arrive:
Auckland, 9 am.	Norfolk Is., 12.55 pm
Norfolk Is., 2 pm	Nadi, 8.40 pm
Nadi, 9.45 am Mon.	Faleolo, 3.30 pm Sun.
Faleolo, 11 am Mon.	Nadi, 2.45 pm Tues.
Nadi, 9.45 am Wed.	Faleolo, 3.30 pm Tues.
Faleolo, 8 am Wed.	Aitutaki, 1.50 pm
Aitutaki, 2.50 pm	Rarotonga, 4.05 pm
Rarotonga, 8 am Fri.	Aitutaki, 9.15 am
Aitutaki, 10 am	Faleolo, 3.15 pm
Faleolo, 7.45 am Sat.	Nadi, 11.30 am Sun.
Nadi, 5 am Mon.	Norfolk Is., 10.55 am
Norfolk Is., 12 noon	Auckland, 4.50 pm Mon.

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8
MAY, 1952—PACIFIC ISLANDS MONTHL

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 two weeks. Depart Auckland, Tues. 7 am; arrive Suva, 1.00 pm. Dept. Suva (Wed.), 10 pm; cross International Date Line; arr. Aitutaki, 7.20 am Wed. Leave Aitutaki 10.20 am; arrive Papeete 3 pm. Return by same route every alt. Friday, leaving Papeete, 6.30 am.

The next flights leave Auckland May 27, June 10 and 24.

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

20. Micronesia

Civilian services, based on Guam, using 4-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

By Fiji Airways, with twin-engine de Haviland Rapides

Suva-Nadi & Lautoka:—Twice daily service.

Suva-Labasa:—Daily except Wednesday.

Labasa-Suva:—Daily except Sunday.

Nadi & Lautoka-Labasa:—Every Wednesday.

Labasa-Nadi & Lautoka:—Every Monday.

Approximate Airways Fares

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Lae	55 7 0	99 13 0	2, 3
Rabaul	64 19 0	116 19 0	2, 3
Honiara, BSI	80 7 0	114 13 0	5
Vila, N. Hebrides	46 15 0	84 3 0	9
Noumea, NC	39 8 0	70 19 0	10, 9, 6
Norfolk Is.	25 0 0	45 0 0	8
L. Howe	10 16 0	21 12 0	7
Nadi (Fiji)	60 10 0	108 18 0	1
Suva (Fiji)	58 3 0	104 14 0	10
Auckland	47 6 0	84 2 0	13
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Christch. (from Melb.)	52 18 0	95 5 0	14
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Papeete (via Suva direct)	—	307 13 0	19

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Norf. Is.	£14 0 0 NZ	Less 10%	11, 16
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Suva (Fiji)	31 0 0 ,,	,,	16
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Cook Is.	45 0 0 ,,	,,	16
Suva (direct)	31 0 0 ,,	£55 16 0	15
Papeete	93 15 0	168 15 0	19

Mr. H. O. E. Palmer, manager of the Gilbert and Ellice Colony Wholesale Society, with his wife, reached New Zealand from Tarawa on short furlough recently. While Mrs. Palmer remained in NZ to undergo a minor operation, Mr. Palmer made a quick trip to Australia to interview applicants for the recently-advertised post of assistant manager for the G. & E. Wholesale Society. He returned to Auckland in early May and will stay in NZ for a month, to be present at the marriage of his only daughter, **Delma Margaret,** to **Mr. Alfred John Lock,** of Stanley Bay, Auckland. The wedding will take place at the Naval Chapel, Devonport, on June 14.

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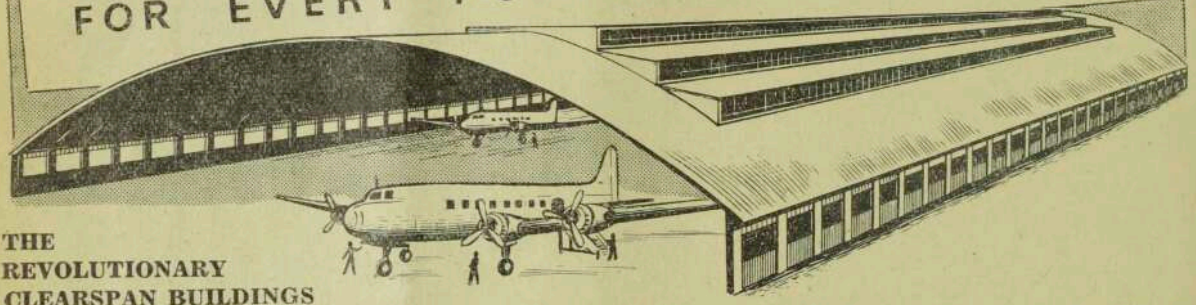

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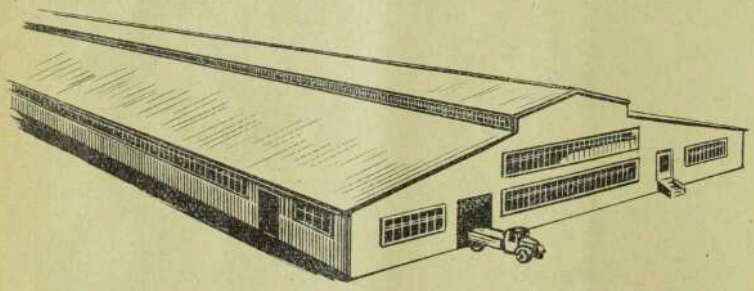

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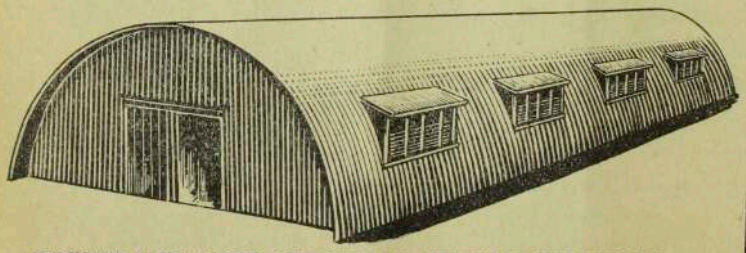

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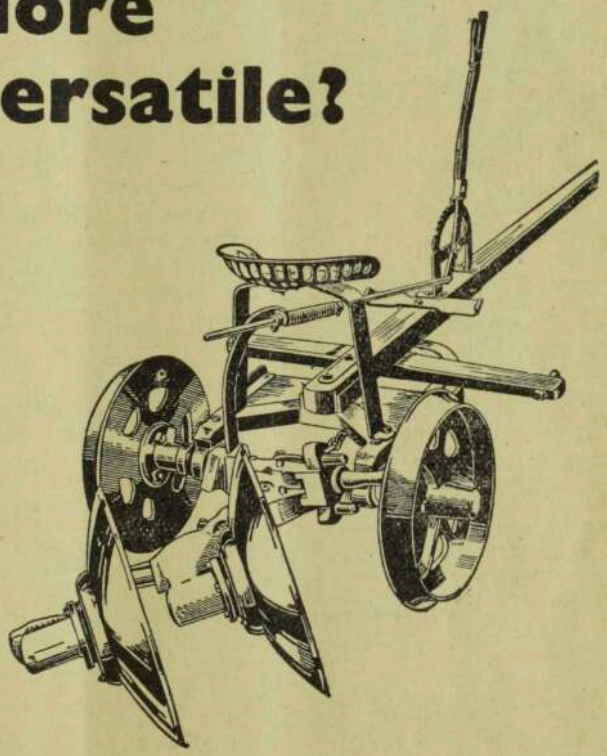

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DISMAL OUTLOOK IN THE WORLD

THE outlook, both domestic and international, is ugly and depressing. Well-balanced folk say hat this is the time for a little ptimism. It is hard to avoid the eeling, however, that some sort of risis in human affairs is close.

Uneasiness is world-wide. The hief cause of international tension, f course, is very plain. The orld's revolutionaries, centred on nd directed from Moscow, completely dominate the score of ations now flying the Red flag, nd they all are working fanatically, hrough millions of hidden agents, o weaken the free nations from ithin, so that they can the more eadily destroy us, when the signal given. Only a fool would deny his. The evidence is all around us, weak and crooked politicians, industrial dislocation, economic confusion.

The thing that is not so easy to e, and the causes of which are enerally obscure, is the resigned difference of the better classes to hat is going on. There is no explosion of public anger against the o-called public men who are cyically destroying our most cherhed institutions; no concerted tempt to clean up the politicoconomic mess within, so as to meet e totalitarian threat without.

It is as if the people of all the estern Powers are saying, "Let us t, drink and be merry, for toorrow we shall be the slaves of e Communists!'

In the past, within living memory, there always hitherto has been a quick, definite reaction by the more intelligent and responsible classes against any attempt by the lower strata of human society to go on an economic or social rampage. There has been no hesitation in defending the conditions of life, and the public institutions designed for government, which we have evolved so painfully in two thousand years of sociological struggle. But to-day, outside the United States, there is not anywhere a sign that the majority of people are getting ready to resist, as a personal and patriotic duty, the thing that now, in huge and terrifying shape, threatens our individual freedom, and the human decencies.

HONEYCOMBED by social and industrial saboteurs, the economy of most of the British nations, and of France and Italy, seems to be collapsing before our eyes. Britain herself is in a deplorable condition, and getting worse. The swing-over from the muddling Socialists to the Conservative Old Guard was too little and too late. No effective remedy is in sight for the facts that 45 million people cannot live on that small island unless they export hugely; that their already inadequate markets are being seized by a restored Germany and Japan; that they are being forced to carry again the intolerable burden of heavy armaments; and that the industrial masses there have been taught in seven years of fumbling Socialism that they need not work the long, hard hours and make sacrifices that are their only hope of salvation.

France is in no better condition. Italy is worse—it seems likely that that over-populated nation, in the coming general election, will swing over to Communism.

The industrial masses throughout the "free world" are screaming for bigger rewards, shorter working hours, extended privileges. Even the United States, our only hope among the nations, is at this moment convulsed by strikes in her vital steel and oil industries. The world's population is increasing by leaps and bounds, while the means of feeding and sheltering the people become less, instead of more. The pitiful little men who, through the political machines, have forced themselves upon us as national leaders are, for the most part, running around wringing their hands, babbling platitudes and appealing to their swarms of useless Planners.

Controls and Planners make a recovery through fundamental economic laws—based upon human selfishness, trade competition and supply and demand—practically impossible. Each Planner demands a Control; each Control begets two more Controls.

While we place our faith in professional politicians, Planners and Controls, little can be done to help the nation by our natural leaders—men prepared to give public service from a sense of duty, as a personal sacrifice, and without reward.

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Many such men were available once, before the Parliaments surrendered to the political machines and the caucus rooms.

THE nations, plunged by war and blundering politicians into this incredible confusion, might have clawed their way out again to comparative quiet and peace, were it not for Russia.

While, after 1945, we disarmed, Russia armed. While we set out on a wild, socio-political spree, which gravely weakened our economic structure and created intense bad feeling between classes, Russia created her huge *bloc* of Communist nations, and threw her mantle all across Asia. While we gloried in our World War II victory, Russia got ready to give effect to the dicta of Lenin and Stalin, that the best way to destroy Capitalism and change the world's living conditions, is to impose Communism upon the nations by armed force.

Russia got ready to fight; but the penetration of the free world's economy by her secret agents, and her propaganda among the uneducated industrial masses, have proved so effective that, lately, she has hoped altogether to avoid war. If nothing is done to end this political and economic confusion among us, the Western nations will simply fall into the maw of the waiting Communists.

That is why this moment seems so critical. Everyone talks of "the impending struggle of 1954," when both sides will be ready for the test of armed strength. Many politicians argue that when we are fully armed, Russia will avoid conflict.

Unhappily, while our military strength grows, our economic and political strength, and our national morale, become perceptibly weaker. Russia, already our equal, at least, in divisions and planes, will be ready to use her Hydrogen bomb in 1954—tests of it are scheduled for next month. Russia is determined that we shall have no help from Western Germany or Japan—that grave communist rioting in Japan, and to-day's friction on the Berlin *Autobahn*, are of Red origin.

If war is unavoidable—and this uncompromising clash of ideologies seems to make it so—it might be as well to have it now, before Western morale further deteriorates.

NORMALLY, there could be no doubt about the outcome. Neither Russians nor Chinese ever have been noted for military prowess; once keyed up to the job, the Westerners could beat them thoroughly in any kind of armed conflict. Both Russians and Chinese have survived as independent nations, hitherto, because of their endless masses of men, and the endless distances in their defended areas.

But if this decay in Western morale continues—largely the result of conditions created by the Red *bloc*—the overthrow of Russia would not be a foregone conclusion.

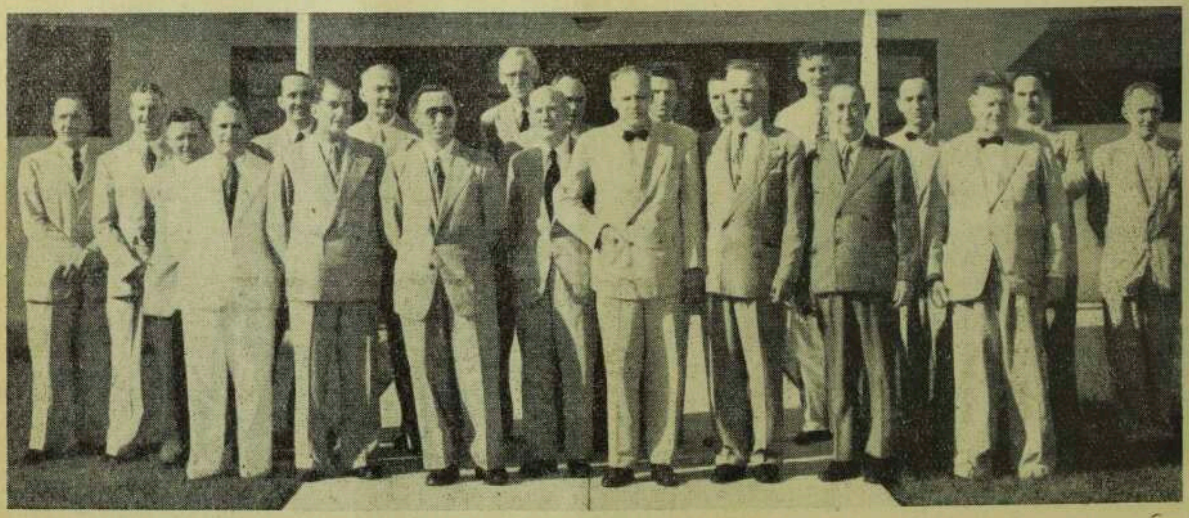
The signs and portents are not reassuring. There is stalemate in Korea and Malaya; active friction at many points where the Red and the Western systems touch; almost intolerable and growing arrogance on the part of the Russians in places in Central Europe, especially Germany.

Some think Russia is embarrassed by growing resistance to her rule behind the Iron Curtain, and so fears to fight. Others see no move by the West to precipitate the struggle because of the American Presidential election; America may want her new leadership established before resorting to action.

But, whenever it comes, and whatever the circumstances, positive action at last will be a relief. Since 1939, we have had 13 years of struggle, sacrifice, and snarling discontent. Is it too much to hope that, with the destruction of the Communist horror, poor old humanity again will know a period of quietness and peace?

Ninth Session of South Pacific Commission

(Report page 119 this issue)



This group was photographed in front of the Pentagon Building, Noumea, New Caledonia, headquarters of the Commission, on April 28, when the Commissioners, Advisers and Principal Officers assembled for the Commission's Ninth Session, which lasted for ten days.

The Senior Commissioners are in the front of the group. From left to right:—

Mr. H. H. Vaskess, CMG, OBE (in white suit), United Kingdom.

Dr. K. C. Leebrick (United States).

Mr. J. A. de Voogd (in dark glasses) (Netherlands).

Mr. J. R. Halligan (Australia).

Mons. R. L. Lassalle-Sere (France).

Mr. C. G. R. McKay (New Zealand).

Mr. de Voogd, who is Holland's Minister Plenipotentiary in Australia, was chairman of the Ninth Session.

The new Secretary-General of the Commission, Sir Brian Freeston, KCMG formerly Governor of Fiji, is the tall man in the second row, between Messrs. de Voogd and Halligan.

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PURPOSE OF CUSTOMS INQUIRY

Is It First Step Towards P-NG Income Tax?

WHEN the Customs Inquiry Committee, under the chairmanship of Professor S. J. Butlin, and instructed by Canberra, began taking evidence in Sydney on May 4, few people knew anything of the purpose and object of the inquiry.

It was officially explained that the Committee will consider what effect a Customs Union or free trade area with Australia would have upon the cost of living, industry and development of the Territory. Having considered, the Committee will report to the Commonwealth Government.

The obvious fact is that, if the Customs Tariff is to be adjusted downwards, so as to allow goods to come in at reduced cost, revenue must come in from another source; and that, of course, would be taxation of incomes.

Some people see in this inquiry the first definite and official step towards the introduction of direct taxation. What the majority are interested in, however, is the effect of a "free customs union" with Australia. One Moresby retailer predicts—hopefully, perhaps—that like so many others, the report will be filed and eventually forgotten. He said that if a Customs Union were introduced, some departments in his store would thrive, while others would diminish in turnover.

But on the whole he was pessimistic. "We are unable to obtain all our requirements from Australia," he said. "With Australian protective tariffs operating in the Territory, prices of foreign goods would be beyond the reach of the consumer."

Firms would have to increase clerical staffs to cope with complicated Customs procedure if the Territory were to adopt the Australian Customs tariff said an agent. "A Customs tariff has two main purposes: to raise revenue and protect industries. Here we have no industries to protect. It would hinder our progress to have manufactures shut out by a high tariff wall.

"What may be a good Customs pattern for an industrialised, white-populated country, like Australia, is not suited to our requirements."

Minister for Territories Hasluck has gone on record as saying he sees no reason why Territorians should be treated as "foreigners" in Australia. He said he was amazed at the number of complex forms which had to be filled in by anyone travelling to and from the Territory. He thought this kind of thing should be reduced.

A few other things Territorians would like to see reduced are: Export levies on flour and soap sent to the Territory from Australia; embargoes on exports of cement and galvanized iron; crippling Customs deposits on the entry of their cars into Australia when they go on leave.

These things might be straightened out by an all-out Customs Union with Australia.

But how unpopular would a Customs Union prove to be with Queensland banana growers or NSW trade unionists? Just one shipload of P & NG bananas or, say, some cheap manufactures made by native labour, and there would be cries of woe in Canberra.

For it is the Australian electorates which have the say in Canberra. Territorians have none.

A Port Moresby auditor, Mr. S. Fox, said that a Customs Union with Australia would have dangerous implications, unless Papua and New Guinea were included as a new State of the Commonwealth. Otherwise, the Territory would get all the disadvantages of Union without any advantages.

M. Alfred Poroi, well-known and popular Mayor of Papeete, wearing the Medal of the Legion of Honour which has just been conferred upon him by the Republic of France, in recognition of outstanding service. Under the direction of M. Poroi, the charming town of Papeete has been improved in all directions—and especially by the building of fine new roads, bridges, public services and buildings.

WHY LITTLE AUDREY LAUGHED AND LAUGHED

WITH amazement and horror, Sydney's *Kai Viti* read this in the *Sydney Sun* of May 8:

● *School's in—*
the brewery

Fijian children are doing their lessons in the breweries since the recent hurricane blew down most of the schools, says Mrs. G. Ongley, who came in by Pan-American strato-clipper yesterday, from Suva.

"Desks, blackboards and maps have been set up in the breweries, which are strongly built and so stood up to the severe weather.

"There is a brewery in every small town," she added.

But Little Audrey laughed and laughed—because she knew that what Mrs. Ongley said was *Bure*, not *Brewery;* and that a *Bure* is a native house, built of native materials.

P-NG CUSTOMS UNION COULD MEAN INCOME TAX

EIGHT companies trading in Papua-New Guinea combined to place before the Australian Customs Inquiry Committee, now taking evidence in the Territories, a series of reasons why there should not be a Customs Union between Australia, Papua and New Guinea.

They presented a strong case against a Customs Union. The crux of it was in the following section, headed "Taxation":—

"If revenue, at present raised through import duties on goods from Australia, was forefeited or dispensed with, what means would the Administration adopt to reimburse themselves for the revenue loss? We can only assume this would be recouped by taxation.

"Development of the Territories would reach a point of stagnation if company or personal taxation was instituted in the Territories.

"In addition, it would probably lead to an immediate exodus of Europeans from the Territory, particularly the salaried class."

Economy drive, or scraping the bottom of the barrel: The P-NG Treasury in April decided that it could no longer pay out £10 a year for prizes to European schoolchildren.

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THE EDITORS' MAILBAG

Hermits Wreck—True Version

IN January PIM (page 114) was told a widely accepted story of the old wreck that lies on a reef at the N-W entrance to the Hermit Atoll, centre of Heinrich Rudolph Wahlen's pre-World War I "business empire", north of New Guinea.

Mr. Wahlen, writing himself from Hamburg, says that the story was more fancy than fact; he gives some interesting details of what actually happened. His letter reads in part:

"The name of the steamer was *Herzog Johann Albrecht* and it belonged to the New Guinea Co. . . . and was named after the then President of the Deutsche Kolonialgesellschaft in Berlin. At that time I was still with Hernsheim & Co. and the wreck happened before 1900.

Hernsheim's sailing schooner *Welcome*, about 80 tons . . . having left the Ninigos with a full load of beche-de-mer for the Hermits, stranded early in the morning . . . near Mono Island.

After the cargo was saved the crew and supercargo remained on Mono whilst Captain Buck sailed in a ship's boat to Madang for help.

The New Guinea Co. at once despatched the *Herzog Johann Albrecht* and, reaching the N-W passage early in the morning, the captain was blinded by the sun and the vessel touched the reef . . . and shortly after a heavy roller swept them right up on the reef.

When the bad news reached Madang the North German Lloyd sent a message to rescue both crews.

"When I established myself in the Hermits in 1902 the great N-W passage was flanked by two great watermarks" says Mr. Wahlen "and these marks, together with the electric lights of the Wahlenburg (homestead) facilitated in a large way the entrance to the harbour, even by night."

Inquiry From Colorado

THIS is from a former Yank soldier:

"Can you put me in touch with a Robin McKay or Alistair MacLean, or an old rascal named Bill Money, a gold-miner, all of whom I knew in New Britain during the war in 1944?

"I was a platoon leader in the 185th Infantry of the 40th Division then, and used to run patrols from Talasea, on the Willaumez Peninsula, via PT Boat and LCM, up to Ulamoma and Open Bay. They were Allied Intelligence Bureau scouts (first two) and Money was the AIB Liaison officer with our regiment.

"Last I heard from McKay, he was in Bougainville running a plantation. MacLean probably is back in Rabaul, and Money is at Kavieng. Old Bill, by the way, claims to have fired Errol Flynn off his plantation at Kavieng."

The men named—all well-known to PIM—are invited to get in touch with Mr. James M. Flinchum, United Press Association, 650 150th St., Denver, Colorado, USA. Jim Flinchum is a well-known newspaper man. Maybe, he wants Bill Money to give him more details of that Errol Flynn story.

That Record Fish

A READER commenting on our April story of big-game fisherwoman Mrs. Kathleen Hassall and her 542½ lb. black marlin, for which she was accorded women's world record, says that it probably all hinges on the gear used. (We understood that Mrs. Caroline Guild, once of Tahiti, was unbeaten champion, because her black marlin, also landed in NZ, had been officially weighted as 823 pounds).

Mrs. Hassall's fish was caught on a 49-thread line to comply with international standards and our reader suggests that Mrs. Guild's gear maybe did not comply.

Such distinctions are probably important in the game-fishing world, but 823 pounds of black marlin seems a whale of a lot of fish to us, even if it had been caught with a clothes-line.

Feldt was there—in Mufti

THERE was rather a quaint sidelight at the ceremony in Newstead Park, Brisbane, on May 3, when Queensland's memorial to the American forces who landed there ten years ago, en route to the liberation of New Guinea and the South Seas, was formally unveiled (says a correspondent).

General Eichelberger, an honoured guest, spoke briefly, modestly and impressively. He praised the services rendered by Australian servicemen, and he especially mentioned the part played in that tough campaign by the Coast Watchers, nearly all of whom were Islands residents.

And there, standing inconspicuous among the spectators, and in mufti, was Eric Feldt, former New Guinea official, who earned fame as the officer in charge of the Coast Watchers during those critical years 1942-44. He had not been invited to join the large party of VIP'S at the ceremony—some of whom played an exceedingly modest part in the war—but, being now a resident of Brisbane, he went along to join in the tribute paid to former American comrades. Bad management!

British—or What ?

The booklet, *Introducing the British Islands*, was never intended to be a work of reference—it was one of a series planned to catch the attention of casual readers, and encourage them to seek more authoritative books about the British Colonial Empire.

This explanation is given by Mr. J. K. Stone, of Suva, when referring to our review of the booklet, published in March PIM. Mr. Stone wrote a large part of the booklet.

The PIM pointed out that the booklet professed to deal with "British Pacific Islands", but did not deal with Papua, New Guinea, Nauru, Norfolk Island, Cook Islands and Samoa, all of which have the effrontery to include the Union Jack in the flags which they fly from official mastheads.

Mr. Stone quotes from page 6 of the booklet: "The British Empire in the Pacific . . . does not include the island territories of Australia and New Zealand, although these, of course, like those countries themselves, are within the Commonwealth."

Which does not quite answer our point. Are not Papua and Norfolk and the Cook Islands—leaving out the Trusteeship countries, with their questionable status—"British Pacific Islands"? If they are not, what are they?

Partly Solved

The Brisbane *Courier Mail* of May 7 noticed the paragraph in the April PIM, about the plaque inscribed "Memento, British Exhibition, Wembley, 1924-25. The Hon. A. J. Jones, MLA", found in the debris of Rabaul by the small son of Mrs. V. A. Cooper; and the inquiry as to the identity of Mr. Jones.

The columnist said:

"Sure, that's the late Alf. Jones, ex-Lord Mayor of Brisbane, who re-

(Continued Col. 1, Next Page.)

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Avarua Has Waterspout

NOT to be outdone by New Hebrides, Fiji and Papua in natural phenomena this hurricane season, Rarotonga, Cook Islands, produced a waterspout and what is described as a tornado, in mid-April.

The waterspout was about 150 yards in diameter when a mile off shore and then, from what can be deduced from the sketchy reports, passed inland near Avarua, the chief town, as a tornado that wrecked three houses, killed one person and injured six. It cut a path about 200 yards wide for half a mile. Fortunately the area was sparsely populated.

The *Maui Pomare* which was in the roadstead was undamaged.

CONTINUED FROM PREVIOUS PAGE

presented Queensland at Wembley. But how his plaque came to be up in the jungle is just one of those fascinating little mysteries . . ."

The family of the late Mr. Jones probably will communicate with Mrs. Cooper.

A Voice From 'Before'

A New Guinea old-timer doesn't like it, either:

I am scribbling this on my knee near the fire. and wondering if Purgatory can take the form of a Melbourne winter . . .

I saw to-day a spray of frangipanni, price 3/6. And once we walked on a carpet of them! . . . Every issue tells of another old friend passing on—the Islands that we loved are fast going . . . I suppose this *is* nostalgia!

'Tonk' Pirates in Vila

From an Australian woman who passed through Port Vila (New Hebrides) on a French liner:

"We took two Jeeps, with Tonkinese drivers, and set off to see Undine Bay, and we were thrilled with everything—until the Tonkinese drivers bailed us up half-way, and wouldn't take us to Undine Bay, or back to Vila, until we paid them more. It was our first taste of the notorious pirates of the Pacific!"

When this was written (in London on April 4) the New Hebrides Government had closed down on the rascally "Tonk taxis," in an effort to regulate fares, and the Tonkinese drivers—the whole 19 of them—were on strike.

Louisiades Battered By Cyclone

Eight Lives Lost

PORT MORESBY, May 5.

DR. J. T. GUNTHER, who returned to Moresby from Misima on April 27, praised the work done there during the April cyclone by Mrs. R. M. Geeland, wife of the ADO at local administration headquarters, Bwagoia.

Dr. Gunther, P-NG Director of Health, spent six days investigating damage and relief work in the Louisiade Archipelago.

The Geelands are a couple in their early twenties, and have a two-year-old baby. Theirs was one of the only two houses left standing. Inside it crowded Bwagoia's 20 Europeans, and about 71 natives anl half-castes. Dr. Gunther said that Mrs. Geeland calmly went about her work, and fed the people with hot soup..

"It was a miracle that no Europeans were killed," said Dr. Gunther. "The cyclone struck without warning shortly before midnight on the Thursday and reached its height at 1 a.m. on Friday. By that time it had flattened Bwagoia."

People ran from their houses in blinding rain and screaming wind as roofiing iron was flung through the air. Coconuts were tossed like balls on the wind, and coconut palms were uprooted.

Dr. Gunther said that six natives were killed when one tree crashed onto a native house. A huge wave washed a seventh, a native baby, from the verandah of its home.

He described Bwagoia as being "like the outskirts of Mt. Lamington."

Dr. Gunther and Mr. Alan Champion, District Commissioner, Samarai, inspected the damage. They travelled on board the trawler *Managuna,* circumnavigating Misima, proceeding east to the Reynard Group, west to Deboyne, and south to Sudest.

Damage on most islands was severe, but the Catholic Mission at Nimoa escaped almost undamaged. Damage in the Reynard Group, however, was very great.

The cyclone destroyed all houses, palms and gardens on Brooker and Mortorima Islands in the Calvados Chain, leaving the natives without food or housing materials. Dr. Gunther said that many of the 1,600 natives in the Calvados Chain would have to be supplied with food until gardens could be replanted and come into bearing.

Papua-New Guinea is officially outside the cyclone area, although something close to it is not unusual in the area embracing the archipelagoes and from Samarai to Moresby. Big blows in this area are usually euphemistically called "the tail-end of a cyclone."

But Misima's April blow was the real thing and the most destructive storm on record.

The Methodist Mission which suffered heavily from Fiji's January hurricane, also lost heavily in Misima.

IRRITATION AMONG THE MINK

SYDNEY is laughing but sympathetic about this one: US General Robert L. Eichelberger and his wife have been official guests of Australia for Coral Sea Week and on the last night of their visit were guests-of-honour at Sydney's top-flight social event, the Coral Sea Ball.

Next morning readers of one of the dailies were amazed to read in the social column that Mrs. Eichelberger wore a cape of "imitation mink" over her lace ball gown. It was put down to either unnecessary tactlessness or sheer cattishness on the part of some female journalist. However, it appears that that was not the case at all.

What the General's lady wore was a cape of "mutation mink"— something that is bred true to colour and so good that it does not even have to be dyed but the mere male compositor who set up the story just before the paper went to press, knew little about fur and decided there was no such animal as a mutation mink. So in it went as imitation.

We hope that Mrs. Eichelberger has an exaggerated sense of humour. For any ordinary female who as much as owns a square inch of mink, to have it described as imitation in a paper that boasts of having the largest morning circulation in NSW, would just be the unkindest cut of all.

According to the *Leeton Irrigator,* of NSW, the town's Apex Club was addressed recently by Mr. James Charan, of Suva, Fiji. Mr. Charan, who said he was a citrus-grower in Fiji, is gaining experience on a Leeton orange-orchard. The paper says: "He stressed the fact that practically all the businesses in Fiji are controlled and conducted by the natives themselves; while many Fijians, both men and women, have entered into the professional field of medicine and law."

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RECENT BUKA CASE: ANOTHER ASPECT

Letter to the Editor

THE latter part of an article in February PIM, about prosecutions of a native, Siarua, employed by Mr. Archer, of Jame Plantation, calls for some comment.

The District Services are working under bad conditions, shortstaffed and with a heavy paper war thrown in their lap, and we could be more tolerant than quite a lot of us are.

In this case, had positions been reversed and Siarua belonged to some other plantation, and it became known to Mr. Archer that he spread false information regarding this alleged murder, and no action had been taken by District Services, Mr. Archer would have been the first to castigate the officials for not doing their duty. Siarua was charged under a wrong section of the Act and had this mistake not been made by the officials he would certainly have been found guilty. District Services did their duty in investigating on information supplied: had they ignored it, further trouble might have eventuated.

I take a dim view of the naming in your paper of the official concerned, as this officer cannot defend himself in the newspapers. Your paper is read by many natives, and such reporting tends to lessen very considerably the authority of the District Services—something which cannot be afforded in these times of "sophisticated" natives.

I am, etc.,

G. MACKENZIE.

Tulaen Plantation,
Buka. 7/4/52.

NEW TAX PLAN FOR OCEAN IS.

UNDER agreement made with the Administration of the Gilbert and Ellice Islands the British Phosphate Commission on Ocean Island, and all employees thereof, have been relieved of the obligation to pay customs duties on imported articles, and certain other fees and taxes.

In return, the BPC pays to the Administration a sum of £40,000 Aus. per annum, and in addition a royalty of 6/- Aus. per ton on all phosphate rock exported from Ocean Island.

The Commonwealth Director of Civil Aviation, Air Commodore Cobby, paid a short visit to Norfolk Island in May.

MV LOLOWAI ASHORE

From Our Own Correspondent

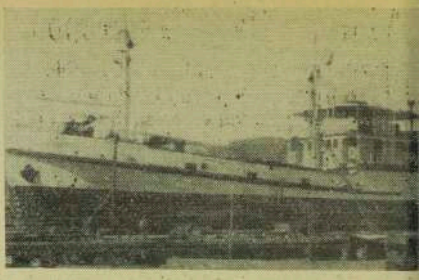
SANTO, May 8.

THE Burns Philip inter-island motor-vessel *Lolowai*—formerly the well-known *Stella Maris*, owned and operated by the Roman Catholic Missions in New Guinea—ran ashore on Ambryn Island last week; and advices received to-day show she is in danger of becoming a total loss.

Other small vessels stood by and, with tides becoming higher, she should have been towed off easily enough; but a southwest gale came up, and drove her further on the beach, broadside on and listing seawards, and her crew were forced to leave her on the evening of the 6th.

The wind dropped on May 7, when preparations were made to unload cargo rapidly and remove heavy machinery, in the hope of towing the ship off. She is holed, and has taken in much sand; and sand-pumps are being hurriedly despatched. But bad weather is threatened.

She was recently refitted in Sydney, and refrigeration chambers added.



Lolowai at Cairns when she was still called "Stella Maris"

Mr. F. A. Harper, Assistant Inspector, has been visiting the branches of the Bank of New South Wales in Port Moresby, Lae and Rabaul, this month.

Do You Remember?

ACCORDING to our issue for that month, May, 1932 was a pretty dull month. There was not even a funny story to break the grey monotony of planters, Administrators and traders sitting dolorously wringing their hands at the gloomy economic picture. Neither did New Guinea's flourishing gold-mining industry seem to make anyone happy. It was just woe, woe, woe . . .

Western Samoa had had about six years of what were called the "Mau troubles." It was 2½ years since the bloody clash between the Mau and Government which had resulted in the death of High Chief Tamasese and a dozen others. Someone writing in May '32 said, "Some officials have suggested that the Mau is dead. Not so. To-day it is passive, obstinate, useless—but 95 per cent. are still Mau and I suppose they will go on with it . . . No one in Samoa takes any real interest in native affairs or welfare, except to collect revenue or mete out the law."

* * *

Those malaria cures! We reported with gusto: "Quinine for prevention is now replaced by a new synthetic compound called Plasmoquine which is of Continental origin . . . for preventive purposes, quinine should be discarded in its favour. If plasmoquine does all that is claimed for it, an attack of malaria may well be regarded in the future as the result of carelessness."

* * *

"The Lieut.-Governor of Papua, Sir Hubert Murray is on 10 months leave and will probably proceed to London. It is thought, in semi-official quarters, that as he has now celebrated his 70th birthday he is probably giving thought to retirement at the end of this leave period."

(Sir Hubert was evidently of different opinion. He did not retire then but died, still in harness, in Samarai, in 1940).

* * *

A Fiji planter reader wrote: "Indian labour for the Solomons need not be viewed with apprehension. Fiji can be quoted as a good example of where the experiment of introduced Indian labour has been a success.

"While a good number now occupy a considerable area of crown land, others are storekeepers, engineers, motor car drivers. Think of all the extra revenue they represent in taxes, land rent, customs dues, to say nothing of income tax and residential tax of £1 per head!"

* * *

The first shipment of gold from Bulolo Gold Dredging Ltd's New Guinea property had arrived in Sydney. It amounted to 640 ozs.

* * *

The copra market, we reported, was lifeless and dull. London price was about £14/10/- per ton—a fall of £2 since the previous February. And the London price of rubber was three and seven-eighths pence a pound for the best para and less than 2d for plantation smoked. (In May 1952 there is something near to calamity in Malaya where the price has fallen to about 2/7½ per pound).

* * *

However, if Island produce prices were low, planters could comfort themselves that other prices corresponded. If they could scrape together the boat fare to Sydney they could live for about 15/- per day. One of Sydney's leading pubs advertised that rooms with running H. & C. telephone and reading light were 7/- per night; breakfast 2/-, luncheon 2/- and dinner 8/-. What was more, a uniformed porter met all boats. Those were the days before Liquor Inquiries and when the customer was sometimes right.

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WOOL SPINNING IN NEW GUINEA

Sequel to Introduction of Sheep

WHEN Miss W. M. Archer, Handcraft Officer of the P-NG Department of Education, on May 5, distributed a "Wool Workers Circular" to a number of communities in the Highlands of New Guinea, an interesting new stage was reached in the introduction of sheep to that recently discovered area.

The NG Highlands were discovered by the Leahy Brothers and some Administration officials only 20 years ago. They are cool, fertile uplands—a vast system of pleasant river valleys—and are inhabited by a considerable population of primitive people.

As yet, they are unroaded and undeveloped. Only planes can get in over the rim of mountains. A few Europeans have settled in selected places.

Some three or four years ago, Mr. E. J. Hallstrom, a wealthy Sydney philanthropist, decided to introduce sheep to this region. He was cordially supported by Administrator Murray. Sheep are living, breeding and wool-producing quite satisfactorily now at Nondugl, in the centre of the Highlands. Some of the white settlers also are experimenting with sheep.

It is part of the plan that the natives shall be taught to weave the wool, for their own use. In this, the planners have had the co-operation of the Europeans, and of the Education Department. Miss Archer recently has been all over the Highlands. introducing the idea of spinning plus simple spinning wheels and technique, to the settlers, missionaries, District officers and village headmen. Despite the primitive character of the people, and the absence of even Pidgin as a means of communication, she seems to have had a good deal of success and encouragement. She hopes that spinning of clothing, blankets, etc., from Highlands wool, will spread from the Highlands all over P-NG.

An instruction organisation, with some equipment, has been set up in the following 12 centres in the Highlands:

AGRICULTURAL STATIONS: Nondugl, Baiyer River, Goroka.
GOVERNMENT STATIONS: Mt. Hagen.
MISSIONS: Kabioufa and Bena Bena (Seventh Day Adventist).
HOSPITALS: Baiyer River (Baptist Mission); Goroka (Dept. of Public Health).
LEPER HOSPITALS: Goroka (40) Dept. of Public Health; Togaba (200) Seventh Day Adventist.
PRIVATE ENTERPRISE: Kuta—Mr. Danny Leahy.
The following persons have assisted the plan in the Highlands:
Mr. & Mrs. Ned Blood, Nondugl.
Mr. Bill McGregor, Livestock Station, Baiyer River.
Mr. Danny Leahy, Kuta, Mt. Hagen.
Mr. & Mrs. Cole, Government Station, Mt. Hagen.
Mr. & Mrs. Thrift, S.D.A. Mission, Kabioufa.
Mr. & Mrs. Howell, S.D.A. Mission, Bena Bena.
Mr. & Mrs. Bell, Goroka.
Mr. & Mrs. Gow, Public Health Dept., Goroka.
Miss Baines, European School, Goroka.
Mr. J. Leahy, Goroka.
Mr. & Mrs. B. Gibbes, Goroka.
Mr. & Mrs. Schindler, Aiyura, via Kainantu.

Increased South Pacific Air Services

To provide for tourist traffic during the winter months, TEAL have announced that the present weekly service between Auckland and Suva will be increased to three flights fortnightly from May 26.

TEAL, expressing satisfaction with passenger traffic offering on the new Coral Route (to Tahiti) also has announced that, as from the above date, flights through from Suva via Aitutaki to Papeete will be made fortnightly, doubling the present schedule.

As yet no date can be set for including Apia in the Coral Route service, where works remain to be done on the alighting area.

ORIGIN OF FIJI COPRA

WRITING from Taveuni, Mr. W. G. MacKay challenges a statement made on behalf of the Fiji Development Fund and published in February PIM that native Fijians produce nearly two-thirds of the Colony's copra—30,000 tons p.a., worth about £1,500,000.

Mr. MacKay says that only 15,000 out of the Colony's annual 35,000 tons come from the native Fijians—the remainder is the product of Europeans, Euronesians, Indians and Chinese. He thinks the error has been made because some officials are inclined to describe all copra which comes in through the smaller trading stores as native copra, when much of it has a different origin.

Mr. MacKay has shown us an interesting analysis of Fiji copra production, including an estimate of production on every non-Fijian plantation. According to this, the following are the biggest annual producers (over 300 tons) in Fiji: Kanacea, Mango, Vunelagi, Sele Levu, R. Tarte, Valen Tarte, Ura, Morris Hedstrom, Mua and Nareka, Nagausau and Nacaulai, Mitchell's Gamia, Laucala, St. Hilliers, Vuna Vasa, Kwong Tiy Co. Peterson Estate, Songola, D. Simpson, Cicia, Naitaba. The biggest individual producers appear to be Sele Levu, and the Messrs. Tarte.

Mr. Y. Hoyshang, a director of Kwong Tiy & Co. Ltd., of Suva arrived in Australia in April, by P.A.A. clipper, on six months' leave. In his absence Mr. Y. S. Hing will replace him.

A group of well-known Indian business men in Fiji, photographed recently at the residence of Mr. and Mrs. S. Pratap. The gathering was in honour of Mr. A. Subbaith Subbaih, General Manager of the Indian Overseas Bank Ltd., who was visiting Fiji. He is seated in the centre.

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One Hundred Million Dollars!

Estimated Value of War Stuff Dumped in N. Hebrides

MOST people have heard of Manus, and how the Chifley-Evatt Government of Australia refused to deal with the Uuited States Government, after the war, so that that huge base, and the almost priceless equipment it contained, was either sold for a song to the Chinese, or pushed into the sea, or destroyed.

Now we have the even more fantastic story of Luganville, in Santo, New Hebrides. The Evatt-Chifley Government is not the only one which can be described in the light of after-events as a hairy goat. The New Hebrides Administration also deserves the appellation.

At Luganville, on Santo, the Americans built up one of the biggest machinery and vehicle parks in the Pacific. In this elaborately equipped rear base they had 10,000 technical troops, miles of buildings and stores, seven telephone exchanges, four hospitals, foundries, workshops, cinemas, power-stations—everything.

When the war was over, they valued it low and, according to Osmar White, who investigated the thing for Melbourne *Herald*, they offered it to the NH Administration for 8 cents in the Dollar. The French-British government hummed and hawed, and argued.

The Americans lost patience. They built a ramp on Million Dollar Point (east coast of Santo) whereby to push stuff over into the sea, and they used a fleet of ships to take heavier equipment for dumping further out. Thus they destroyed plant and equipment perhaps worth 100 million dollars—enough to have put backbone into the economy of all the islands in the SW Pacific. Osmar White says it included:—

Hundreds of brand-new jeeps, tractors, trucks, graders, power shovels, generators, mobile laundries and cookhouses; thousands of crates of radio and electrical equipment, machine tools and parts, engines, dockyard and aerodrome equipment.

Now, several years after the tragedy, Mr. S. Goodwin, of Manly, Sydney, and his Salvage Exporting Co., are completing arrangements with the NH Administration under which, on a royalty basis, they will go to Santo in July or August, and try to salvage a lot of this stuff. They will have to use a big staff and expensive equipment, but they have an enormous field to work on. At Million Dollar Point, and within three miles thereof, there is 100 million dollars' worth of machinery, etc., plus the remains of an American battleship, *President Coolidge*, 17,500 tons, which was sunk there.

Experience has shown that, if such machinery is sunk deep enough—at least 150 feet—it may stay immersed in salt water for a long time without corrosion. The Salvage Co., with luck, could reap a rich harvest. And the NH Government, which could have had the lot in 1946 for something like a bagatelle, now will meekly accept a royalty on the value of the stuff recovered.

DEGENER AND DE BISSCHOP

New Phase in the Long War of the Junk Cheng Ho

THE *Cheng Ho* war is on again. It has raged, intermittently, ever since World War II ended, and the United States Navy handed over the vessel to Mrs. Anne Archbold and her agent, Dr. Otto Degener, of Honolulu.

The famous junk is registered in Papeete, and has been in the waters of French Oceania in recent years. Dr. Degener claims he is entitled to resume possession of her in July, 1952.

A few months ago, he got ready to begin certain proceedings in Tahiti. He appointed Oscar Nordman, of Papeete, as his legal agent, and he made formal application for a passport visa, to enable him to visit New Caledonia and Tahiti.

The French Consul-General in San Francisco gave him a visa for New Caledonia, but refused one for Tahiti.

The belligerant Dr. Degener at once went on the warpath, in full panoply. He has prepared, in French, a complete history of the *Cheng Ho* case, and sent copies of this to all members of the French Parliament. He has asked his Congressman to help him, and at this moment he is in Washington, insisting on his right to go to Tahiti and fight his case in the law courts of Papeete. The story of the *Cheng Ho* is worth re-telling.

She was built in Hongkong in the late 30's regardless of expense by Mrs. Anne Archbold, American millionaire and patroness of science. Above the waterline, she is a typical Chinese junk. Below, she is a luxury yacht, powered by two 110hp diesel engines. She is 99 ft long.

Mr. and Mrs. de Bisschop

Before the war, she provided transport for scientific expeditions in which the Archbolds were interested, and in that connection she visited many lands, including New Guinea and Fiji. Dr. Otto Degener, famous botanist, was with her in Fiji.

When war came, Mrs. Archbold sold the luxury junk to the US Navy for one dollar. After the war, the Navy returned her to Dr. Degener, as Mrs. Archbold's agent in Honolulu, and solemnly received one dollar. Mrs. Archbold agreed to arrangements under which the vessel became the property of Dr. Degener.

DR. DEGENER decided he should want the *Cheng Ho* occasionally for scientific purposes, but that otherwise she might as well earn her keep. He knew a colourful Frenchman named Eric de Bisschop, who had been a French Consul — and, during the war, a Vichy man. Between them, they formed the Cheng Ho Trading and Exploring Co., incorporated in Honolulu in July, 1947.

Dr. Degener sold the ship to the company, which had Mrs. Eric de Bisschop as president and Dr. Degener as secretary-treasurer, to trade between Hawaii and French Oceania. In the final agreement, Degener was to receive 4,353 dollars; had the right to make one round-

(Continued on page 132)

THE NEW HCWP

Honiara Not in High Favour as HQ

DESPITE official reticence regarding the probable future organisation of the High Commission for the Western Pacific, the pattern is becoming clearer.

The Governor of Fiji ceased to be High Commissioner for Western Pacific in April. The present Secretary, Mr. Chamberlain, whose headquarters are in Suva, is acting as HC. The newly-appointed HC, Mr. R. C. Stanley is believed to be on his way to the South Seas, but the date of his arrival has not been announced.

Several months ago, plans were afoot to make an early transfer of the Commission's headquarters to Honiara, in the Solomons; from which point Solomons, Gilbert and Ellice and British side of the New Hebrides could be administered. But it was found impossible to provide the necessary accommodation in Honiara in time; so HCWP headquarters will remain in Suva for a time—some say, two years.

HCWP now is really feeling the handicap imposed by the hurried, ill-advised decision to establish administrative headquarters, after the war in Honiara (Guadalcanal's north coast). If the excellent, but war-blasted port of Tulagi had to be abandoned, there were several places in BSI where a completely sheltered port could have been secured, plus sufficient flat country to provide an air-strip.

Honiara is only a partly-sheltered port; the last of its war-built wharves has collapsed; and big ships now are obliged to use Tulagi, 20 miles away. This makes it very difficult to transport material and personnel for the enlarged "capital." Little wonder that the new HC is in no hurry to go there.

Henderson airfield (on Guadalcanal, behind Honiara) is being prepared to receive the big 4-engined craft of Qantas, who propose to co-operate with the new HCWP by running a service from Lae (New Guinea) via Honiara and Nauru to Tarawa (Gilbert Islands).

Mr. G. Buscombe of the Department of Civil Aviation, Norfolk Island, is taking a 3-months course in Melbourne. He will later be joined in the mainland by Mrs. Buscombe, and they will holiday in New Zealand before their return to Norfolk in September.

END OF QUEER WARDIST REGIME IN PAPUA-NEW GUINEA

And a Tribute to Colonel and Mrs. J. K. Murray

WITH the retirement of Colonel J. K. Murray, on June 30, there comes to an end a remarkable phase in the administration of Papua-New Guinea. There is in it a lesson for everyone interested in the government of a primitive tropical territory.

As a man, a responsible citizen and a scholar, Colonel Murray won for himself a high place in the regard of Territorians: within those limits, no Administrator there has been held in greater esteem. But as an Administrator, trying to reconcile his humanitarian ideas and his stubborn political principles, with the raw facts of Papua-New Guinea conditions, he was not happy, either in his own mind or in the sight of spectators.

One of the most freakish things in the history of Australian Government was the appointment of Mr. E. J. Ward—that ornament of the extreme Left—as Minister for Territories. Ward probably had never even seen a coconut tree or a Melanesian; but (after the manner of all Socialist planners) he immediately and confidently set about the creation of a new heaven and earth for Brown Brother, and the extermination of the vicious profiteers who had "enslaved" him.

The rest is history. Ward's more active association with the Territories really ended when the Timber Lease Scandals forced him into a year's savage defence of his Ministerial reputation and his connection with New Guinea. Although he was washed clean by the Royal Commissioner, it is not forgotten that it was Ward's close companionship with racketeer Jock Garden which brought about this, the most troublesome incident of his career.

WARD, in his unfamiliar Territories job, rightly decided that he should be assisted by a council of research and planning; but, in the manner typical of this queer politician, his set-up consisted entirely of academicians of known Socialistic inclinations—anthropologists, students, legal luminaries, and what not. During the war period, with commissions ranging from colonel downwards, complete with priorities and emoluments, these people ranged all over Eastern Australia and the Southwest Pacific, planning the new Melanesian Empire in Papua-New Guinea, for the liberation of Fuzzy-Wuzzy and the glory of Ward. There was not one proved business-man or one experienced Territorian among all the planners.

Most definitely, the original plan with which Ward proceeded to take over Papua-New Guinea from the Army had no provision in it for the encouragement of private enterprise. One Government set-up was to compulsorily acquire all the produce of the country, and be responsible for the distribution of all goods; another was to own and operate all shipping; the employment of natives was to be most rigidly controlled. Planters and miners were to be allowed to return to their properties. but under conditions which would curb severely their nasty habit of making profits.

Nominally, the whole plan was based on the welfare of Papua-New Guinea natives. Actually, it simply was an example of how an impractical Red politician, given unlimited power, would set up the complete Socialist State.

TO implement this plan, Ward chose Jack Keith Murray, a Queensland Professor of Agriculture, who had come into Army organisation with the rank of Colonel. He was an active member of Ward's Research Council and, when the first School of Pacific Administration was set up in Canberra to train personnel for the Islands, Murray was its first Principal. Murray is an academic Socialist and, when Ward sent him to Port Moresby to take charge of the Administration, he made no secret of his political views.

There was dirty work—not by J. K. Murray—in order that this appointment could be made. When the Japs invaded in 1942, the Hon. Leonard Murray was Administrator of Papua and, on the restoration of Civil Government, Leonard Murray was entitled to return to his job. Most surprisingly, Ward made against Leonard Murray some strange charges of failure to co-operate with the military authorities in the confused days of early 1942; and appointed a Royal Commissioner to inquire into the charges; and, when he got the latter's report, he pushed Leonard Murray into retirement and thus cleared the way for a combined administration

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ıd the introduction of J. K. Mur-
y.

'HE Australian Socialists stayed
in office until the end of 1949,
ıd Colonel Murray got a clear run
r four or five years. The Terri-
ries picture was startlingly Red at
st but, as Murray came face to
ce with the hard facts of human
ture and economic law, and Ward
came preoccupied with the Timber
ase scandal, the roseate hues
)wly faded out of Administration.

Colonel Murray is a man with a
ell-trained mind and notable for
compromising honesty; and as
ne passed and he found it im-
ssible to reconcile his practical ex-
rience with his political principles,
amended his principles. The
adual change in administration was
rceptible, over the years. Much of
original trading plan was aban-
ned: the native labour conditions
axed; and the attempt to make
ı-transport a State monopoly was
own overboard.

ATE in 1949, the Australian
Socialist Government was voted
t; and Mr. Spender took over
rritories with a policy that was
finitely anti-Socialist and pro-
vate enterprise. But Mr. Spen-
r's eager plans and promises were
inted on the non-co-operative
nt and slow-moving machinery
the P-NG Administration.
lonel Murray may have learned
the hard way—much of the
ility of academic Socialism; but
lonel Murray is a very stubborn
ın, and he had around him a
mber of officials who had gone
New Guinea with him, with
nilar ideas. The Spender plans
)bbled and sagged.

An explosion in Canberra was
aited. It did not come. The
zzle was explained when it be-
me known that one of Ward's
t acts before leaving office in
49 was to appoint Colonel Mur-
to the Administratorship for
e years. There was a stalemate for
months while some important
ngs happened, at the highest
el.

The frustrated Mr. Spender went
into diplomacy, and Mr. Paul
sluck became Minister. Mr. Reg.
lligan moved up a couple of
ps to another field, and the com-
tent Mr. Lambert became the De-
rtment's Secretary. Mr. D. M.
eland, with a remarkable reputa-
n as an organiser and director
tough jobs (including the Terri-
ies) became Assistant Adminis-
tor.

THENCEFORWARD, at an accelerating tempo, there were developments of importance in P-NG, especially in the direction of encouraging private enterprise to go in there to establish new industries. So far, there seems to be too much talk and not enough practical action—too many busy planners making reports and shaping theories, and not enough of those hardworking, hardboiled lads who must follow the profit motive if any real pioneering is to be done—but that is another story.

Colonel Murray's decision to retire now, two years before his term expires, is an honest and logical decision. If New Guinea's position, in relation to Australia, had been the same now as it was in 1945, Colonel Murray might have justified his retention of office, however embarrassing to the new Ministers. He went to New Guinea to put limits on private enterprise and advance the welfare of the natives

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and, whatever we might think of his viewpoint and his methods, he could have claimed the right to carry on his job for the full term.

BUT the whole outlook has changed since 1945. The rise of the Communist power, the rapid spread of the Red doctrines across Asia, have created for Australia a situation in which New Guinea must be regarded as the South Pacific's principal barrier against aggression —and all considerations must be subordinated to that.

Natives must be trained and new industries must be established for the encouragement of European settlement, so that we may have, in New Guinea, an economy calculated to support a strong defensive organisation. That envisages governmental policies and an administrative set-up different to those which Colonel Murray took to P-NG in 1945; and in now retiring from a field that has been altered profoundly by the Cold War, Colonel Murray acts in accordance with the high principles and the honesty which have distinguished him.

For the Ward set-up, which introduced Colonel Murray to New Guinea, anti-Socialist critics (among whom we number ourselves) have nothing but dislike and contempt; but Colonel and Mrs. J. K. Murray, who undertook a difficult job at a most difficult time and did not spare themselves in carrying out their duty as they saw it, retire with the unqualified respect and personal liking of practically every resident of Papua-New Guinea.

Legion of Honour for Mother Agnes of Makogai

IT was announced in Suva on May 3 that the Rev. Mother Mary Agnes, member of the Congregation of Missionary Sisters of the Society of Mary, who retired after 30 years of active service as Sister-in-Charge of Makogai leper station, Fiji, has been made a Chevalier of the Legion of Honour, by the French Government.

Mother Agnes was awarded the MBE in 1937, and she retired at an advanced age two years ago. She is a native of France. She still lives at Makogai.

Request to Roman Catholic Readers

We have received the following letter from Mr. H. Rowan Hamilton, 54a, Lansdowne Road, Ball's Bridge, Dublin, Ireland:

An International exhibition of photos of Sanctuaries of Our Lady, will be held shortly in Ireland and England. One copy of each photo received will be given to The Vatican, another to Dayton University for next year's USA Exhibition. I would be grateful to any reader who could loan me photos or negatives of Sanctuaries of Our Lady, in the Pacific Islands. The photos will be copied and returned and airmail postage refunded.

Sister K. Joubert, returned to Wau, New Guinea, on the March "Bulolo" from six months holiday spent in Australia. She has again taken up her duties as Senior Sister at the Wau Hospital.

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TAHITI'S ADMINISTRATIVE CHIEFS

PAPEETE, May 1.

THERE is a report current that the present Governor of French Oceania, M. Petitbon, will complete his term here in July, and move on to another post in the French Union. M. Petitbon arrived in 1951, and is Tahiti's 78th Governor.

Other high officials who are believed to be moving on soon include M. Maisonnat (Chef de Cabinet), M. Ziegler (Chef des Affaires Politique) and M. Sabourraud (head o the Customs).

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NZ INTERESTED IN GUAM

AUCKLAND, May 4.

NEW Zealand manufacturers and exporters are showing a keen interest in Guam (PIM April, page 15), since Governor Carlton Skinner recently pointed out that American Pacific territory is one of New Zealand's closest dollar markets.

Large numbers of inquiries have been sent to Guam's Department of Commerce. It is believed that if Guam can provide the incentive, the necessary shipping connections can be provided.

NZ firms would be happy to see Guam (and its dollars) as a Far East clearing house, in preference to doing direct business with the East.

NEW JOB FOR FIJI "CATS"

THE well-known New Zealand Air Force Catalina flying-boats, soon to be replaced by Sunderlands, are to return to NZ from their Islands base at Lauthala Bay, Fiji, to form a new Territorial Air Force squadron based on Auckland. The old Catalinas have served the Islands well in many an emergency.

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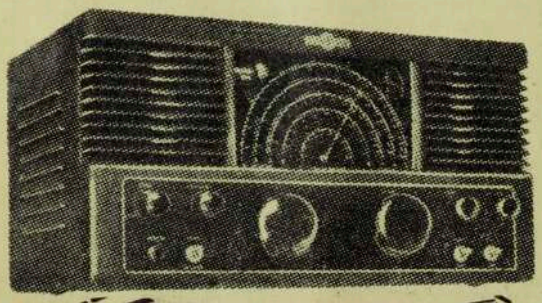

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TERRITORIES TALK-TALK

By Tolala

NONGRATULATIONS to the recipients of decorations for "eruption bravery": the George Cross, six OBE's five MBE's, a George Medal and the BEM make an appreciative gesture for the nasty Lamington affair in January, '51.

:: :: ::

A Tasmanian "bush wireless" tells me that Administrator Murray's visit to the Legislative Council in Hobart was for the purpose of studying procedure. It may not be surprising, therefore, to see a few changes in the Legislative Council at its next meeting.

:: :: ::

Sydney papers are carrying tender advertisements for 51 tons of native twist for spread delivery, wanted by the PNG Administration.

What is going to be the position of the Territories regarding the new import restrictions? Can they be applied to the Trusteeship portion? No doubt there may be conflicting opinions on this. If the natives have to consume their own "brus" it will be as bad as club wallahs having to change from Scotch to Australian whisky—than which I can imagine nothing worse.

It's a pity that the Territory's Train Trust, with all its available scientists, cannot produce a twist tobacco palatable to the native taste. They'll have to take a leaf out of the late George Murray's book, as related in the Quinine story (April PIM, p. 89) and send some scouts to Virginia, or wherever the Yanks concoct the ever-popular twist, and purloin the recipe. Time and again attempts have been made in TNG to transform the real good tobacco leaf into twist, but without success. Territorial economists would do well to work out a solution and save dollars, even as the Bulolo pine is saving dollars for Australia by replacing US timber as storage battery separators.

:: :: ::

New Guinea has always prided itself on being outside the hurricane belt; but the Louisiade cyclone which did such damage in the Misima area on April 28 rather refutes that idea, and will make those people who journey about in small launches in open seas somewhat apprehensive. But then old-timers have been saying for the past thirty years: "The seasons are changing."

New targets of production have been set by the Commonwealth Government for PNG, and the aim in copra for the 1957-58 period, I notice, is 90,000 tons. That might sound a lot, but actually it is only 1,000 tons more than was produced in Papua and TNG 19 years before, or in the 1936-37 period. Papua then exported 13,000 tons and TNG 76,000 tons. They should be able to do better than that with all their native co-operatives functioning and copra the price it is.

Still, if the price holds, 90,000 tons, at around £90, is not to be sneezed at—providing, of course, the £A is not further depreciated.

Five years is a long time and, by then, we might be working in a United Nations currency, or the rouble, or the dollar—or even native shell money!

:: :: ::

To assist in this target a representative of the Department of Territories has been admitted as a member of the Australian Agricultural Council, which has previously consisted of only State Ministers for

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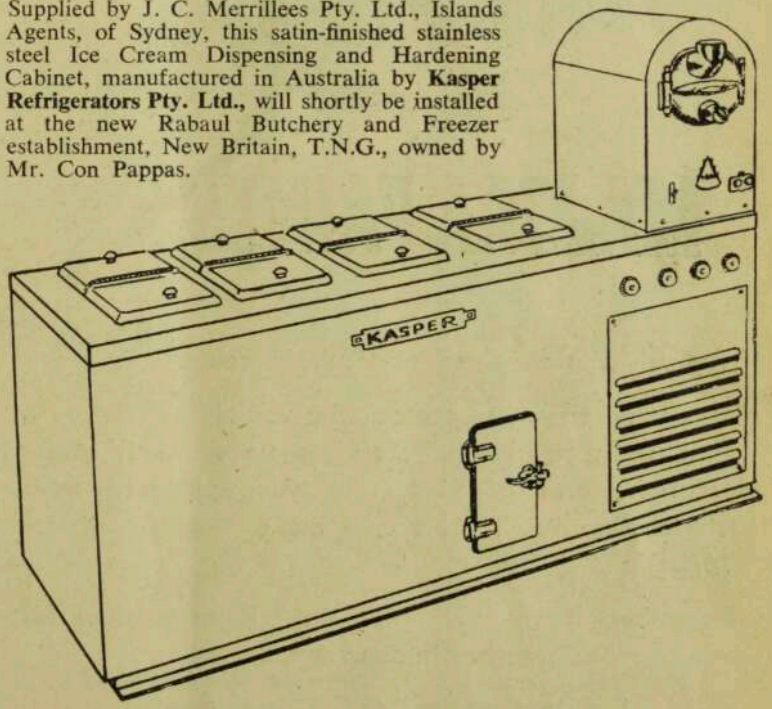

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Agriculture and the Federal Ministe for Commerce and Agriculture.

I notice the targets do not includ tea or rice, or even desiccated coco nut. Gold, oil and timber coul also have been mentioned. It is al part of a Five Year Plan (nothing t do with Stalin's) to add a mere £10 million to Australia's export income

:: :: ::

NSW Minister for Education Hef fron is the latest anthropologist t mount the soap box and tell peopl they should not segregate the coloure races. It occurred at the opening o a school at La Perouse, where both European and aboriginal pupils woul attend. Said he: "Some white peopl would desire that aborigine children and even aborigine adults, should b segregated . . . The treatment o aborigine people in Australia doe not reflect credit on any of us. Som people still refuse to accept abori gines as equal human beings."

It has certainly taken the peopl of NSW a long, long time to mouth such expressions of sentiment, but a the moment the Bill of Humar Rights, with criticism of the Soutl African Segregation policy appear to be a popular item of interest.

To my (no doubt) somewhat simple mind it appears that had the Aus tralian Government been given its own abos to look after under the League of Nations, or Trusteeship o UNO, there would have been all the fuss in the world made about them —regardless of cost,

But there is another aspect of the whole question which seldom seems to be ventilated. Europeans talk of segregating the dark races— the sovereign and the servile. How do we know the dark races wish to be absorbed in our so-called Western civilisation?

I think we often kid ourselves that natives are breaking their necks to absorb our culture, our methods of government and our moral standards. There may be some in NG who de sire to assimilate our way of life, and only too ready to absorb our moral standards, but I am prepared to say there are far more natives (and I am talking of NG) who prefer their own moral standards, but are pre pared to tolerate the whiteman's dominance for the sake of those material gains such as medical ser vices and varied foods.

As for natives absorbing the white man's moral codes: to me, that is a retrogressive step, based on primitive native standards—and I do not refer to present day natives, who have assimilated Western morals and who

(Continued on Page 109)

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Scholarship Winner

Eileen Theresa Gordon, younger ughter of Mrs. D. M. Gordon, of Brisne, and the late Mr. L. Gordon, of ikon Plantation, New Ireland, who is e 1952 holder of the NG Memorial holarship. She was born in Kavieng, ttends All Hallows Convent, Brisbane.

In Sydney in May, from his country home in Mapleton, Queensland, was **Mr. F. J. Mackenzie,** who was Commonwealth Bank manager in Rabaul when the Japs invaded in 1942. With A. J. Gaskin and a couple of others, he escaped captivity and the **Montevideo Maru** holocaust by walking rapidly away along the South Coast, where they were picked up by seaplanes. War over, "Mac" went back to the Territories for a few years, as finance member of PCB, and he retired in 1950. He is an outspoken admirer of the qualities of Assistant Administrator D. M. Cleland, with whom he was closely associated in PCB.

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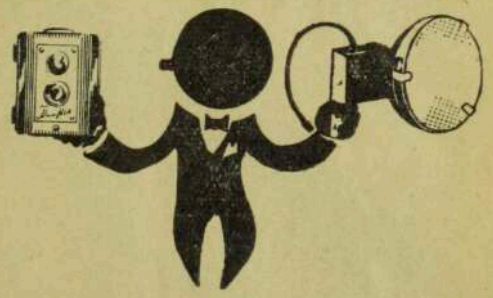

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Constable Joni Atobe, whose photo appeared in the November, 1951, PIM, has been awarded a bronze medal and certificate by the Royal Life-Saving Society, London, for his heroic rescue of an Indian child who had fallen from the Sigatoka Bridge, Fiji.

Mr. Terry Willams, former graduate of the Fiji Central Medical School and a well known AMP in the Cook Islands, where he was well liked, is now a member of the Auckland Watersiders Union, earning—as he points out—rather more than he ever earned as an AMP.

MUCH MOVIE-MAKING IN FIJI

SUVA, April 22.

HEADQUARTERS of the Warner Bros. film company which will make *His Majesty O'Keefe* later this year in Fiji will be the Deuba Beach Hotel, which is to be enlarged to accommodate the visitors, and Mr R. A. Howlett, Tourist Officer at Nadi Airport, will be liaison officer to help the producers with the engaging of local talent, labour and transport. About the same time Mr and Mrs. Harlo Brock, of Viking Productions, Pasadena, will be in Fiji to make a travel film in colour.

The O'Keefe film will be made somewhere along the Singatoka coast which escaped damage in the January hurricane.

Star of the film will be Hollywood's Burt Lancaster.

Miss Elizabeth Hennings who has designed the costumes for many J. Arthur Rank productions, will be in charge of costumes.

She has been visiting her parents, Mr. and Mrs. G. Hennings of Naitauba, Lau Islands, since January but will shortly leave for Hollywood.

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COUNCIL SURVEY IN SOLOMON IS.

HONIARA, May 6.

THE first meeting of the British Solomon Islands Protectorate Advisory Council for 1952 was opened in Honiara by the Acting President Commissioner (Mr. P. Hughes) on May 6.

Members of the Advisory Council this year are—*Non-official*: Mr. L. F. Hill, The Ven. Archdeacon H. V. C. Reynolds, Mr. K. H. Dalrymple Clay, Mr. R. L. Dethridge and Mr. C. H. Kuper. *Official*: Mr. W. T. Charles (Judicial Commissioner) Mr. P. A. Richardson (Secretary to Government) Mr. P. M. Smith (Acting Accountant-General) Dr. W. J. McDonald (Acting Senior Medical Officer). *Native members*: Messrs. C. Vouza, G. M., W. Paia, Sitai and M. Talasasa.

The Resident Commissioner, in his opening address, read a message from the Acting High Commissioner for Western Pacific and briefly summarised events in the Protectorate over the last twelve months.

He referred to the rise in the B.S.I.P. copra price which now stands at £63/10/- at Honiara and £63/15/- at Yandina; and to the recent storm damage which swept away the retaining wharf at Honiara, as a consequence of which Tulagi has become the port for Honiara's overseas shipping. He mentioned the reopening of Gizo, in the Western Solomons, as a port of entry and the visit of a Banks Line vessel to Gizo in March.

The Resident Commissioner also spoke of the possible re-opening of part of the old American aerodrome at Henderson Field to enable landings to be made by Qantas four-engined aircraft as part of a projected service from Lae to the Gilbert and Ellice Islands Colony.

He gave a brief sketch of the activities of Government departments during the year, and spoke of the acute staff shortage in almost every department, which is making it extremely difficult for present staff to deal with the work required to be done, and the problem of obtaining senior officers with technical knowledge for Departments such as Public Works and Lands & Mines. He said that the new Commissioner of Works, Mr. O. G. Chapman, was expected to assume duty during June. The Protectorate seemed now, for the first time, to be entering on a period of considerable development.

The Advisory Council adjourned

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until May 8, to enable Non-Official and native members to submit the Address-in-Reply and to consider the papers which had been put before them.

OLD AND NEW PERSONNEL

The Resident Commissioner (Mr. H. G. Gregory-Smith) left for England on April 1. Mr. Peter Hughes assumed duty as Acting Resident Commissioner. Mr. Hughes will go to England on leave on May 13 and then Mr. P. A. Richardson (at present Secretary to Government) will act as Resident Commissioner.

Mr. E. J. H. Colchester-Wemyss, Superintendent of Police and Prisons, B.S.I.P. departed for England on leave by Qantas on April 1. Mr. J L. Bergelin (formerly Inspector of Labour) is acting in his place.

Recent arrivals for the Police Department are Inspector J. Buckingham, and Sub-Inspector A. L Lindley, both from the United Kingdom. Sub-Inspector J. F. Semple and Sub-Inspector Bradley arrived by Qantas on May 5.

Mr. E. V. Lawson has been appointed Secretary-Accountant of the B.S.I.P. Copra Board and will take up his new duties on June 1. Mr. Lawson is at present Islands Manager of the Fairymead Sugar Co at Yandina. He came to the Protectorate in 1947 as Manager of the Government Trade Scheme and in 1951 went to the Fairymead Co.

The new B.S.I.P. hospital vessel *M. V. Betua*, arrived in Honiara in April and is regarded by the Medical Department as admirably suited for her job of carrying supplies, ferrying patients and taking medical officers to outlying islands. *Betua* will visit Tikopia in May, in company with *M. V. Margery*, to take building materials and supplies to that remote Polynesian island, which suffered heavy damage in the recent strong North-west blow.

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FIJI, TOO, LIVED BEYOND ITS 1951 INCOME

Trade Position Now Spotlights Indian Population Problem

SUVA, April 24,

FIJI received a jolt in the Government statement, issued this month, that in 1951 imports exceeded exports, in value, by more than £2,000,000.

This is the largest trade deficit in the Colony's history, and it is only the sixth time in the present century that there has been a deficit. The previous largest gap was £577,000 in 1944.

In 1951 imports totalled £9,300,000 (£2,300,000 more than 1950), and exports £7,300,000 (nearly £500,000 below 1950).

The Comptroller of Customs says that the decline in the total value of exports was attributable mainly to decreases in exports of sugar, gold and canned pineapples. These three commodities accounted for a drop of £1,200,000 compared with 1950. Exports of coconut oil, copra, cocoanut meal, bananas, and biscuits increased, and there was a larger reexport trade with other Pacific islands.

The drop in the value of sugar exports was due partly to a smaller home crop and partly to the fact that the CSR Co. had 41,500 tons of sugar still awaiting export at the end of 1951, compared with only 8,435 tons at the end of 1950. This difference of 33,000 tons was worth about £1,190,000, which accounts for more than half the adverse balance of trade.

The increased value of imports was due to higher landed costs, to the holding of orders outstanding in Britain and Australia, to the reopening of pre-war supply sources such as Belgium and Japan, and to the fact that supplies generally were more readily available.

The Comptroller of Customs, however "doubts whether all these factors account entirely for the trade deficit of £2,055,147." He says that unless there is an early and substantial increase in the exports of the colony's principal products, further trade deficits are bound to occur, particularly when the present high prices for Fiji produce start to fall.

Editorial: How Will Fiji Close the Gap?

BECAUSE of long-term contracts with the British Government there cannot be any abrupt falls in the prices received for the Colony's main products; but, because of a tendency to recession in the free world prices of raw materials, at the present time, it may be difficult for Fiji to make up her trade deficit by increasing her exports.

Fiji's current adverse trade balance has increased the misgivings of some of the Colony's residents and generally they do not like what they see of present-day trends in the Group.

The whole of the Colony's income comes off the land, or out of it. There are no secodnary industries. The basic problem is therefore one of land, its use and its ownership.

The population of Fiji is now around 300,000, about half Indian. Home production of food has not, however, kept pace with population increase, with the result that foodstuffs at inflated prices must be im-

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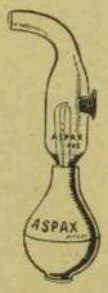

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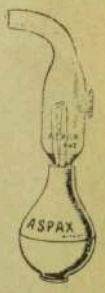

Length, 3 inches.

The modern idea about Asthma is that it is not a disease, but a psychological inconvenience; so that, should you visit a theatre, public meeting, races, etc., the very fact that you have the "magic" with you, etc., is sufficient to ward off an attack, in many cases. You see the sense in that, don't you?

Though Asthma itself is not looked upon as being a disease, it may be caused by a heart, lung, kidney, or stomach condition, etc., which only your doctor can diagnose, of course; the result is expanded capillaries of the mucous membrane.

Asthma, Hay Fever, Catarrh, Bronchitis, Sinus, Antrum, etc., are therefore akin in so far as they are all associated with inflammation of the mucous membrane.

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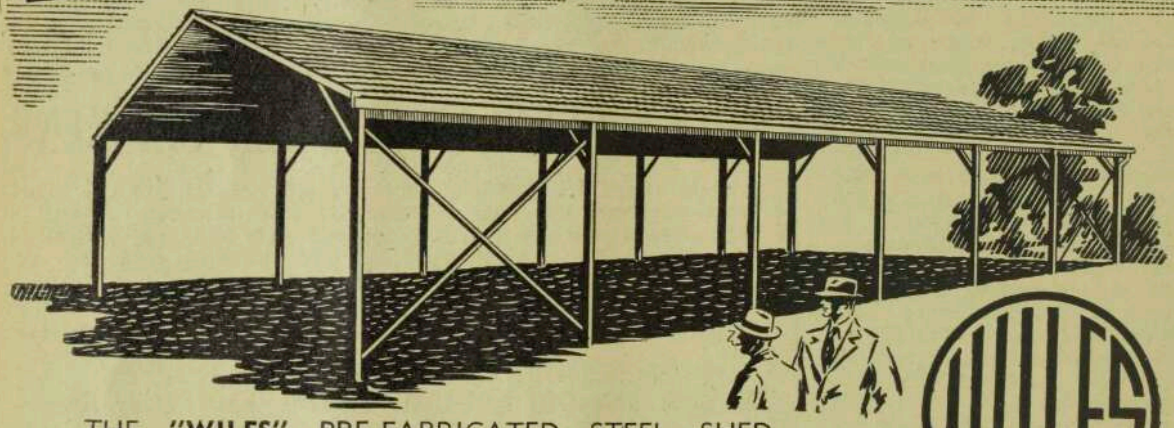

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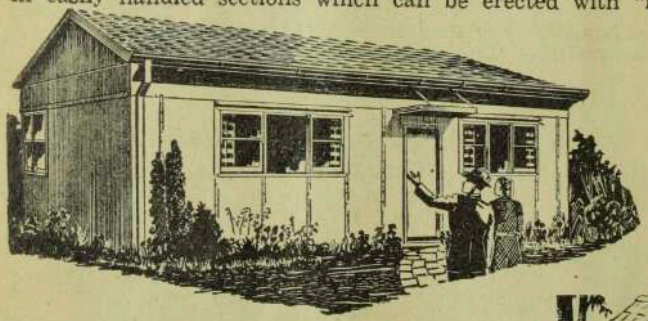

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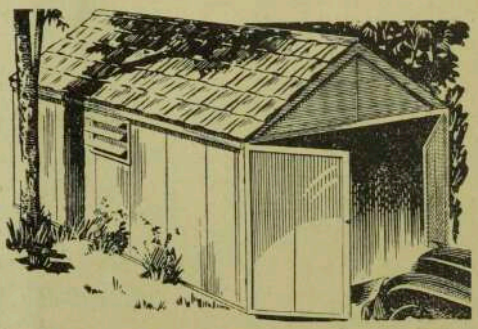

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ported to bridge the gap. If exports can be increased to pay for this, all will be well. If they cannot be increased, then Fiji must produce more food for itself, stabilise its population or accept a lower living standard.

Indications at present are that the post-war era of ever-increasing prices for raw materials and primary production is coming to an end. If that is so, and Fiji's export income becomes more or less stabilised, the rest is a simple matter of mathematics. The more people there are to feed the less there will be for each one.

The high and increasing Indian birth-rate is the crux of the Colony's main problem. The so-called "Indian Problem" is something that every non-Indian is prepared to discuss. Everyone has a theory as to what the Government should do about it. But the Government appears to have no ready-made formula for dealing with it except to sit pat and, aided by present land regulations which, in effect, severely restrict an increase in Indian holdings, let economic pressure take its course. And this may be as good a solution as any.

In an interview last year, a high Secretariat official was asked: Has the Government any plans for the economic future of the Indians—in short, a solution of the "Indian Problem?"

The official thought this very funny. "Ask God," he said. "He might know how to solve it—I don't."

It has been suggested that matters would be helped if an immediate economic survey of Fiji's potentialities in land and future production were undertaken immediately. But surveys, of themselves, have never helped anyone. People do not produce more because they are told to do so. If you supply a Pacific Islander with easy money he will buy white bread from the Chinese baker and canned corned-beef from the trade store. If the source of easy money dries up he does not have to be told to go home and cultivate his taro patch—he goes of his own accord. The same applies to all peoples, white, brindle or black.

In the easy post-war years of boom-and-bust the fundemental truth that if you don't produce you don't eat has been easily overlooked.

Fiji's adverse trade balance this year probably does not mean much more than that—in common with most other countries—a period of adjustment is at hand. Unless bolstered by Government grants and subsidies, Fiji imports must soon align themselves with Fiji income.

Sergeant Major Sailosi Vatubua, a well-known and respected officer of the Fiji Military Forces, was the first casualty of the 1st Battalion when he died of an illness at Singapore in February.

On April 29, two other members of the Battalion died in Malaya as a result of a car accident. They were Cpl. A. W. Bucknell of Lautoka and Pte. Hawea Turagavakacegu of Lau.

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Captain Ken Nicholson, of Qantas Empire Airways, son of Mr. and Mrs. W. T. A. Nicholson of Suva, is the first Fiji born Captain of an overseas airliner. He was one of the men who enlisted in Fiji during the war for service with the RAF and as a Squadron Leader saw service in Sandringhams in Coastal Command and later in Burma.

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'ACTING' — 8

AT the present time, in the South Pacific, there are:

Acting Administrator of Papua-New Guinea.
Acting Resident-Commissioner in British Solomon Islands.
Acting Government Secretary, BSI.
Acting Governor, Fiji.
Acting Colonial Secretary, Fiji.
Acting Treasurer, Fiji.
Acting High Commissioner for Western Pacific.
Acting Resident Commissioner, Gilbert and Ellice Colony.
There are also several "Actings" in minor posts.
It is probably a record in South Pacific history.

M. Roger Perraud, former manager of the Tahiti Government rest-house "Fare Rau Ape," in the mountains behind Papeete, is now manager of the Regent Milk Bar in Auckland. M. Perraud went to New Zealand as a member of the crew of the Orohena several years ago, and was for a time chef in a Rotorua hotel.

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14 Awards and Some Omissions

The Mt. Lamington Disaster In Papua

THE Queen has approved 14 awards for services during and subsequent to the eruption of Mt. Lamington in Papua in January, 1951.

They are:—

GEORGE CROSS

Mr. G. A. Taylor, vulcanologist of the Minerals Resources Board at Port Moresby.

His citation said, in part . . . "He displayed continued conspicuous courage in circumstances of extreme danger . . . he journeyed on foot frequently into the danger area and made regular inspections both by air and land."

O.B.E. (CIVIL)

Mr. T. J. S. Arthur, Regional Director, Department of Civil Aviation, Port Moresby.

Sister P. M. Durdin, a nursing sister at the Anglican Mission at Isivita, Papua.

Mr. L. J. Hart, a lay brother of the Church of England Mission at Sangara, Papua.

Mr. F. H. A. Kleckham, an agricultural officer in the Department of Agriculture, Port Moresby.

Mrs. Barbara Lane, a member of the Isivita Mission staff.

The Rev. G. Porter, the minister at the Isivita Mission.

The citations to Sister Durdin, Mrs. Lane and Mr. Porter said that they remained at their posts at the mission treating wounded, burying the dead and evacuating wounded and others. Mr. Hart continued several days after the eruption to collect the wounded and homeless around Higaturu and to send them to safety. Mr. Kleckham, as well as evacuating people from the devastated area, acted as guide to the vulcanologist.

Mr. Arthur's "organising ability, technical knowledge and zeal resulted in the maximum safe use of airfield facilities."

M.B.E. (CIVIL)

Mr. J. J. McKee, D.F.C., a Qantas pilot.

Mr. J. R. Rose, a Qantas pilot.

Mr. C. E. Searle, a plantation owner, of Awala, Papua.

Mr. I. C. Taylor, a Qantas pilot.

Iabwau Tomnavadila (Elliott Eliah), a native employed by the Papua-New Guinea Administration.

The Qantas pilots flew the vulcanologist on his daily inspections; they took "great personal risks outside the normal line of duty."

Mr. Searle, a plantation owner of Awala, remained at his radio keeping contact with Port Moresby despite stone and pumice dust showers. Iabwau Tomnavadila accompanied Mr. Kleckham into the eruption zone evacuating wounded natives.

GEORGE MEDAL

Mr. W. Schleusener, sub-manager of a rubber plantation at Sangara.

Mr. Schleusener, his citation says, remained at Sangara plantation after the eruption, collecting bewildered natives. He entered Higaturu with Mr. C. Champion in search of survivors.

B.E.M. (CIVIL)

Leslie Topue, a native guide, who accompanied Mr. Taylor throughout his work.

RESIDENTS of Papua-New Guinea will be suitably gratified that the bravery of these men and women

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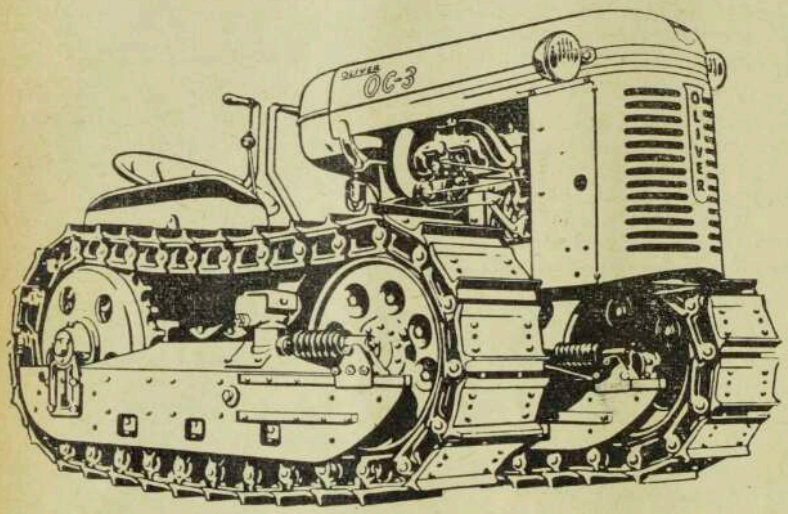

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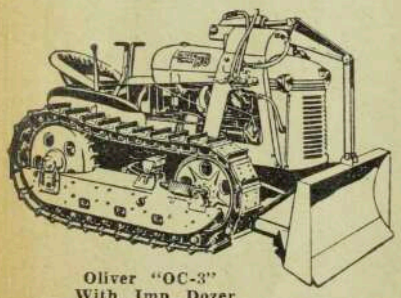

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during Papua's worst disaster has been officially recognised.

There are never awards of this sort without some heartburnings and some glaring omissions. The omissions are glaring enough in this event, and residents naturally wonder why. Most of the recipients of awards are not administrative officials. It may be, therefore, that some Canberra VIP has decreed that in the higher ranks of the P-NG Service, there is no need for public acclaim.

Four names which are conspicuously absent from the above list are:

Mr. Ivan Champion, Assistant Director of District Services, who was placed in complete charge of the rescue operations. He walked miles in the devastated area, did not sleep for days and did an outstanding job.

Mr. Claude Champion, of the Government Secretary's Department, brother of Ivan Champion, who was the first man into Higaturu, and who worked until he literally fell from exhaustion.

Dr. John Gunther, Director of Health in P-NG, who was one of the first on the job. He personally took charge of all medical work and remained continuously on duty for days until every casualty had received attention.

The Administrator, Colonel J. K. Murray, who was one of the first in the devastated area and who stayed there doing as much as anyone.

The work of these men, and others, did not end when all survivors had been got out of the devastated area. The work of establishing thousands of bewildered natives (and in the Lamington area they are traditionally the most untractable people) in large, semi-permanent camps, caring for them, feeding them, planning their future was a task that was long and arduous. The size and scope of this phase of the Lamington disaster has probably not been sufficiently appreciated by the general public.

No Cargoes for Fiji?

WHEN the freighter *Nairnbank* left Sydney for Fiji, April 23, it was noticeable that she was high out of the water and carrying little if any cargo. She was to load copra for Europe in the Fiji Group.

Mr. Harold Cooper, well-known representative of the well-known Islands merchants, Nelson and Robertson Pty. Ltd., left Sydney on the April Bulolo. He will visit the company's clients in Papua-New Guinea before returning to Sydney headquarters.

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Oceanic Steamships Lose More Money

Fate of Mariposa and Monterey

THE Oceanic Steamship Company, subsidiary of the Matson Steamship Co., continued to lose money in the year ending March 1952 in spite of increased business on the San Francisco - Australasian route where its freighters are employed, and in spite of increased freight charges.

It was expected, however, that a US Government subsidy would in future put the service on a paying basis and the immediate future was held to be "promising."

The re-entry of Oceanic to the trans-Pacific passenger trade and the present and future of the pre-war liners *Mariposa* and *Monterey* are still shrouded in mystery.

Three executives of the company visited Australia and NZ at the end of 1951 and were apparently enthusiastic for the re-entry of their company into the Pacific passenger trade. They were reported to have said that the *Mariposa* and *Monterey* were "out"—that the US Government had bought them for troop transports; and that new ships would be built for a specialised passenger service that would not carry cargo. It was suggested that these ships would be built in Japan.

However, it appears now that the re-entry of the Oceanic Steamship Company into the Australasian passenger trade is as far away as ever; and that the largest part of the loss sustained by the Company in the past year was depreciation on the *Mariposa* and *Monterey* which have not, as yet, been bought by the US Government or anyone else.

It is stated in the latest report that the US Government is "deter-

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mined" to buy the ships as soon as the necessary funds are available.

It is now five years since reconversion work was halted on these liners. Every few months, rumours as to their fate circulate freely, but in the meantime they lie in some US Pacific coast port serving no other purpose but a depreciation entry in the Company's books. In a post-war world that was (if not still is) starved for shipping, the whole situation appears absurd.

FIJI'S WILD GAME SAFE —FOR TIME BEING

SUVA, April 22.

A LONG campaign to save wild game birds in Viti Levu from extinction has at last had some success—with the aid of the January hurricane.

The Government has prohibited the shooting of game birds in Viti Levu for two years. The ban, which applies to the Fijian wood pigeon, the barking pigeon, the fruit or chili pigeon, wild duck, quail, teal, widgeon, curlew, plover, snipe, tattler, sandpiper, godwit and jungle fowl, has been imposed "to give the birds time to recover from the damage done to their living and feeding grounds by the hurricane."

By far the worst culprits have been a number of people who possess cars but no sense of responsibility. Round about May, almost any Sunday, one may see cars dotted along the highways in the forested hill areas, and bands of armed men prowling about with furtive expressions while occasional policemen fight a strenuous but losing campaign to keep a check on individual "bags."

The result has been that pigeons are now a rarity in some areas. We can hope that the current ban on shooting these birds is not just another idea that fails for lack of rigid enforcement.

QEA SANDRINGHAM ON P-NG SURVEY

In April, a Qantas Sandringham flying-boat was making a survey of Papua-New Guinea outports from Daru to Bougainville which are usually serviced by the Company's Catalinas.

It will not be known until May whether this type of aircraft will be suitable for these services but Qantas is anxious to give outport residents the benefit of improved flying facilities if possible.

Outport residents, for their part, are keen to have the Sandringhams. It means more comfort, more passenger space and more cargo.

Residents have been invited to inspect the Sandringhams during the survey and some have been taken for courtesy flights.

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Dr. T. G. Hawley, Government Medical Officer, Western Samoa, was recently acquitted of charges of negligent driving and driving at an excessive speed by Chief Judge Marsack and a Jury of four at the Apia High Court. The charges arose out of an accident which caused the death of a 5-year-old boy on March 9.

New Settlement for Suva's Fijian Workers

AT Samabula, three miles from central Suva, the first of several housing settlements for Fijian families in the Suva area is being constructed. An entrance road has been formed and the frames of 16 Fijian-type houses are already up.

It is intended to establish between 80 and 100 Fijian families on this Crown land settlement. Water and sewerage systems are now being installed, communal lavatory blocks are being built and communal shower rooms and laundries have been planned. Each house will be 18 ft. by 12 ft. and have a separate kitchen.

It is probable that this scheme has been speeded-up by the January hurricane, but the housing shortage, especially in the case of lower-paid Fijian workers, was more than acute before the storm. Since the hurricane more than 300 Fijians have been living at the former Army camp at Samabula and these will be among those to be accommodated at the new settlement.

The establishment of even 100 families at Samabula is only a beginning, but it is encouraging as the first tangible sign that a move is at last being made against the evils of slum conditions and exploitation by slum-landlords.

The **Right Rev. S. G. Caulton,** M.A., Bishop of Melanesia, with headquarters in the Solomon Islands, arrived in Auckland, in March.

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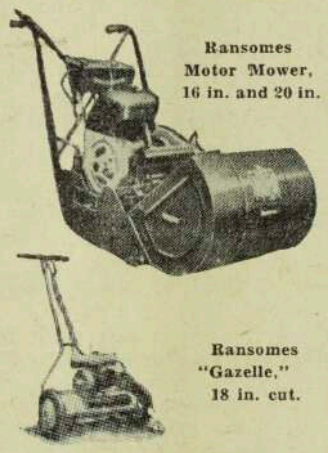

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Nadi Airport Prepares For Comet Airliners

SUVA, April 22.

NADI international airport is to be equipped with a third runway and full facilities to cope with the British Comet jet airliners which are expected to be introduced to the trans-Pacific service by CPAL later this year. That a third runway was feasible was decided at the fourth conference, held at Nadi, of the South Pacific Committee on Air Navigation and Ground Organisation (CANGO) between April 17 and 22.

CANGO will recommend four main points to the South Pacific Air Transport Council which will also meet at Nadi, in June. They are: (1) The third runway, with slight alterations to the direction proposed in the original plan. (This runway will meet all Comet requirements and will carry virtually all the Nadi traffic, except in unusual wind conditions). (2) A master plan is proposed to cover the whole airport area. (3) Adequate ground and air navigational aids to be provided. (4) The construction of new buildings, services and amenities and the improvement of some of those already existing.

The CANGO delegates, representing the United Kingdom, Australia, New Zealand and Fiji, unanimously expressed the opinion that their Nadi conference had been the most successful to date.

It was originally estimated that Nadi's third runway would cost £1,300,000. But the new alignment is expected to result in a considerable saving.

PNGVR'S EASTER MANOEUVRES IN RABAUL RAIN

RABAUL, April 26

A THREE day excercise was held locally by "B" Coy, PNGVR, during the Easter holidays.

The objects of this exercise included practice in the command of patrol by junior leaders, familiarisation on the part of all ranks with the terrain surrounding Rabaul, and survival in the field under semi-jungle conditions.

The weather co-operated admirably —brilliant sunshine for the first day, followed by approximately six inches of rain in the next 14 hours.

All ranks survived and learnt much of the physical conditions that may be encountered in war.

ANZAC DAY IN RABAUL

RABAUL, April 25,

THERE were two notable features in the observance here of Anzac Day.

Standing on a spot over which victorious Japanese were swarming exactly ten years ago, Pastor Judd, of the SDA Mission, giving an address to ex-servicemen, Scouts, Cubs, Girl Guides and Brownies, emphasised the dangers to New Guinea that lay in the way in which the Communist philosophy was being accepted in overcrowded Asia.

Three native buglers, at the conclusion of the 30 minutes' ceremony, sounded the Last Post.

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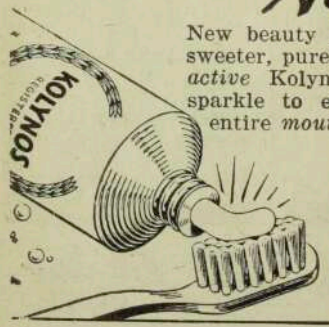

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Ten Years Ago: What Really Happened in the Coral Sea

TEN years ago, during March, April, May and June, there occurred in the Southwest Pacific a series of confused battles, of the significance and result of which we then had only a vague idea.

To-day, seen against the background of the Pacific section of World War II (1942-45) we know that that series of battles saved Australia and the South Pacific Islands from Japanese invasion, and set in train a chain of events which ended in the overwhelming defeat of Japan.

This month, Americans and Australians are celebrating the victory of the Battle of the Coral Sea (May3-8, 1942). By itself, that battle, while very important, did not mean very much; but now as we see it in conjunction with several other battles, we realise what it meant.

The speed of the Japanese thrust southwards across the Pacific was amazing. Pearl Harbour, in early December, 1941, marked the opening of the war. Within three months, the Japs were in posesssion of all Southeast Asia, Malaya, Netherlands Indies, Philippines, New Guinea (except Papua) Bismarck Archipelago, and Solomons.

They had created a huge base at Rabaul. It was to be the springboard for their attack on Australia and New Zealand. If they held the latter, they bestrode the world—they controlled the Pacific and the United States could not reach India, or Africa, or the Middle East, except through the Atlantic. They planned to seize Australia before the Americans could recover from the shock of Pearl Harbour, and get around south by west to the help of the British Pacific countries.

The only thing that equalled the speed of the Japanese was the speed of the Americans. They anticipated Jap strategy. Their forces were pouring into the Southwest Pacific in March, before the Japs were properly set for their deadly spring from the Rabaul base.

THE first Jap thrust from Rabaul came early in March, 1942. Our reconnaissance planes discovered that important Jap naval forces, with many transports, had arrived at Lae and Salamaua—the first big move against Port Moresby and Torres Strait.

An American-Australian fleet, headed by two big carriers (*Lexington* and *York*) was off the Queensland coast. The two carriers went into the Gulf of Papua, and 100 of their planes flew straight across the

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Owen Stanley Range and fell like hawks upon the surprised Japs.

The execution was terrific. The Japs occupied both Lae and Salamaua, but their transports, equipment and warships were so badly smashed that they had no sting left for the advance on Moresby.

The Japs re-grouped. During April, they massed troop-carrying and naval forces in the vicinity of Truk and Rabaul. At the end of April they moved southwards, in a two-pronged thrust—one prong through the Solomons and the other towards the archipelagoes directly eastward of Papua.

Three or four American-Australian fleets were cruising in the Coral Sea, generally between Southern Solomons and the Queensland coast.

The first of the Jap naval forces of the eastern prong arrived in Tulagi harbour (Solomons) on May 3. They were observed and reported by scout planes from the carrier *Yorktown*, at the head of a fleet led by Rear Admiral Fletcher. Fletcher consulted with Rear Admiral Fitch who, with carrier *Lexington* and another American fleet, was not far away.

Before dawn on the 4th, the two fleets were 100 miles west of Guadalcanal. Their planes arrived with the daylight over Tulagi. Not one Jap ship escaped damage—14 warships and transports were sunk by dive-bombers and torpedoers there in the harbour. That blunted the eastern prong of the enemy thrust. The Americans lost three planes.

BY now, we knew that powerful Jap forces were moving into the Coral Sea. Two Jap fleets of warships and transports, with two

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carriers, direct from Rabaul, were located in the Papuan archipelagoes. Another Jap force, headed by the *Shoho*, newest and largest Jap carrier, came southwest into the Coral Sea, around the southern Solomons.

The American-Australian fleets in the Coral Sea, with the carriers *Yorktown* and *Lexington*, moved into positions suitable for air attack.

During May 5, 6, 7 and 8 the two huge forces searched for and fought each other with their planes. The Americans were aided by shore-based American and Australian planes, from the North Queensland coast.

Our forces sank the Jap carriers *Shoho* and *Shokaku* and severely damaged *Zuikaku*, sank three or four heavy and one light cruiser, and sank and wrecked numerous transports, many of which they found near the Louisiades—they seemed to have had a base at Deboyne Lagoon. The Japs got in some heavy blows—they sank the valuable carrier *Lexington*, damaged the carrier *Yorktown*, and sank some small ships and we lost 66 planes.

But the western prong of the attack, which clearly was directed at Port Moresby, was completely smashed—the remnants of the enemy fleets limped back to Rabaul and the Caroline bases.

THAT was the Battle of the Coral Sea, fought entirely with planes—the warships were never nearer each other than 180 miles. Combined with the Battle of Huon Gulf (early March) and the First Battle of Tulagi (May 4) it spelled the first great defeat suffered by modern Japan. It was the actual turning-point of the Pacific War.

It was confirmed, a month later, in the Battle of Midway Island, when powerful Jap naval formations, trying to intercept American forces with an eastwards thrust, lost all their carriers (four) and a large number of valuable warships.

For a year after that, the enemy fought strongly and savagely in the Solomons and in New Guinea, and gained minor successes; but henceforth he was fighting a losing war.

American air and sea-power was built up irresistibly. By the end of 1943, General MacArthur was ready with his islands leap-frog strategy. The enemy's islands fortresses, built at such incredible cost, became his prisons and his tomb. Eighteen months later, he surrendered unconditionally.

The Huon Gulf-Tulagi-Coral Sea-Midway Island phase was the turning-point of the Pacific War.—RWR.

DON'T GO DOWN THE DRAIN, DAD

RABAUL, April 15.

RABAUL citizens are having drain trouble.

It was reported at the April meeting of the Rabaul Advisory Council that in recent weeks, three different people had fallen into the town's drains during the hours of darkness and had sustained various injuries.

The District Commissioner's attention was drawn to these facts and guard-rails were suggested as a remedy.

Mr. B. C. Cartland, Chief Lands Commissioner in the Gilbert and Ellice Islands Colony, is to act as Resident Commissioner at Tarawa, after the Acting RC, **Mr. J. R. Keegan,** goes on leave this month. Mrs. Cartland was in Sydney in April, visiting their children, who are at school in NSW.

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APIA, April 10.

OFFICIAL and Ministerial wishes to the contrary, the Legislative Assembly of Western Samoa is determined that members will choose their own Executive Council and not have members of it nominated by the High Commissioner.

This was a matter taken up, without avail, with the New Zealand minister, Mr. Webb, during a recent visit to the Territory, but at the March-April sitting of the Assembly, after a heated debate, a motion was carried by a large majority that European and Samoan members of the proposed Council should be chosen by appropriate sections of the Assembly.

A clause in the draft proposal for the constitution of the Council, that the High Commissioner should have authority to terminate the membership of any member, was also deleted.

The Rev. S. G. Andrews, M.A., Dip. Ed. formerly Principal and Acting Chairman of the Wesleyan congregations in the Davuilevu District, Fiji, has been appointed General Secretary of the Methodist Church in New Zealand. He assumed duty on March 1.

Kiwi Association of Moresby

Some of the 42 New Zealanders who attended the Kiwi Association's dinner in Hotel Moresby, Port Moresby, on March 27. —Photo by Papuan Prints.

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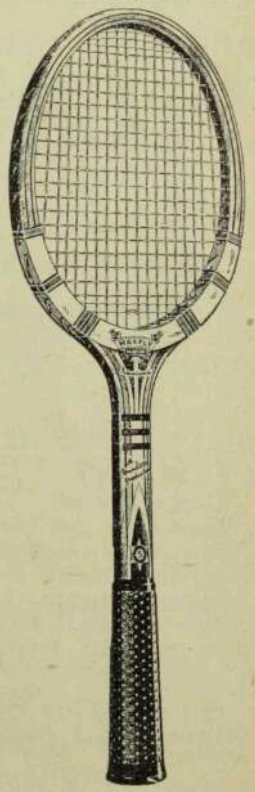

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Hundreds of Suva people laughed when, in the course of an excellently staged local revue ("Easter Parade") it was suggested that Suva was like Hollywood because everybody was "acting" . . . The Acting Colonial Secretary (Mr. R. M. Taylor) has gone to England en route to his new post in Rhodesia. And that means yet another move round of high officials, some of whom are already "acting." An increasingly critical public is audibly wondering whether the Colonial Office expects Fiji to run smoothly with what at times is virtually an Acting Government.

New Ireland's 1914 Disaster

"It is sometimes stated by high officials that there has been a marked decline in native population in New Ireland" writes Mr. O. L. Schultze of Kavieng, New Guinea. "It is true that, compared with the figures of the German time, the population of New Ireland to-day is not what it ought to be. But that is not due to social causes. It is the direct result of a most disastrous drought, which lasted for 8 months in New Ireland in 1914. It caused enormous damage to food crops, with the result that a large section of the native population simply died from starvation.

"There seems to be no official records of the disaster. The German administration ceased in 1914, and administrative records were not kept again until 1921, when the Australian Civil Administration began to function. There are only few and fragmentary records of what happened in the Territory of New Guinea dur- the seven years of military occupation. There seems to be no official record, accessible in the usual way, regarding the 1914 drought."

Mr. H. McGrath, headmaster of the Boys' Grammar School, Suva, Fiji, is spending long leave in the United Kingdom.

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Samoa May Get A New Liquor System

IF suggestions made by Mr. Powles, High Commissioner in Western Samoa, are accepted by the NZ Territories Minister, Mr. Webb, Western Samoa's liquor-permit farce may come to an end.

In recent months it has become a world-wide joke that Western Samoa, technically "dry", in a year manages to consume 2,000 gallons of whisky, 1,000 gallons of gin, 30,000 gallons of beer and hundreds of gallons of other intoxicants, all for "medicinal purposes."

There are no licenced hotels in the Territory but approved residents and visitors may purchase liquor from government store after being issued with a medical certificate by a doctor.

The present farce is said to be a legacy from the old League of Nations Mandate system whereby there was, or was supposed to be, total prohibition. The new United Nations Trusteeship agreement apparently allows for more latitude and control is fully in the hands of the administering authority—New Zealand.

Mr. Powles has suggested the appointment of a NZ magistrate as a Commissioner of inquiry to receive evidence from members of the community as to their views and suggestions. The Commissioner's report will go before the Legislative Assembly and then to the Minister with a request that amending legislation be enacted by the NZ Parliament.

Mr. Powles said that the reforms that were contemplated would not mean a flood of alcoholic liquor into the Territory.

Although blame for Samoa's comic opera liquor set-up has been laid at the door of the League of Nations and its "total prohibition", there obviously must have been other minds at work. New Guinea was also a C Class Mandate and supplying liquor to natives there was, and is, an offence. But licensed hotels have always functioned, there is no liquor prohibition on anyone except the natives and the results have certainly been no worse than in Samoa. The worthy gentlemen of Wellington and probably the Missions must be held to blame for the Territory's quaint liquor laws. The same laws apply in NZ's other Pacific possession, the Cook Islands, which never has been a Mandate or a Trusteeship territory.

As far as the future is concerned, it is safe to assume that the Missions, which have a great influence in Samoa, will do all they can to prevent restrictions on liquor sales being removed.

Mr. L. W. Beach, formerly a carpenter connected with the extensive Methodist re-building programme now taking place in New Britain, has returned to Sydney to prepare himself for candidature for the ministry.

Captain E. R. Johanson, for many years commander of the Trans-Pacific liner Monterey, and an old and honoured servant of the Matson Line, now has retired from the sea, and settled down in California.

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.

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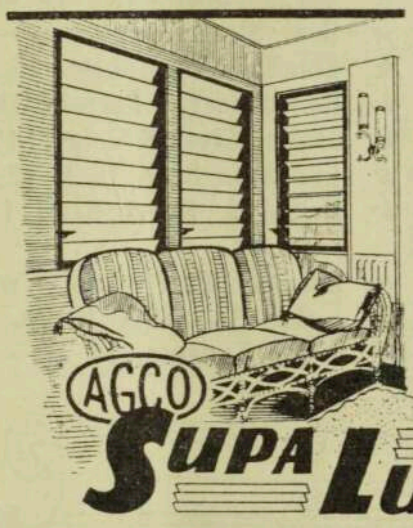

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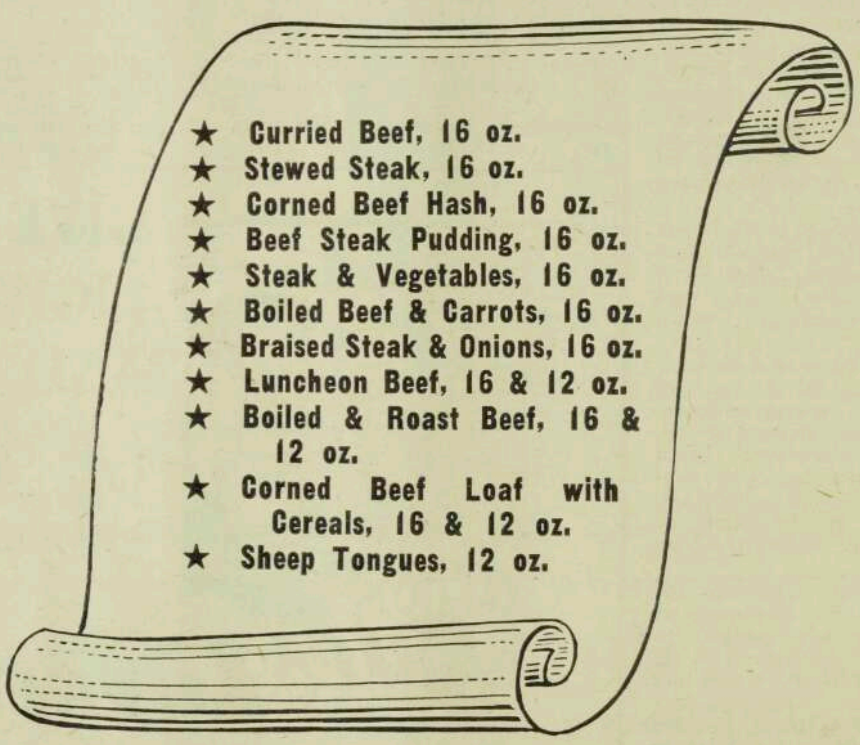

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NATIVE-GROWN RICE PRODUCTION IN PAPUA-N. GUINEA

Minister on Land Rights and European Settlement

WHEN he returned to Australia at the end of April from a visit to several Papua-New Guinea districts—and especially the mainland regions embracing the Markham, Ramu and Sepik river systems, between Lae and the Dutch border—the Minister for Territories (Mr. Paul Hasluck) made some important statements about the agricultural development of the Territories.

He said he had been "greatly impressed" with the way the native village communities were becoming interested in the growing of new crops —especially rice—and the use of implements and processing machines. The Administration would give every encouragement and active help to this and allied projects.

Rice production in native villages for local use could expand over the next few years from a few hundred tons a year to some thousands of tons, said the Minister.

At present Papua-New Guinea made an annual demand on Australia for roughly 15,000 tons of milled rice, chiefly for native labour. The first target would be to meet local needs from local supplies in various districts. With increased production, the village people would eat more rice themselves. Incidentally, the relationship of the new crop to native health was already discernible in the bright appearance of the people in the rice-growing and rice-eating villages.

While the importance of village agriculture was great, it could not alone meet all the opportunities for agricultural development in New Guinea. He was looking to the individual settler and the big plantation companies for a substantial contribution of capital, enterprise and work to increase production.

Over years, the Territorial Department of Agriculture had gained a considerable knowledge of what would grow, and how; and this information was freely available. The Department was beginning to produce larger quantities of seed and other planting material. This year, Garaina agricultural station had distributed hundreds of pounds weight of tea seed and thousands of tea plants were available from imported seed.

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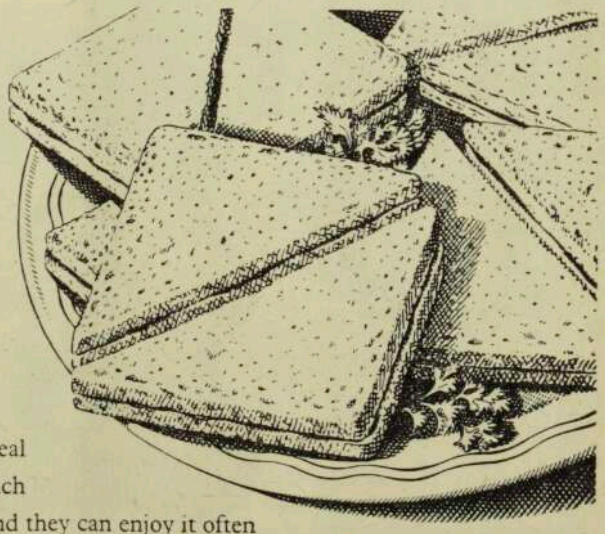

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rice were being provided. The Department, as circumstances warranted, would provide specialist staff to help promote particular projects. For example, he had approved the calling of applications for 13 technical and scientific officers whose principal duties would be in relation to the establishment of a fibre industry.

He had been greatly encouraged to find that some sections of private enterprise were ready to join with the Government in the pioneering stages of this work. He hoped to see this spirit of self-help extend, for example, to the development of machinery for cultivation and processing best suited to the Territory.

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Land was the key to agricultural development. The land policy of the Government, which fully recognised the rights and interests of the natives and safeguarded those rights and interests by strict rules regarding land acquisition, was well known and would not be varied.

There were, however, areas of waste land unclaimed by natives, other land unwanted by them and unnecessary to their needs, which could be bought from the native owners subject to the statutory safeguards, as well as some lands already owned by the Crown.

After some disappointing delays, due to the difficulty of finding qualified personnel, earlier decisions intended to make land available were now being put into administrative effect. A Land Titles Commissioner and a Native Lands Commission were beginning to function as statutory bodies, and a Land Settlement Board had been created administratively in the Territory.

The Minister repeated that the policy of protecting native interests, both present and future, would be strictly observed but, consonant with that policy, the occupation and the use of land by Australians would be facilitated. This was in the interests of the native as well as the Euro-

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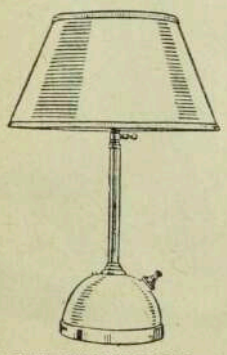

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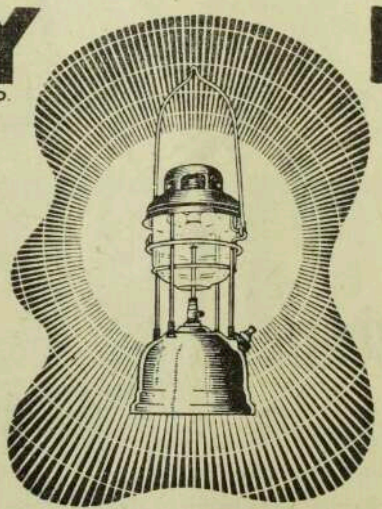

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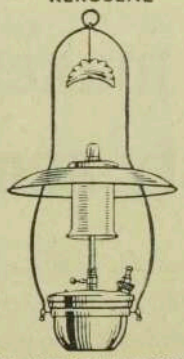

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pean, and was an essential part of the process of the advancement of the native people, the widening of their standards of living.

Insofar as development added to their opportunities and the raising of the income of the Territory, it would also help to sustain the very great social expenditures that would be necessary on behalf of the natives in the coming years.

On his tour the Minister (who was accompanied by Mr. D. M. Cleland, Assistant Administrator) personally inspected various areas in the Markham Valley, the Ramu Valley and the Sepik. He stated that, in general, policy would be to try to open up those unused lands, already known to be suitable for commercial crops, to which access by road or sea could be given within a reasonable time. Besides the areas mentioned he had, on previous visits, seen other areas which could meet this requirement.

EDITORIAL NOTE

The Real Problem in N. Guinea

THE Minister's statement and assurances are something that the Territorians have been waiting for for years. Of all the developments possible in New Guinea agriculture, none would have greater significance economically, politically and culturally, than the production there of tens of thousands of tons of rice.

But when the Minister discusses the Territories' most vital problem—how best to encourage rapid settlement there by Europeans—he becomes vague, and lost in the mists of his own pious wishes. He seems to be more concerned with political assurances about protecting the land interests of the natives than with the practical question of how private enterprise is to be encouraged to develop New Guinea's resources quickly, if plenty of suitable, cheap land is not made available. His references to "waste" and "unwanted" lands are not enough.

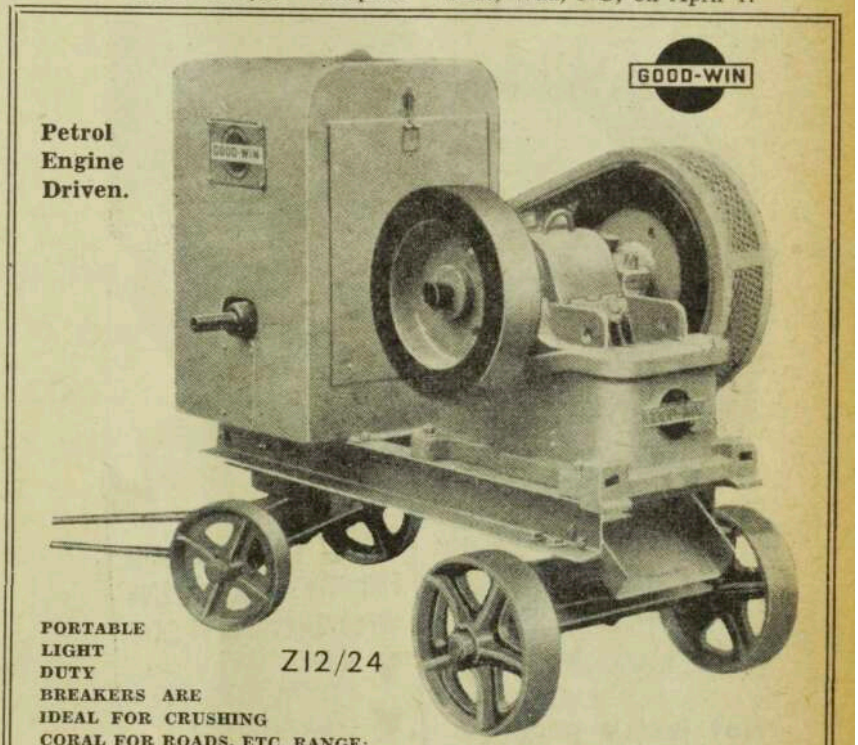
Within the huge islands of New Guinea, New Britain, New Ireland and Bougainville there are almost incalculable areas of cultivable land, and no more than 1,300,000 natives in the whole Territory. In the Netherlands Indies there was a much smaller area, and still there was plenty of land for half a million Dutch and some 70 millions of Indonesians.

In the opinion of most practical observers, Administrator Murray, and now Minister Hasluck, have been displaying an almost ridiculous sensitivity on the subject of native land rights. They need a clear vision for the big—and, for Australia, the strategically important—task of developing New Guinea; and it would be a national tragedy if they allow their vision to be distorted by the howlings and posturings of the political freaks on the Trusteeship Council of the United Nations. New Guinea cannot become Australia's defensive bulwark against Asia if it has only an economy based on a primitive native peasantry.

Australia has a job to do in New Guinea. Availability of land and labour is vital to that job. Adequate land and labour can be provided without prejudicing the interests of the natives. But if Australia, in formulating her New Guinea policies, takes too much notice of the calculated criticisms of Moscow and Costa Rica and Iraq, then she will surely make a colossal mess of her tropical administration.

Seven years have passed since the Axis surrendered. Soldier settlement in New Guinea, on an organised plan, is still only a pipe dream. *Verbum sapienti sat est!*

A son was born to **Mr. and Mrs. Noel Howlett,** of New Guinea Goldfields, Wau, NG, on April 1.



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Peril in the Night

THE mysterious loss of the Tahiti schooner *Tereora*, recalled in PIM March issue, arouses timely comment on the well established Islands-schooner custom of "saving the kerosene."

Back in 1938, the writer was Radio Officer in a smart new British cargo vessel, sliding along at 12 knots on the run from Panama to Auckland. The custom was, on nearing the end of the last radio-watch of the day, to whistle up to the Third Officer to switch on the coffee pot, then go up to join him at supper on the wing of the bridge.

Late that afternoon we had passed close to Rapa Is. The night was overcast and particularly dark, with a moderate breeze. No dangers to navigation now were expected nearer than the New Zealand coast. We had a good look-out posted in the crow's-nest on the foremast—and we were leaning over the bridge watching the white of the bow-wave.

Suddenly the look-out rang the bell for danger right ahead. At about the same moment, before any possible action could be taken—and before it was even realised what was happening—there was a terrific thundering of flapping canvas as we took the wind out of the sails of a small sailing vessel, whose boom scraped the length of our ship as we swept by.

The incident was all over in less than a minute—and just how narrowly that schooner escaped destruction, out there on the open ocean far from land, the owners will never know. There wasn't a flicker of light aboard.

Several years later, inquiries were made of seafaring men in Papeete, to see if anyone could recall the incident—as the schooner was no doubt out of that port and bound possibly to Rapa from Tubuai or one of the Australs—but no one had heard of it.

The practice of extinguishing the side-lights and mast-head light (where used) to save kerosene or battery power, is just about universal in the Islands—the idea being that the look-out on the schooner will **always** see the lights of a large ship long before it approaches them, giving ample time to light up—so why waste kerosene!

The only weakness in the theory is that there never is a look-out on a schooner—only a look-out-man, and he's always asleep.—JPS.

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AIR-FARES GO UP

THERE has been an overall increase in trans-Pacific airfares in recent months, and, in the cases of Australia-New Guinea and trans-Tasman, the increases have been substantial.

The air companies blame higher operating costs and high cost of aviation fuel.

Effective from April 15, fares from Sydney to Papua-New Guinea have increased as follows: Sydney-Moresby, £46/11/- (formerly £39/5/-); Sydney-Lae, £55/7/- (£48/15/-); Sydney - Rabaul, £64/19/- (£58/10/-).

From May 15, airfares between Sydney and Auckland or Wellington and between Melbourne and Christchurch on the services run by Tasman Empire Airways, Ltd., will be increased by 20 per cent. They will now be £47/6/- single, £84/2/- return. (Old fares £39/8/- and £70/9/-).

In recent months, due apparently to slight adjustments in international exchange, airfares between Sydney and Nadi, Fiji, and Sydney and Suva have been increased by a few pounds—about equal to 5 per cent.

However, there has been a substantial increase in the fares charged by Canadian Pacific Airlines, Ltd. The CPAL fare, Sydney-Nadi, is £72, as against about £60 by other operators. CPAL say that the increase has been forced upon them since they began operating via New Zealand, instead of Sydney-Nadi direct, and that they were willing to carry Nadi passengers at the old fare but the other operators objected on the grounds that as CPAL had increased the distance flown by over 10 per cent., they must charge more.

This increase will virtually wipe CPAL out of the Sydney-Fiji trade as there is no advantage for the Australia-Fiji passenger to fly via Auckland. CPAL planes stay only one hour to refuel in Auckland, and that in the middle of the night, and owing to the agreement whereby TEAL

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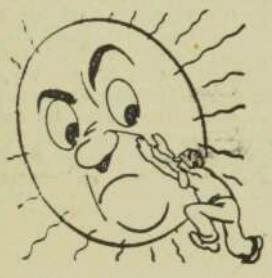

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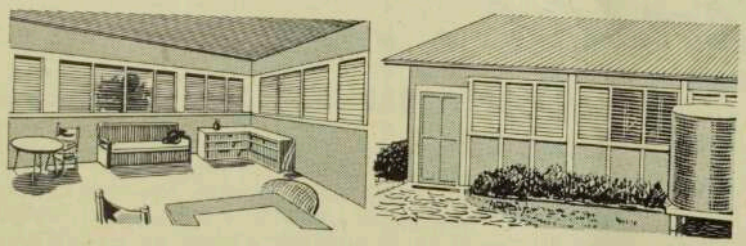

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Later this year, of course, CPAL will be using Comet jets, and even with the deviation to Auckland, will be able to clip several hours off the present Sydney-Nadi time of about eight hours. For people in a hurry this may outweigh the extra £12 in fares. (Fares quoted in Aust. £).

Mr. N. B. Blood, of Nondugl, Central Highlands, New Guinea, has been awarded a rare decoration—the Silver Linnean Medal—by the Swedish Academy of Scientists, for valuable assistance given a Swedish expedition. Mr. Blood recently assisted Count Nils Gyldenstolpe, a noted Swedish ornithologist, who went to the Central Highlands on a collecting expedition.

Uechtritz-Harris Wedding

MISS Mary Louise Harris (Marylou) wore a white lace and tulle gown and three tiered tulle veil held by a pearl coronet for her marriage to Mr. Alfred Max Parkinson Uechtritz at St. Francis Xavier Church, Rabaul, NG, on April 26.

She is the only daughter of Mr. C. G. Harris of Nairuru, Kenya, and Mrs. U. Harris of Rabaul. The bridegroom is the son of the late Mr. and Mrs. P. K. Uechtritz, formerly of Sum Sum Plantation, Rabaul.

The misses Wyn Ann Legge and Pat Ives were bridesmaids and Sharon Whaley and Allannah Parker were flower girls, and the two pages were Christopher Diercke and Anthony Parker.

In the absence of her father, the bride was given away by Mr. Arthur Savage; the best man was Mr. R. Sutherland and the groomsman was Mr. J. Carroll.

One hundred guests were entertained later at a reception at the St. Francis Xavier Hall.

Both bride and groom come of pioneer stock. The first plantation in the Bismarck Archipelago was made by Richard Parkinson at Ralum in the Gazelle Peninsula in 1882, whilst in the 1920's, the then newly-wed Harris couple began carving Biua Plantation out of the jungle that was Djaul Island. There are still Parkinsons on the Peninsula (the newly-weds will live at Sum Sum) and, after much negotiating, Biua is once more Harris property.

Mr. Jack Thurston of Drina Plantation, when toasting the couple, spoke feelingly of the help and hospitality afforded him in his early, battling days by the Harris family and Peter Uechtritz.

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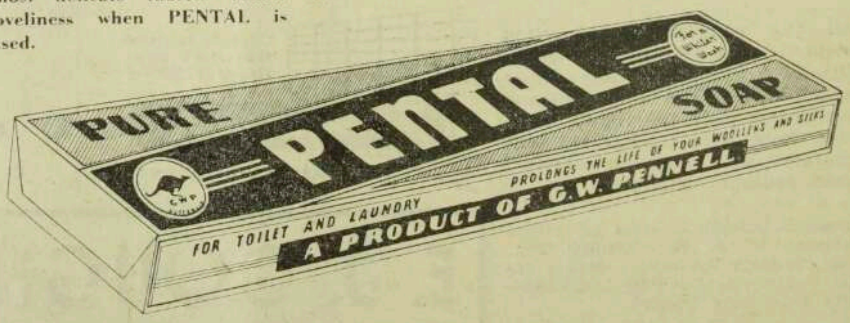

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KAVA IS BAD FOR YOU— OR GOOD FOR YOU

Fiji Society Proves Only That Opinions Differ

SUVA, April 29.

TAKING up a debate that has been going on in erudite circles for 150 years, the Fiji Society has been looking into the medical aspects of yaqona (kava in Polynesia).

Kava-drinking and its effects have been part of the stock-in-trade of travel writers and tourist-folders for several generations, and a great deal of drivel has been written on the subject.

Dr. A. S. Frater, president of the Fiji Society, has been experimenting and has come to the conclusion that the diuretic effect of yacona has been over-estimated but that there is room for more study of its effects as a local anaesthetic and soporific. What is more, he is inclined to support the much-derided claim that yaqona in large doses "goes to the legs". (Ratu George Cakobau long ago came up with the theory that the cause of any European instability after a yaqona ceremony was the unwonted ordeal of sitting cross-legged on the floor for long periods).

Dr. Frater opens up a new vista of argument by a statement that he has found that the entire nervous system is affected and that the sensory responses are impaired.

When addressing the Fiji Society, Dr. Frater produced photographs and a Suva pathological laboratory report to show that there is a strong resemblance between "Kani"—the scaly skin sometimes noticeable on inveterate and long-established yaqona drinkers—and ichthyosis. He pointed out, however, that ichthyosis is an incurable skin disease, whereas a kani patient can be completely cured in four months by strict regulation of the amount of yaqona drunk, plus a full diet.

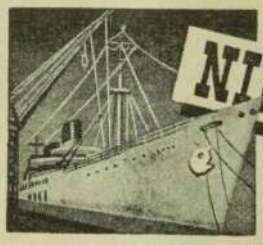
Dr. Frater said that he could not state the actual cause of kani, but it could be a vitamin deficiency due to a lack of absorption which in turn was due to the effects of a prolonged excess of yaqona.

In a subsequent discussion by members of the society, Mr. A. H. Lester claimed that there was a distinct difference between a yaqona brew made from a dry root and that made from a green root. He held that the dry root was non-soporific and constipating, while the fresh root was soporific and laxative. Another speaker disagreed and said that the only difference was that dry-root yaqona was more concentrated.

The alleged antiseptic qualities of yaqona, the danger of spreading TB by the use of a common *bilo* (coconut drinking-cup) and the strong Fijian belief that yaqona-drinkers escaped comparatively lightly in the 1918 influenza epidemic, were among the points mentioned in the discussion, during which Mr. Lester was heard asking whether the human stomach received a yaqona-coating similar to that acquired by a long-used *tanoa* (wooden yaqona bowl).

Nobody mentioned the tourist idea of kava, which is probably based on the inspiration of an American play of 50 years ago. This play, (*Bird of Paradise*), featured kava as a sort of concentrated wood-alcohol.

The qualities of yaqona vary in different parts of Fiji. The brew concocted in some of the western districts of Viti Levu often has a slightly fuddling effect on European heads—a point on which most Fijians concur.



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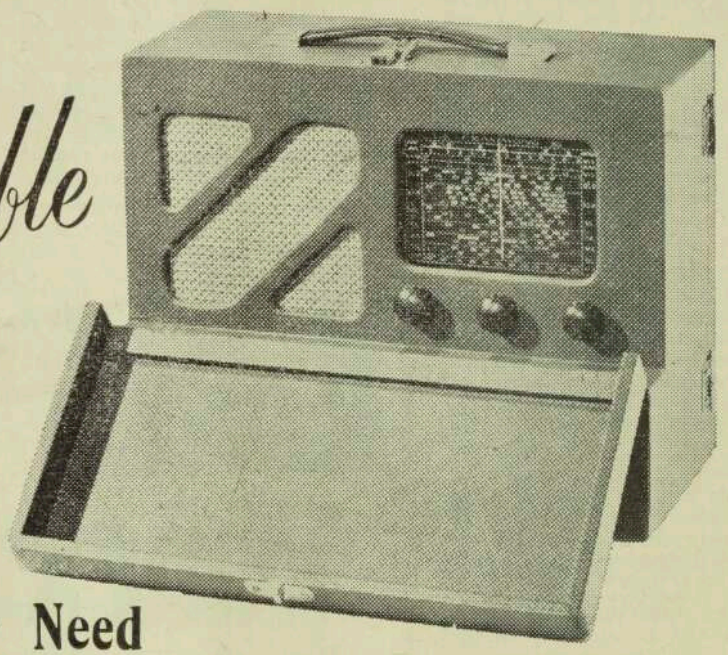

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RUBBER OUTLOOK: GLOOMY

In a survey of the rubber outlook in the March issue of *New Commonwealth* (which incorporates *Crown Colonist*), the future of the natural industry for British Commonwealth producers is held to be "unrelievedly depressing."

This opinion is apparently based on the inevitable outcome of the inevitable war between the natural and the synthetic products, a circumstance that has until now been staved off by one factor or another.

After 14 months of "price-freeze," the United States has come back into the natural rubber market but this is not expected to help the position much, as the trade believes that US strategic stockpile buying will cease about the middle of this year.

The British Government still maintains control of the consumption of natural rubber—rather oddly in the circumstances, comments *New Commonwealth*—but even if demand were permitted to take full charge of the situation, the natural industry would not be much better off because it cannot compete with synthetic in any price war. Synthetic is kept at 13 US cents per lb. below world price for natural rubber.

The American synthetic industry has none of the problems of British Commonwealth producers in Malaya where banditry has forced the price of production up. And a new and important rival in the natural field is Indonesia where currency revaluation and increased production has aided that country's rubber industry.

American production of synthetic rubber is expected to be 900,000 tons in 1952, about a third greater than in 1951, but although consumption of rubber is increasing in the US, the consumption of natural rubber is not expected to expand. This, says *New Commonwealth*, must cast gloom over Malaya and the Sterling area generally.

Although rubber plays only a small part on the overall economy of the Pacific Islands, it is important in Papua where it is the most valuable export. All of Papua's rubber goes to Australia but past history has shown that in slump periods it has never been able to compete in price with Malayan rubber unless bolstered by Government levies or taxes. If the future for Malayan rubber is gloomy, then the future for Papuan rubber is in a similar sad state.

How rubber prices have slumped from the peak prices of about 16 months ago, is shown in London quotations in November 1950 of about A83d per lb, and in the quotations of April 1952, when prices were down to A40⅝d per lb.

(In Brisbane, in May, Colonel Murray, P-NG Administrator, advocated an Australian guaranteed price for Papuan rubber. He said

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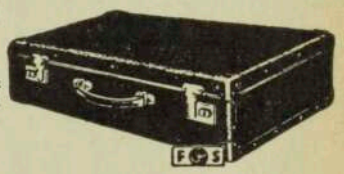

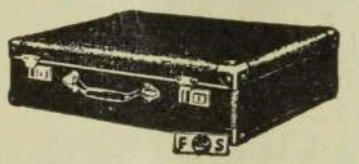

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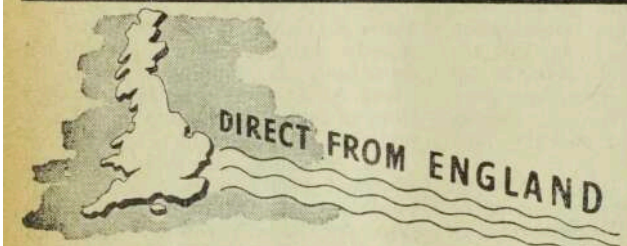
that if this were done. Papuan production would speed ahead. Unfortunately, the Australian economy can no longer afford the luxury of artificially maintained prices. Australians are told every day by someone that P-NG could supply all tropical needs, but John Citizen, who is still taking a hiding from inflated prices, is not going to be interested, if he has to pay more for the privilege of buying NG-grown. P-NG probably could in time supply all Australia's tropical requirements, but a qualification should be added to all these statements:—**if** the Territory can produce them at world prices).

Juventin-Grolez Wedding

Mademoiselle Doris Juventin, daughter of an old Tahiti family, was married to Monsieur Jean Grolez, of Lille, in the Catholic Cathedral, Papeete, on November 27, 1951. This photograph shows the bridal party leaving the church.



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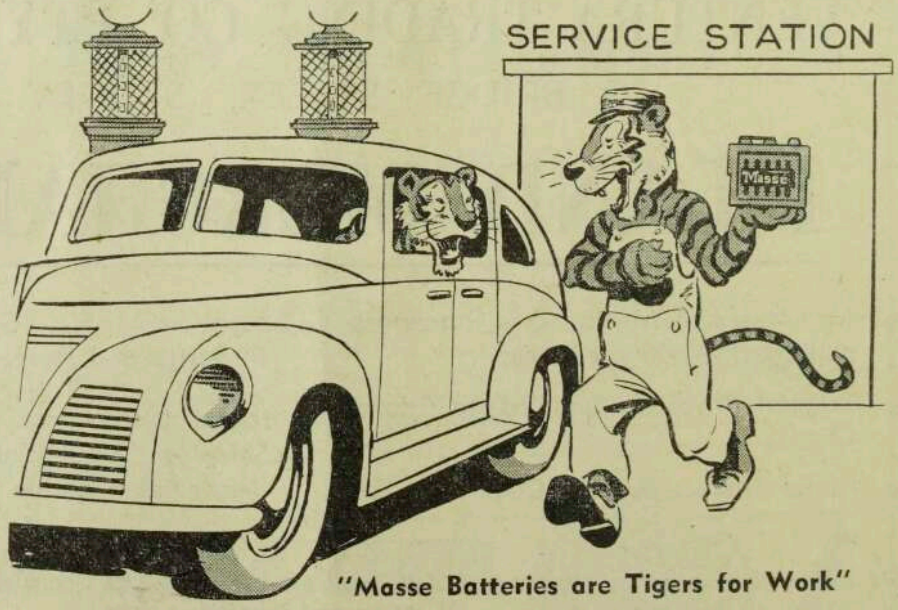

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Fiji Trade Unions Form Federation And Re-elect Non-Unionist President

SUVA, April 30.

FORTIFIED by a message of benignity from the Fiji Commissioner of Labour (Mr. C. S. Reay), the Fiji Industrial Workers' Congress has just completed its first annual meeting.

Some people see in this federation of Fijian, Indian and other trade unions a national calamity, that may lead to storms and stresses parallel with the upheavals that occur in Australia, New Zealand, Great Britain and the United States. But there has been nothing as yet, in the sober, moderate and dignified conduct of the congress to cause alarm.

Mr. Reay's message summed up the congress as "a logical development of the trade union movement in the Colony," which had his support. He added that the federation will be the proper channel for discussing with the Government (and with any federation of employers which may emerge) labour issues of general application.

The Commissioner strongly commended the work of the first president, Mr. Ami Chandra, MA, Dip. Ed. (NZ), a non-unionist "whose work for the trade union movement has been selfless and whose motives and methods are in striking contrast to those of certain demagogues whose names have figured prominently in the trade union field overseas."

An indication of the growing prestige of the federation was given by the secretary of the large and capably-organised Fijian Stevedores' Union (I. N. Daveta), who said that it was likely that at its next general meeting his union would decide to join the federation.

Among the strong unions which have already linked up are the Fijian Mine Workers, the Public Works Department Employees, the Chini Mazdur Sangh (Sugar Labour Union), the Fiji Airport Employees, the Fiji Timber Workers and the Commercial Employees.

Mr. Ami Chandra was re-elected president and two Fijian officials, Basilio Mata and Tomasi Vunisina, were elected vice-president and secretary-treasurer respectively.

Apart from those inclined to panic prematurely, moderates of all races are likely to regard the development of the federation with varying degrees of sympathy. The Congress has taken up such questions as the basic wage (if such a thing exists in Fiji), pay according to the value of work performed, the training of workers for higher positions, and the housing of workers.

The only people likely to be agitated by this opening of questions which for some ten years have been causing a good deal of underground ferment, are the minority groups, European and Asiatic, which favour cheap labour, and hang the consequences.

At present all the indications are that Fiji's trade union set-up will stay firmly on the rails so long as it is met with reasonableness and tolerance.

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MAGAZINE SECTION

THE CANOE BUILDERS

THE shark-fishing season is about to commence along the north-east coast of New Ireland. Every young buck in the district professes to look forward with much eagerness to this exhilarating pastime.

But the canoes all belong to the old men, who are not as keen as they used to be; anyhow, their canoes are nearly all old and cracking up.

Savak, of the village of Fisoa, a man of middle age and large family who has had a canoe-making log in his *banis* (enclosure) for many moons, decided to take the bull by the horns and get the job completed. The matter was decided for him, really, by the fact that his protege, a Tabar Island man named Lupui, and a great hunter, had that morning brought in two bush pigs that he had speared.

This relieved Savak of the rather irksome job of netting fish on the reef for the big *kaikai* that must be provided when a number of men gather together to work on another's canoe. The pigs brought in, and the workers invited to assist, Savak's women were despatched hurriedly to the taro patches, and very soon they were all squatting down over the *mumu* stones (native stone oven) preparing the taro-cake for the show.

It was at this stage that I, the inquisitive European who had settled amongst them and been with them in all their native pursuits for the past 6 months, arrived on the scene. Counting those present, I found them to number 14, of whom three were actually working, old Melake and Baia chipping at the log—laboriously hollowing it out—Mairum nearby. I pointed out to Savak that it was surely a bit expensive having 14 men present with only three working.

"All 'e helpim me", he assured me.

"And you yourself?" I questioned.

In utter bewilderment Savak looked at me. "But I don't have to work", he said finally. "I provide the *kaikai*"—his idea of providing the *kaikai* apparently being that another chap should hunt the pigs (the dog certainly belonged to Savak, so he had some claim to them), his women-folk cook them and the taro, a third man butcher and prepare the pigs. And (he hoped) I should provide the tobacco.

All parts of the schedule went according to plan, except the last.

It was not my canoe, after all.

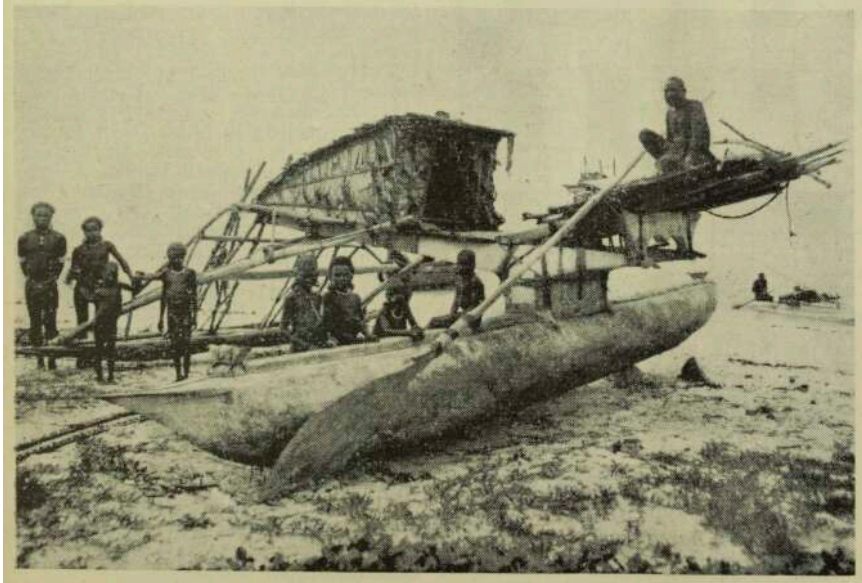
The scene of this working-bee, as the afternoon progressed, became interesting—more to the psychologist than the anthropologist.

Bokaf lies asleep on the sand, his belly full of pig after the first issue; Savak moons around, still explaining that his job is to entertain the workers; Balasam sits sucking his empty pipe, saying quite honestly and deliberately that he is there as a Saturday afternoon onlooker and critic. Mairum—the butcher—is busy disembowelling the second pig, tearing the innards out in a pool of blood; the dog stands expectantly by, tongue hanging out, eyes appealing, tail wagging its pride of achievement.

A group of young men arrive and dump young green drinking coconuts called *Kulaus*. Miraculously, Bokaf awakens. Balasam finds his pipe no longer interesting; he picks up a native axe and pretends to chip at a part of the canoe. A slut dog comes near a dirty Kanaka mongrel, and handfuls of sand thrown at it drive it away.

Takmangaf, Savak's flabby-breasted, perspiring daughter, blouse discarded, bearing away the pig in its carved parts, comes over and pulls Savak's pipe out of his mouth, going off sucking it herself.

Savak's wife Avali, also sweat-covered from the heat of the *mumu* oven, comes across and dumps their naked 1--year-old grandchild in his lap. Savak shouts out plaintively for



Sea-going Canoes

OUR editor, who sometimes stores things away in a sort of literary deep-freeze, recently came upon this Island vignette in a filing-cabinet where it has lain for almost 20 years. It is dated October, 1932.

Apart from the fact that the large ocean-going canoes which were then falling into disuse are probably used even less today, it could have been published now, 20 years later, without any comment. However, it is interesting to note that the author is still in Papua-New Guinea, much better known to-day than he was then. He is Mr. W. C. Groves, Director of Education in the Territory. In October, 1932, he wrote from Fisoa Village, New Ireland, where he had gone six months previously on a fellowship to do anthropological field work and, as he says in his story, he had not until then seen anything of native village life.

The photograph, too, is an old one. We published it in our issue of August, 1932.

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Bavas, his son-in-law, who fails to respond.

By now, everyone is drinking *kulaus*: all work has ceased. After a short swig at a *kulau* myself, I move off. As I go, I hear the ill-used Savak saying complainingly: "How can a Kanaka be expected to build a canoe, and catch sharks for *kaikai*, when he has to do his women's work as well as his own?"

Though I haven't seen a great deal of native life before, I have no difficulty in seeing a certain, similarity between this Kanaka scene and the domestic life of the Europeans of suburbia.

Dr. Carl Cilento, was married to **Miss Diana Maitland,** at St. Augustine's Church of England, Hamilton, Brisbane, on April 16. Dr. Cilento is the second son of **Sir Raphael** and **Lady Cilento** who are still affectionately remembered by the older generation of New Guinea residents. Sir Raphael was at one time Director of Public Health in New Guinea.

RABAUL, 68 YEARS AGO

By F. T. Goedicke Van Asten

When I arrived in New Britain in 1884, by S.M.S. Albatross, (Commander Count von Baudisin) as an assistant to Mr. von Ortzen the Imperial German Commissioner for the Bismarck Archipelago, there were only 18 Europeans and 7 Samoan half-castes in the whole of New Britain and New Ireland.

In Mioko, in the Duke of York group, there was the German firm DHPG, with a manager, a clerk, a captain and an elderly man who was carpenter, boatbuilder and yardsman.

In the Duke of York islands there was Rev. Dr. George Brown.

On the Gazelle Peninsula, starting from the coast of the St. George Channel, were three stations —Mouten, a Belgian; Dupre, a Frenchman and Behrens, a German. All three had been members of the ill-fated "Marquis de Ray" expedition.

A few miles further on was Ralum, a trading station run by Mrs. Farrell, formerly Mrs. Forsayth, nee Emma Coe; she was called "Queen Emma" many years later, when she married Captain Kolbe.

When Farrell left New Britain to live in Sydney, Emma sent for her three sisters, Emy, Lily and Essy and her two brothers, Jerry and William. She also sent for Mr. Richard Parkinson (who was married to her sister Phoebe) to be her manager. It was Parkinson (the writer of "Thirty Years in the South Seas") who laid the foundation of Emma's wealth. He bought hundreds of acres of land from the natives for a mere song and planted coconuts, cotton, broom corn.

There was no trading station, nor any elaborate bungalow at Ralum at that time; but Emma and her family held open house for every visitor. They were entertained by Emma's sisters, fa'a Samoa — dances, songs and the making of Kava.

Close to Ralum was Tobeliro, and a mile further on was Raluana where Rev. Rickards and his wife resided. Further on was Kinigunan, station kept by Mr. Robson; and in Matupi was the firm of Herscheim and Co.—with a manager, a clerk, a captain and a yardsman.

Beyond the Mother and Daughter volcanoes was Fatavul, where Bruno Rau kept a station. A few miles further was Kabakuda, and Charley Cook, one time proprietor of the International Hotel in Apia, Samoa. Close by was the Catholic Mission, presided over by Father Gramalge.

In Kabaira, the German Firm's best station was closed, as just prior to my arrival, Rob. Foelme had been killed by the natives of Kabaira.

There were no Europeans in New Ireland in 1884-1885. There had been a Tongan halfcaste, Jerry Nolans, trading in Nusa, New Hanover for a Captain Levinson. Nolans killed Captain Levinson. A German warship took Nolans to Nukualofa and handed him over to the Tonga Government, which exiled him to Nomuka-Eiki, a small island in Haapai.

The British Consul in Tonga made inquiries and found that the killing of Captain Levinson had been an accident, in self defence, and that the blame rested with Captain Levinson. The Tonga Government then released Nolans, who went to Nukualofa and became a first-class carpenter. It was Nolans who built the first hotel in the Tongan Islands, on the recommendation of Mr. Charley Baker, Premier of Tonga. It was a large two-storey house, and was a white elephant from the day it was built

(*Continued on next page*)

Crossquiz—No. 29

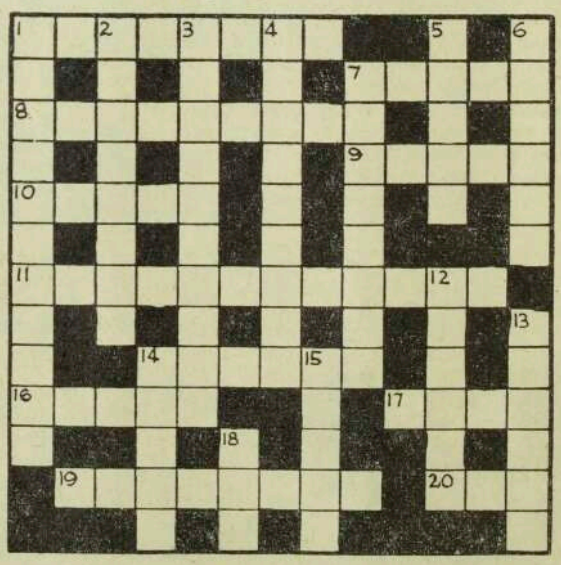
(Solution on Page 78)

ACROSS

1.—Which is the most southern county of England?
7.—What musical instrument is used for military signals?
8.—Of which country is Managua the capital city?
9.—What is the name of the duration or terms of tenure?
10.—Which is the most famous cricket ground of England?
11.—What word would describe an act contrary to nature, reason or common sense?
14.—What energy is released in the fission of an element?
16.—What is a period of time remarkable for important events?
17.—Who is the gloomy dean?
19.—Which great English poet wrote "The Ring and the Book"?
20.—From a religious point of view what is a wilful violation of law?

DOWN

1.—What is the standard unit of luminosity?
2.—Which old musical instrument can fulfil the office of a magistrate?
3.—Who was the chief of the "Lake Poets"?
4.—What system of calculation was invented by Napier?
5.—What was the name for the ancient Irish writing?
6.—What is the name of a musical composition set to a poetical story?
7.—To what island group does Majorca belong?
12.—Which planet was discovered by Sir William Herschel?
13.—Who wrote "The Sentimental Journey"?
14.—What was the name of a stuffed leather jacket worn under a coat of mail?
15.—In what sarcastic form of speech or writing is the real meaning contradictory to the expression?
18.—What international organisation replaced the League of Nations?



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Tropicalities

"COMMUNIST" GODWITS

AMUSEMENT was caused in Australia in March by a Queensland politician who protested against protection of "Communist Godwits" which, he declared, fly down from Siberia each northern winter, fatten themselves on Australian crops, then return from whence they came, leaving Australian farmers the poorer for their visit.

This outcry raised a smile from Dr. R. A. Falla, noted ornithologist of the Dominion Museum, Wellington, NZ, who hastened to point out that, far from the vast majority of Godwits which visit Australia and NZ being Reds, they actually are Yanks from Alaska. These Pacific Godwits migrate south via several routes as widely separated as the Cook Islands and Indonesia. But the Yanks far outnumber the Communists in the great annual migration.

GRAPES IN; TRAINS OUT

JOHN MASIVE of Bena Bena, NG Central Highlands, and Karese Manovaki of the Solomon Islands, raised about £6,000 for the SDA Mission during their recent three months in Australia. They toured with Pastor Eric Boehm, making appeals for funds, addressing meetings in Pidgin English (translated by Pastor Boehm) and acting play versions of native life.

Before they left for home they visited the Sydney Royal Show and spent three weeks in Brisbane.

In Masive's opinion the best things Australia has to offer are ice-cream and grapes. Could be.

Manovaki said that he did not like Sydney's trains—" . . . All the time stand up; no can sit down!" How true.

HONOLULU WASH-DAY

USUALLY, when the editors receive an old-time story from Oscar Nordman, in Tahiti, they read it carefully—so that they can produce it as their own at private parties—and then they tuck it coyly away in the wpb. But we'll pass this one for publication.

Many years ago, when the Oceanic liners were running through Hawaii, one of the first to come aboard at Honolulu was Poco, a comely lass from Rarotonga, and a skilled laundress. She was well paid to do the captain's washing.

On one ocasion, the captain was a man who knew no Polynesian, and he asked Oscar Nordman, then one of the Purser's staff, to come along and interpret Poco for him.

Business finished, the skipper showed a personal interest in Poco, and asked questions about her.

Captain (to Poco): Are you missionary? Do you go to Church?

Poco: From my waist up I am missionary. From my waist down I am no missionary.

Poco was half-way down the gangway before Oscar, with characteristic tact and discretion, had completed the translation.

DENSE DOGS AND SWARMING BUTTERFLIES

FOND parents and relatives who send the letters of their travelling offspring to the local paper probably should be publicly suppressed. But the results—when interpreted by the provincial press of Australia—bring a little golden sunshine to this dark world.

Recently a young man (a fellow-feeling leads us to suppress his name), who went to the Wau district, NG, wrote to his people in the Bowral district of NSW and the local newspaper made this out of it:—

> "He declares in his letter that there is a marked similarity between his present abode and this district, even to the point of the dense and numerous dogs to be encountered there.
>
> "Mr. X, who was always interested in our native fauna and flora, states that the beauty and colour of the island flowers are amazing. The butterflies are enormous and their colouring magnificent, and when they swarm resemble a giant rainbow in colour."

Well, they say first impressions are always sharpest. We would like to bet that when he has been there two years the dense dogs and/or fogs will be remembered only for their nuisance value and the flowers and butterflies will have shrunk to quite normal size.

FIJI LEGEND

WHEN in Fiji some years ago, I visited Taveuni and the many places of interest there. On a plateau there was a small lake with clear water and near the edge of the lake a beautiful orchid was growing. An inscription near the plant said "Tangi Moce" (Crying Sleep).

I asked the Fijian girl who was with me why such a rare flower should have the name of Tangi Moce and she told me that years before whitemen went to Fiji a powerful Chief lived on the island, and had a lovely daughter, Tarana, who was loved by all. When her father told her she was to marry an old chief of another island, she refused, saying that he had already many wives and that she did not like him.

Tarana's heart had already been given to Saki, a commoner of the hills, and often when the moon was bright, she and four maids would creep away to meet him. This was madness on Tarana's part, for one of the maids was jealous and informed her father. He, in a great rage, sent men to spear Saki and they let his body fall into the lake.

So, when Tarana and her maids went to the meeting place Saki was not there. Fear filled Tarana's heart and she ordered the maids to return and tell her father that she was going into the hills to find Saki. When they had gone she looked into the lake and there saw Saki's body. She dived in and brought him to the edge and pulling some of the flowers she decked her hair. She put loving arms around Saki, rolled into the

(*Continued on page* 72)

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until it was torn down.

If I was 68 years younger I should like to take a trip to New Britain, and see all the changes made in those 68 years.

At that time there was no cash in circulation among the natives only Diwara, a shell-money. The natives of New Britain were still cannibals and had no use for kerosene, matches, salmon, corn beef, biscuits, sugar or drapery. The principal articles they required were twist tobacco, clay pipes, small mirrors, jews-harps, knives and axes.

Emma Farrell's brothers and sisters were all the children of Jonas M. Coe, American Consul in Apia, but by different mothers. Parkinson told me that Coe had been a great "Faith Healer" and believer in Brigham Young, the Mormon. I lived at that time at Tobeliro, next to Parkinson and Emma Farrell, and I was almost a daily visitor, playing cards for twist tobacco with the Coe family.

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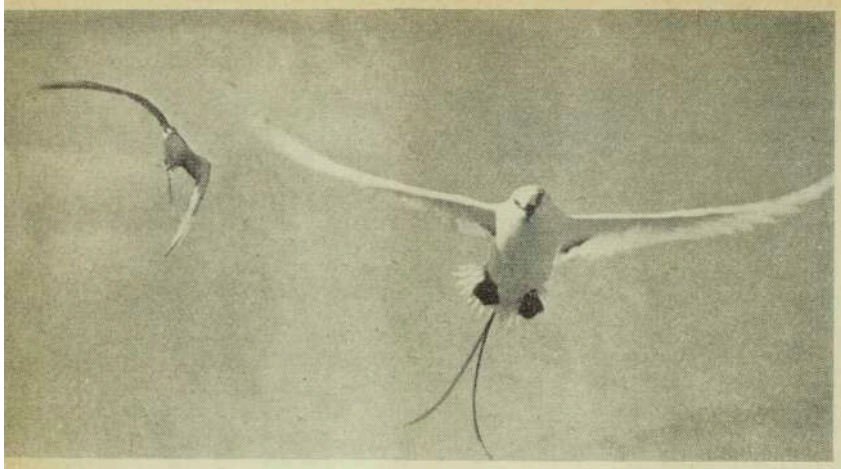

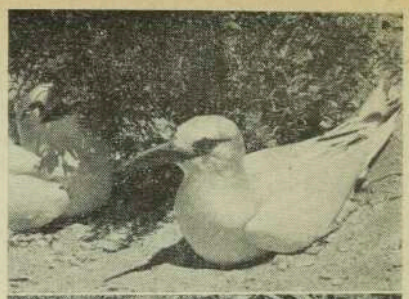

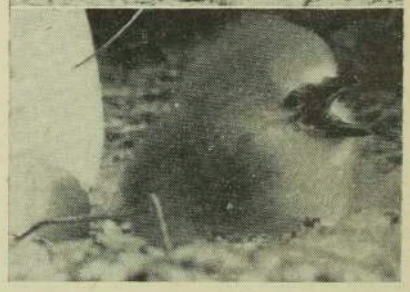

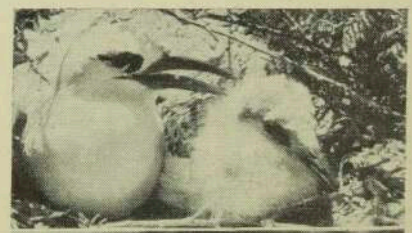

V. N. Serventy tells us something of the:

BOSUN BIRD

THE old-time sailors gave the Bosun Bird its name because it was said to have a marlin-spike in its tail.

The marlin-spike referred to the two tail streamers, shown clearly in the photograph above as the birds come in to land. They are two 18-inch long feathers, projecting from the centre of the tail.

Three kinds of Bosun Bird are known and of these, two occur off the Australian coast. The White-Tailed species breeds on cliffs on many of the islands of the South-West Pacific. The Red-Tailed prefers flat ground but is found in the same area.

The photographs are of the Red-Tailed kind.

The bird is easily recognised by its snowy white plumage, the dagger-like beak and the long tail streamers. The feathers of the back are lightly powdered with a rosy flush which makes the creature one of the most attractive of the sea birds. In size, it is about the same as a domestic fowl.

Around mating time, islands act as a magnet for these birds who suddenly appear out of the blue and quickly cover the whole available nesting area. Nest, however, is a bit of a misnomer as no building is undertaken as in the case with land birds.

First comes a vigorous courting, the males fighting for their mates, and then the happy couples settle down for a brief honeymoon, as shown in our top right picture.

Second—the result. The egg laid upon the bare ground. Once it appears the toil becomes unremitting and many weeks elapse before family duties are over.

Third—Just sitting. Both Mama and Papa Bosun take turns at sitting on the egg while the other partner goes to search for food. About five weeks elapse before the egg hatches. Bosun birds are very clumsy on the ground and before coming in to land search the ground very carefully for enemies. Once they are down, taking off again is a very laborious business.

Fourth—Happy day. The egg has hatched and a fluffy chick is the result. One parent guards the tiny youngster while the other is away catching fish.

Fifth—Mama (or is it Papa?) and Junior, who now has considerably less down and more feathers and a much bigger appetite. At this stage, mother and father are absent for long periods, only coming in to feed the youngster.

Sixth—Junior now is about three months old and is almost ready to take the air. He has lost his down and has acquired his teenage plumage of black-barred feathers. He still looks quite different from his parents and will not have his full suit of snowy-white, with a rose-pink dusting on the back feathers until the next season.

Once he is able to fly, he deserts the dangers of the island for the safety of the sea. He will return only when nesting days commence in the following season. He will then be fully adult.

So the cycle is complete.

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TAHITI'S FASHODA

A Memory of 1900
As Told By
Grandma Julia Nordman
To R. W. Robson

TO-DAY, the average Britisher can no more imagine his country at war with France than he can visualise an armed conflict with the United States. The things which unite Britain and France are so many; and there are so few matters about which we might conceivably go a-feudin'.

But is was not ever thus. For a thousand years, up until the Battle of Waterloo, 137 years ago, England and France were almost always fighting each other. A score of ancient saws and proverbs bear witness that an Englishman, when he thought of an enemy, thought of a Frenchman. Frenchmen, no doubt, thought of Englishmen in the same way. In fact, if you go out to a pleasant corner of Tahiti you will find evidence that, only fifty years ago, French sentiment towards England was not exactly friendly.

There is an amusing and interesting story here. It was told only the other day, at a gay party in Papeete.

Every year, on January 29, the Nordman family gather at dinner, to do honour to the birthday of Grandma Julia Nordman. And on each occasion, old Mrs. Nordman tells the family a story, based on some event in her long life in Oceania. Last January 29, she was 87 years old; and she told this story of why an area in the Fautaua Valley is called "Fashoda" by some of the older families.

About the turn of the century, France and Britain had been squabbling over African colonial Territories; and there was an argument over one particular boundary, in Central Africa, which seemed to get under the skin of both English and French. When Kitchener defeated the Khalifa at Omdurman, the French evacuated Fashoda, a large town on the White Nile, 450 miles south of Khartoum. In 1899, Colonel Marchant, a fiery Frenchman, reoccupied Fashoda, and British forces, under General Stanley, approached Fashoda, with a view to throwing him out. There was intense feeling in Britain and France, and war was averted by a miracle.

THIS expectation of war was reflected in the French territory of Oceania. There was no Panama Canal then; Tahiti therefore was France's most distant and isolated colony, and in danger of early seizure by the surrounding British.

But the Governor visualised no tame surrender. Big guns were mounted on Faiere Hills, overlooking Papeete Harbour. So that they might not be trapped in the coastal strip of Papeete, the Governor had a road constructed up the Fautaua Valley, and batteries were put in position there—and a suitable residence built for His Excellency.

All available men were drilled and trained. Preparations were made for a long resistanc. The whole population was on the *qui vive*.

THERE came into Papeete a well-known barquentine, the *Tropic Bird,* under Captain Jackson. Her English company knew nothing of impending war, and obviously could not care less; but the official French were suspicious and unfriendly.

But there was no lack of warmth in the welcome given certain officers of the *Tropic Bird* by Titi Peroni. Since that day, fifty years have passed, and there have been many Belles of Papeete; but the veterans insist still that there never has been one to compare with the bewitching Titi, who was Belle of Papeete in 1900.

Titi spent that evening aboard the *Tropic Bird*. Relations were cordial; proceedings were convivial; the hospitable bowl passed freely. Titi's hosts found that her favourite beverage was rum; and so she got a lot of rum.

Titi told them that Papeete was ready to repel the English warships. The Englishmen had been in out-of-the-way places, and were surprised to hear of international tension. But they played up to Mademoiselle. They assured her that when war came, they would personally invade Papeete and carry her off, as a special and cherished prisoner.

Titi reacted warmly to rum and affection. When, at a late hour, she left the ship, she pirouetted on the gangway, and staggered slightly on the wharf.

As she recovered, she faced the open sea. Then she stopped, as if shot, and stared wildly towards the Pass. Away out beyond the reef there was a double line of lights.

"Les Anglais! Les Anglais!" shrieked Titi, pointing wildly at the lights. Then she turned and ran swiftly into the town.

"La flotte Anglais!" she yelled, and in a few minutes she was surrounded by excited townspeople. Like wildfire, the news spread that an English squadron was approaching the entrance to the port.

THE Governor took personal charge. Gendarmes tried to calm the excited populace. The navigation lights, giving the guide to the Pass, were extinguised; the town's lights followed; persons were forbidden to smoke in the dark streets; the batteries were hurriedly manned. It was a night of acute anxiety; but there was no sign of English ships.

The Governor became suspicious. Whence had come the report of an approaching enemy? He got only a vague story of lights seen out at sea.

When dawn came, Papeete's fishermen returned to port. Yes, they said, they had been fishing off Papeete all night—a score or more of them. Each boat carried a light.

High officialdom cursed softly. The hurriedly organised defence personnel were sent home for some sleep. Orders under which part of the gubernatorial establishment had been headed for the Fautaua Valley were cancelled.

Two officials presently tracked the story back to Titi Peroni, and then sought audience with her at her residence. But the Belle of Papeete was in no mood for interrogation. She insisted that she was very ill, and bore shrill witness to the foulness of English liquor. Yes, she had seen lights—millions of lights. But her head—it was of a painfulness indescribable!

The officials shrugged, and left her. She should have been arrested; but, after all she was very charming, was their Titi—even under a hang-over induced by "Rhum Anglais."

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"And that is why that plateau in the Fautaua Valley, where the guns and the Governor's residence were mounted, is still called Fashoda," concluded Grandma Nordman.

The next toast was "To 137 years of Anglo-French peace"—but they drank it in the good wine of France, and not in "Rhum Anglais."

Mr. Kent-Hughes, Australian Minister for Works and Housing, visited Bulolo, travelling from Lae by road, on March 29. He was accompanied by Mr. D. Rooner, Director of Works and Housing, Port Moresby, and Mr. G. Griffiths of the same department from Lae. Wau residents were disappointed that the Minister did not visit Wau for any length of time, so that they could air their grievances.

PACIFIC CADET

Amusing Story From 'Corona' By Sir Arthur Grimble, KCMG

I WAS nominated to a cadetship in the Gilbert and Ellice Islands at the end of 1913. The cult of the great god Jingo was as yet far from dead. Dominion over palm and pine (or whatever else happened to be far-flung) was still, for a vast number of Englishmen, the heaven-conferred privilege of the bulldog breed.

Your uncles all said you'd never be a leader, my boy, if you weakened on that point. The Colonial Office said, more guardedly, that you could hardly pass your probation as a Cadet unless you showed qualities of leadership.

Did Downing Street mean the same thing as your uncles? Well at least my Resident Commissioner on Ocean Island did not. Not for Cadets, anyhow. He told me at our first interview that he didn't want any of that heaven-born stuff from me, please. It would suit him best if I were to confine myself severely to learning just a few things not yet revealed to Cambridge or the Colonial Office.

I was the first of the species Cadet to be injected into the Central Pacific, he continued: I should find a number of competent people more than eager to teach me what was truly what. By way of facilitating their business, he had decided to make me everybody's bottle-washer in turn.

I was a mild young man, and it was a great relief to me.

"Everybody" meant, first, the Resident Commissioner, an expert on the Secretary of State's business; second, the Chief Clerk, an expert on the Resident Commissioner's; third, the Head Accountant and Customs Officer, an expert on the Chief Clerk's; and last, the Officer-in-Charge of Police and Prisons, who did practically everything for all of us but didn't talk about it.

Between the four of them I was kept pretty busy at the various paper routines, but there were also outside jobs to learn. No Public Works Department existed in the Gilbert and Ellice Islands at that time. District Officers had to undertake quite a number of small building operations for themselves, and the idea was to get me a bit educated in such matters before I began to run away with Empire-building on a large scale.

It was a very good idea indeed, and I liked it, but it occasionally cost the taxpayers a lot of money. Take, for example, the case of the Residency cistern.

Water was a problem on Ocean Island, and they were trying to meet it when I arrived. One of the first odd jobs I had to learn was how to blast twenty foot pits in the rocky earth for laying down concrete storage tanks. The actual work wasn't difficult. You got someone to drill holes in the rock; you pushed sticks of gelignite, with detonators and fuses attached, into the holes; then you tamped them in, lit the fuses, and ran for your life.

I chose the Residency back-yard for my first independent blasting operation. A tank had been ordered for it. My only real mistakes were that I chose a Saturday afternoon, warned nobody, and used 300 per cent. too much gelignite. The immediate result was an explosion of volcanic force.

The surface of the back-yard rose bodily into the air, and boulders of gigantic size fell crashing through the Residency roof into the dining room. The Resident Commissioner and his lady were taking their siesta at the time. They addressed me at once, and both at once, from the verandah, in their underclothes. I could not help feeling that the things they said of me were extraordinarily true. It was time I learned about the Customs.

The Customs work on that reef-bound island could be exciting, because it took in, as a side-line, the landing of mails and small cargo for the Government. Our boat's crews were made up of hand-picked Ellice Islanders. There are no better oarsmen in the world, and nothing less than all their skill was needed in rough weather. The ships lay out in an unsheltered bay; the entrance to the boat-harbour was a narrow passage blasted through the reef, wide open to the ocean swells. In the westerly gales that blew up between September and March, the passage became a hell's cauldron of raging surf and snarling back-suck.

TWO days before Christmas, 1914, a trading steamer bound for the Gilbert Group came wallowing into the bay and signalled about 4 p.m. that she had on board a new porcelain bath and three cases of whisky for the Residency. Would we take delivery at once, please, as a westerly blow was starting and the captain wanted to make for Tarawa that night.

The boat-passage looked awful to me. I certainly should not have tackled it ordinarily, but, as a matter of fact, the whisky wasn't only for the Resident Commissioner: it was for everyone on the Government Station. The cheeriness of our Christmas festivities was at stake. I had in mind what my four masters would say to me if the stuff wasn't landed. So out we went.

We found the porcelain bath already waiting for us in the ship's slings. Have you ever tried to catch a bath in a boat from a ship that's rolling twenty degrees? There it goes at one moment, hurtling up and away from you, as the vessel wallows to windward; and there it comes now, roaring down at you with the whole ship's side, as she takes her leeward lurch. There's just an occasional moment or two between rolls when you can snatch it on board without scuppering yourself.

We waited half an hour for our chance in that brutal seaway; but we did get away with it when it came, thanks to the superb boat's crew. I was so braced with the thing that I actually enjoyed shooting the boat-passage on the way home.

"This is the life," I thought, as I opened a note that was waiting for me on the boat-jetty. The Resident Commissioner had watched us through his telescope. He had written to congratulate and thank all of us. "And please," his letter ended, "have the whisky brought straight up to the Residency, and join us in a drink."

It was the proudest moment of my life—except that the whisky wasn't there. In the excitement about the bath, I had left the ship without it.

There was only one thing to be done.

Dusk was falling as we got out to the ship again. I was greeted by a torrent of abuse for holding her up, but we got the three cases aboard somehow. Then, off we started on the homeward pull . . . and we pulled, and we pulled, and we pulled, and we gained not a yard shorewards. No boat's crew in creation could have made it against that current. We were in the wrong end of the tide-rip that was scouring the bay. We found ourselves being swept round a point into the open Pacific.

In the end, after dark, the ship had to take us all on board, and we slept the night there. It was only three o'clock the next afternoon that the weather abated, and the captain got rid of us. The ship was standing away round the point as we landed.

"Well," I thought, "we've done the trick anyhow. It's Christmas Eve, and here we are with the goods." Yes, that again could have

(Continued Next Page)

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H. R. WAHLEN tells How:

I REPOPULATED THE NINIGOS

North of the New Guinea mainland, and some hundreds of miles westward of the Admiralty group, lie the Northwestern Islands—small, widely-scattered islands, chief of which are the three atoll formations known as the Hermits, the Anchorites and Ninigo.

Until the turn of the century, the only contact which these islands had had with Europeans—whalers, casual traders, blackbirders—was represented by bloodshed, disease and depopulation. Then, exactly fifty years ago, they were adopted by a famous German planter and trader, Heinrich Rudolph Wahlen. For many years, he reigned there as uncrowned king. On Maron islet, in the Hermit atoll, he built a fine house, which he called "Wahlenburg." Old hands still talk of his colourful life, and his Eastern hospitality.

A few months ago, we discovered that Herr Wahlen was still alive, and a resident of Hamburg. He has survived two World Wars and, though advanced in years, he is well and a keen student of world affairs. Following an interesting correspondence, he has sent us this article, embodying some of his memories of the Northwestern Islands.

A COUNTRY'S greatest asset is its population. A heavy responsibility lies upon a Government which has to look after a population of uncivilised natives, living under poor conditions. As soon as such natives come into contact with the civilised world there is a decline in population, owing to sickness not known before and brought in by the Europeans.

When I took over the Western Islands of New Guinea, in 1902, most of the atolls were very thinly populated, with the exception of Maty (Wuvulu) and Durour (Aua) islands. The Hermit atoll, with its wonderful harbour, was in former years a headstation for whalers and, later on, the well-known trading firm of J. C. Godefroy & Sons opened a trading station there and recruited labourers for their plantations in Samoa.

Quite a lot of natives, who had been in Samoa, were suffering from elephantiasis and other infectious illnesses in the Hermits, as well as in the Anchorites; and when I arrived, only 64 natives were living in the Hermits, and 36 in the Anchorites—mostly in a very poor state of health. I asked for advice from the medical authorities and the opinion was that it would not be possible to raise the population again on these two atolls, so I left them alone.

IN the Anchorites only one child —a small boy of about 9 years, with the name of Bullukau—was living among the old people. I took him to Maron as houseboy for Wahlenburg. When I called again at the Anchorites the father of Bullukau told me that his mother had died, and he handed over to me the well-polished skull of Bullakau's mother and asked me to give it to his son Bullakau, which I did.

Bullukau took the skull, and wept bitterly. I put the skull on a cupboard in my office where it stood high and dry. Always, when Bullukau entered the office, he glanced with a smile at the skull of his mother, and he was very thankful that I looked after his mother so well.

In former times these Hermit people, like those in the nearby Admiralties, were quite an enterprising race. Many years ago a brigantine passed the Hermits and the captain went on shore with two of his sailors, to get fresh water. The natives killed them, and went on board and killed the rest of the crew. After that, they took all the goods on shore, and sank the vessel. In Europe, the owners regarded the ship as lost.

The crime of the natives was discovered by a trader of Godefroys' when he found a small book, bearing the name of a sailor on the brigantine. After his report, the German warboats *Hyaene* and *Albatross* bombarded the village on the island of Louf; but little damage was done, as the natives were hidden in the caves of Louf. When the sailors went on shore, they could not find any natives. The only thing they could do was to burn down the village. As the NW season was just starting, many natives died before the village was rebuilt.

THE natives of the Ninigo group are similar to the Micronesian type. When I started the establishment of plantations about 400 natives were living there, but I could engage only a few boys as labourers. I had to recruit natives from New Guinea—wild cannibals, who were greatly disliked by the Ninigo people. I explained that I had to engage these wild people because there were so few natives in the whole Ninigo group for use as labourers.

I asked the chief, Hallokonin, why the women did not get more children, who would be labourers on the plantations later on, and in such a case it would be not necessary to recruit labourers in New Guinea, and bring these wild cannibals here.

Hallokonin became quite indignant, and answered that this was not the fault of the men but of the women, who ate a fruit of the virgin forest and, after that, they would not get a child.

When I heard this I at once instructed my overseer, J. Devlin, an old, good-hearted Irishman, to find this most interesting fruit; but he was not successful as the women refused to bring it.

"Well," I said to Hallokonin, "the white man does not allow his wife to eat such fruit. If she does, she will be hanged."

Hallokonin at once undertook to hang all the women of the Ninigo group.

When I interrupted, and pointed out that in such a case no more children would be born, he agreed again.

I then made the proposal that the

(*Continued on page 77*)

proved one of my life's high moments—if the whisky had been there. But it wasn't. The boat captain and I scrabbled wildly through every nook of the boat, but it just wasn't there.

And then the piteous truth came out. Two men of that devoted crew had risked a lot the night before to get the liquor safely back on the ship when I had left the boat. Only, they had forgotten to say so before our return to shore.

Not a thing more could be done about it now. There was the whisky merrily steaming away to Tarawa.

When I got to the Residency, the whole Government staff, with wives attached, was waiting to greet me. They cheered me from the front steps as I approached. They clapped me on the back. They were waiting to divide the whisky. Was it following me up at once? My word, young Grimble, they said, we'll drink the first one for you when it arrives . . . but let the curtain fall.

TROPICALITIES:

(*Continued from page* 67)

lake and lay there to drown.

When the maids informed the Chief that Tarana had gone he was angry and fearful. He hurried to the lake with some of his men and there saw the two lovers at the bottom of the clear water. The men brought them to the Chief and with cries he tried to separate the bodies but could not.

A grave was made near the orchid which grew at the side of the lake and the Chief told his men the orchid should be named "Tangi Moce". Years later the inscription was placed on the plant, the roots of which grow intertwined, like the forms of Tarana and Saki.—VIOLET LANGDALE.

PITCAIRN ISOLATED?

WHO says Pitcairn is isolated? The following large passenger liners are expected to call there during May: *Rangitane, Rangitata, Ruahine, Gothic, Motaroa* and *Corinthic*.

Radio New Zealand, the New Zealand national short-wave station, keeps Pitcairn informed well in advance as to what to expect, and when.

MORE ON THE COCONUT PEARL

LATELY a Sydney resident, having read our "debunking" of coconut pearls (February, p. 61) hastened to bring one along for our inspection, just to prove that there are such things after all.

The pearl in question is of perfect drop shape, about 3/8ths of an inch long and ¼-inch in diameter at the shoulder; and, apart from a few rust-coloured flecks on one side, is of a dead-white colour, completely lacking the usual lustre and translucence of a good oyster pearl. It is undoubtedly a very fine coconut pearl, and was brought from Thursday Island about 20 years ago.

But, on the question of what a coconut pearl really is, we now quote from an acknowledged authority, Louis Kornitzer, who, after many years as a pearl buyer in all parts of the world, has written the following in his autobiography, "Pearls and Men," published in 1935:

"If anyone tells you that he owns a coco-nut pearl, you need not disbelieve him, though his treasure has certainly not come from the coconut palm. For, in some parts—though why I do not know—the white variety of conch-pearl is so called."

Kornitzer says that conch-shell pearls are common on the Indian coast, off Florida, and in the Bahamas. They are usually pure white, or pink with white, irridescent speckles.

Pending the arrival of any sworn affidavits from coconut producers to the effect that pearls are a profitable sideline of their copra driers, we respectfully suggest that Dr. R. M. Stevenson, MD, PhD, FRS, writer of the article quoted in February, has himself been misled by the name and that there is emphatically no such thing as a pearl from a coconut.

PIG, OUTWARD-BOUND

THE master of the Fiji Medical Department's work-boat *Vuniwai* reported encountering an unusual seafarer on the ocean last January.

While en route from Beqa to Kadavu the *Vuniwai* overhauled a prime porker, headed for an undisclosed destination and two miles from the nearest land. The skipper was decent enough to give the daring mariner a lift to Kadavu. Passengers are still speculating as to whether the passage was inspired by the migratory urge, the memory of a Porkeress residing on Viti Levu, or a belief in suicide. Just what the Fiji sharks were doing on that day remains a mystery.

OPERATION MYSTERY

IT is calculated that something like a mile of sausages flew by TEAL Solent from Auckland to Suva in early April. There was a whole ton of them and sausage experts say that that means 10,000 individual sausages each measuring, on an average, six inches. Work the rest out for yourself.

The ubiquitous sausage usually goes by the name of "snag" in Australia but we understand that in more refined countries they are sometimes called "mysteries." Australian varieties are both a snag and a mystery but even when manufactured by the local butcher are now in the millionaire class.

Suva must be mighty fond of them to go to the length and expense of air-freighting. Must be expecting an influx of wealthy dollar tourists this year.

NASTY BRITISH TRICK

BURSTING with what he apparently believed was an almighty scandal, a Fiji Indian wrote a letter to the local press alleging that the Government of Fiji was using hurricane relief funds to replace Government officials' cars which had been wrecked in the hurricane.

The correspondent added that Indians in New Zealand who had made relief donations had said that they intended their money to go to Indian sufferers and "not to provide cars for English people." It was, he claimed, another example of the way in which the English grabbed from the Indians.

Almost simultaneously came publication of a Government denial, which stated that relief funds had been used for nothing of the sort. Two or three officials, who were on duty during the hurricane, had lost their cars. The wrecks had been sold, and the Government had advanced (not given) enough money to buy replacements. (The officials, presumably, had had advances to buy cars in the first place). Relief funds had nothing to do with it.

The general impression is that if another one like that comes up, a curious, mushroom-shaped cloud may be expected to rise from the Government Buildings.—J.K.

TAHITI PLEASE NOTE

TAHITI and other Pacific "Paradises" trying to promote tourist traffic might take a cue from Japan.

A tourist restaurant in the pearling centre of Mie conceived the bright idea of putting an occasional valuable pearl in the soup. This was so successful that a rival concern organised an even brighter idea: Patrons are invited to chalk their name on a live oyster shell. A seed pearl is then inserted, and the shell put back in the sea fronting the restaurant. The patron is then invited to return in a few years to collect his pearl.

A DIFFERENCE IN TITLES

IN Auckland, in March, when the Anglican Bishop in Polynesia, the Rt. Rev. L. S. Kempthorne, met the Bishop of Melanesia, the Rt. Rev. S. G. Caulton, a curious difference in titles was noticed. The former is the Bishop *in* Polynesia: the latter the Bishop *of* Melanesia. The explanation is quite interesting. When Bishop Kempthorne was in Sydney in mid-1945 attending a conference of Pacific Bishops, he said that his diocese was one of about 7½ million square miles—most of it sea; it took in Fiji, Samoa, Cook Island, Tonga, Society Islands, Gilbert and Ellice and a few other oddments. The "In" was used originally to show the French administrators that the Bishop had no territorial ambitions—that he was in Polynesia, rather than of it).

(Continued on page 74)

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IS IT "L" OR "R"?

ACCORDING to a newspaper report, Dr. C. E. Fox, of the Melanesian Mission, said recently that the correct spelling of the big island in the Solomons is Guadalcanar, "but in recent years the final letter has become 'l', because that is the way the Americans spelt it when campaigning there in 1942-43."

This is a subject of argument, over the years. The *Bishop Museum Index*, published in 1900, says: "Guadacanar, the Guadacanal of Gallego and Mendana, who discovered it in April, 1568." Fairfield Osborn's compilation, *The Pacific World*, published 1944, says: "Guadalcanal is really Guadalcanar, meaning a dry river bed, and named after a city in Spain".

However, now that the name of the island has become part of the history of World War II, there seems to be general agreement that it shall terminate with an "l".

NO OBJECTIONS TO THESE JAP MIGRANTS

WHILE the subject of admitting Japanese pearl shell divers is likely to remain a contentious one, Australians are welcoming another class of Japanese migrant with open arms—or mouths! The migrant? No other than the Japanese oyster itself.

It seems that, the famous "Sydney Rock" having refused to thrive south of the N.S.W.-Victoria border, Australia's Department of Scientific and Industrial Research has turned to Japan for the Pacific oyster (Gryphea gigas) which the Americans since the war have already successfully transplanted to the U.S. Pacific Coast.

First unsuccessful attempt to bring the Pacific oyster from Japan was in 1940. Then came the war, and the experiment was halted until 1947. Then 15,000 seed oysters, brought south in a cooler at 50 degrees, and hosed at frequent intervals, arrived in fair condition, 60 per cent. surviving the voyage. Sent by air to Oyster Harbour, near Albany, W.A., and to Pittwater, Tas., they were planted out.

The West Australia crop promptly died, but the Tasmanians thrived to produce new generations in the past three summers, in the cold southern waters.

More parent oysters will soon be coming from Japan to extend the beds which give promise of a prosperous new industry for the Southern State. Tasmania already is famous for its scallops, which are found often on the menus of leading hotels and restaurants in the other State capitals.

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FIJI INDIANS AND BIRTH CONTROL

YOUNG Mr. R. B. Nathu, of Suva, Fiji,—he is a staff man in an nport agency—made an interesting emark in Perth, WA, late in April. Ie had been to India to bring his oung bride back to Fiji, and he was nterviewed by a reporter.

Asked about trends in India, Mr. Jathu said that the growing popula- on was an ever-increasing problem here. "The Indian Government is ow most active in encouraging irth-control, and it is becoming quite opular with the masses," he added.

The gravest social and economic roblems are developing in Fiji be- ause of the phenomenal birth-rate f the Indian community there. Al- ady, the Indian population (135,000) 10,000 ahead of the Fijian popula- on. Sir Brian Freeston, the late overnor of Fiji, caused a stir when e said, quite frankly, a couple of ears ago, that Indian birth-control emed to be the only solution; but ie idea is now receiving considera- on in Fiji.

It must receive consideration soon, ot only in India, but in Asia gener- ly. Asia's masses are now increas- g far faster than the available food supplies. At this moment a famine, caused by drought, is killing about five million people in India.

The New Guinea Director of Forests, Mr. J. McAdam, told an Australian timber conference recently that, by supplying Australian storage battery-makers with 400,000 super feet of pine flitches, for use as separators, and for veneer, New Guinea had saved Australia at least 100,000 dollars. Without that pine from Morobe, Australia would have had to buy lumber from North America.

A total of nearly £22,000 was collected in Papua-New Guinea for the Mt. Lamington Disaster Relief Fund. Most of this amount has already been paid out for the relief of dependents of the victims. Final distribution of the remaining funds is now in progress. Mr. Justice R. T. Gore, who is the President of the Fund's Committee, expects to make an announcement shortly about the winding up of the Fund.

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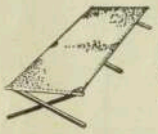

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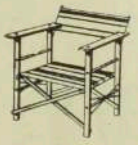

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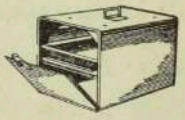

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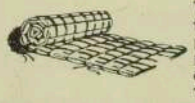

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HOW I REPOPULATED THE NINIGOS

(*Continued from page 71*)

women be invited to get children. I said I would pay, for every child, after the birth, a sum of 5/- in goods.

Hallokonin became quite excited, and was sure that this was the remedy and that many children could be expected. Every child born in the Ninigo group had to be considered as capital for me. The more natives in the group, the less labourers I had to recruit elsewhere.

After six months, I visited Ninigo again on my fine *MS Maron*, and when I came near the station, on the island of Longan, I saw many canoes under sail for Longan. Coming on shore, Hallokonin greeted me on the pier, and was delighted to tell me that all the Ninigo women were going to have children.

I followed him up to the station where about 50 women were lined up. As I passed along the line, I was convinced that Hallokonin had spoken the truth.

The next vessel brought a medical assistant to Longan, with orders from me to settle all the natives on one islet of the atoll, help them to build houses and roads, control their health, and encourage them to increase the population.

My experiment was a complete success. The fee I promised was paid as soon as it was due, and the natives were very happy.

SOME time ago, London friends sent me an article from the London *Sunday Times*, with a description of the Wuvulu (Maty) natives. These are Micronesians, mixed with Malayan blood. Although the report in the *Sunday Times* is a little exaggerated these Wuvulu natives are indeed a wonderfully good-looking people. When I first landed there—after they had killed a trader—they called me "the man on board of a ship"—believing that, except Wuvulu and Aua no land existed elsewhere, and I had to live always on board of a ship. I brought iron tools to Wuvulu; up to then they used shell tools.

The salute of these Wuvulu folk was "Watschi watschi viga", which means "I love you". This is not the exact translation, but the meaning. These natives lived in a paradise. The men wore no clothes, the women only a leaf, like Eve. A red hibiscus flower, and frangi-panni in their long black hair made them look beautiful. The war cry of the Wuvulu woman was love, love and again love.

Many natives were living there when I first visited the islands. But, on account of intermarriage, the race had degenerated, and had to be mixed with stronger races. I engaged strong and big Solomon Islands men, sent them to Wuvulu, and married them to the pretty girls. Both sides seemed very happy; the girls loved the strong men, and the boys the lovely girls. The rising generation was a little bit darker, but stronger.

THE NG Government, said the article in the *Sunday Times*, is considering it must do something to stop the decline of the people. I must say it is rather late for this apprehension. The decline had already started in my time and since then—in the last 30 years—nothing seems to have been done.

The real weakness of New Guinea,

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considered in relation to its great natural wealth, is its small population. When development was planned in German times, we often debated as to where to go in the future for labourers for the plantations and many proposals were made.

We thought we might allow the immigration of Chinese, Indonesians and Indians, with the condition that they serve for three years as labourers on the plantations and, if desired, they could then become landowners in Southern New Ireland where, many years ago, the Marquis de la Ray settlement was founded. Or they could go to the Highlands of New Guinea. To-day, it seems impossible to introduce these races, and the labour supply is getting more and more a very serious problem.

The Australian Government has not done much to solve this question. On the contrary, the official way of treating these NG people of the Stone Age has spoiled the natives altogether. When wages are asked of £4, and paid up to £2 per month, the profit of any enterprise will soon

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Solution to Crossquiz
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iminish, and the development of the ountry will be prevented, so that it ill become a burden for the home ountry.

Since 1914, the conditions in the orld have changed altogether. New uinea, at that time very little nown, now occupies an important osition as a defender of the Western ountries against the East. The line xtends from Japan through the hilippines and New Guinea to umatra and Ceylon.

Japan and the Philippines are pro-ected by USA. Australia, alone, annot protect New Guinea. Here, lso, USA will have to help. USA, s the most interested Power in the acific, has to carry the greatest part f the burden involved in the defence f the Pacific.

Would it not be advisable to invite SA to take an interest in the dministration of the Trust Terri-ory of New Guinea? Ought not the mericans to show some interest in he fate of Dutch New Guinea?

FLORA-BELLE, THE BRIDE-DOLL

DO you remember Christine? She is the creation of Miss Alice M. Booth f Sydney and we told you about her everal years ago.

Christine, of course, was a doll and in er little book about her, Miss Booth old up-and-coming young needlewomen f seven or eight or 10 or so how to dress er. There were patterns for her out-t and stitch-by-stitch directions. hristine was a great success.

Miss Booth has now brought out an-ther little book which she has called Here Comes the Bride," which is about bride-doll called Flora-Belle—a seven r eight inch tall, blonde beauty who an be bought in places like Woolworths r about 3/-. The life-story of Flora-elle and something about her young wner, Minna, is all there and so are atterns for Flora-Belle's wedding dress nd trousseau and fur topper and going-way dress and hat, plus directions for ewing them.

Miss Booth's Christine had the blessing f Education Departments in Australia nd found its way into British and merican schools and even Buckingham alace. Flora-Belle should be a similar uccess. Miss Booth's books were rimarily designed for sick, crippled or utback children but the reaction of most ittle girls (and big ones) on receiving it ill be to hunt out mother's scrap-bag nd get going with scissors and needle.

Here Comes the Bride is 4/3 (Aus-ralian) post free. You may buy it from Miss Booth direct. Her address is PO Box 3, North Sydney, NSW.

M. Charpon, Inspector General of Public Education in New Caledonia, visited Fiji and Tahiti in April.

NGG Progress

WAU, April 16.

Two directors of New Guinea Goldfields Ltd., Messrs. G. Cowper and G. Carter, accompanied by their wives, recently visited Wau on business.

For the first time in the company's history, meetings were held locally and several decisions reached.

The company is progressing with work on the cyanide mill and extra bungalows for married men will be built near the Golden Ridges mill. When extra miners are engaged it is hoped to raise the monthly output considerably.

Dr. Ian Schneideman has been appointed a Medical Officer under the Melanesian Mission, and will take up duty at Fauabu, Solomon Islands.

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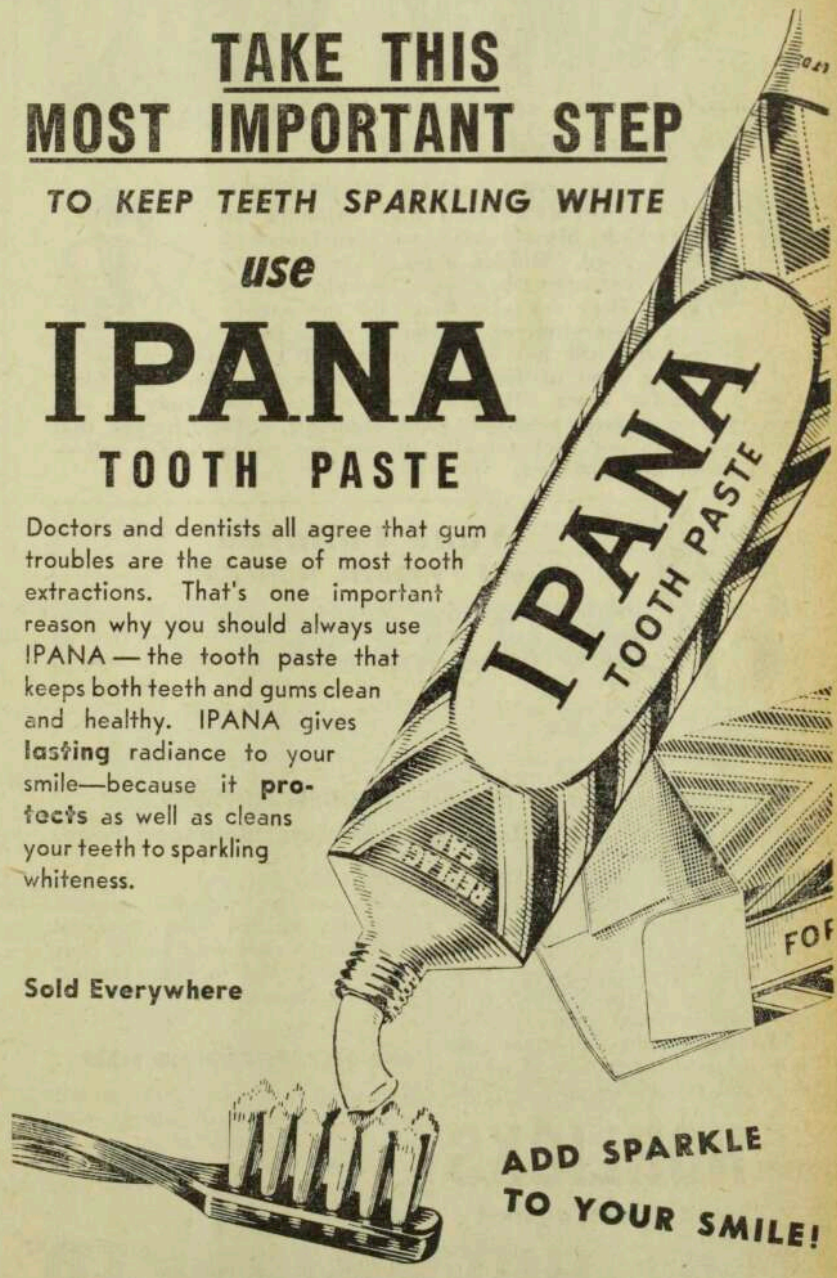

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* * *

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Book Review:

Practical Planting in NG

WITH commendable enterprise, Mr. A. Richards, of Rabaul, has produced a book entitled *Practical Planting in the Territory of New Guinea*. Something of the kind has been in demand for years—planting is the chief enterprise of New Guinea, and there is no text-book on the subject.

Mr. Richards' book consists of over 100 pages reproduced from typewriting, and it supplies a great deal of information relating to the technical side of planting, and the practical economics of copra production. Most of the book is devoted to coconuts, but there are sections dealing with cocoa and coffee. There are all sorts of practical hints for the planter, ranging from the feeding of labour to the elimination of pests.

The author has some interesting notes on the life of a coconut palm. He says that in suitable soil, the palms will bear for a hundred years. But in clayey coil, and on the sandy islands, like atolls, their life is comparatively short. He says that 64 per cent. of coconut plantation losses are due to unsuitable soil.

He calculates that under to-day's conditions it costs £13,585 to plant up 700 acres of coconuts and bring them to the 9-years stage, less whatever the palms produce after they reach the age of 7 years and begin bearing. It costs now, to produce copra, about eight times what it cost pre-war, and the quality is lower. He lists 20 pests which attack coconuts, and the method of dealing with them.

The book does not appear to be on general sale, but inquiries may be directed to Mr. Richards, in Rabaul.

Plant-Champion Marriage

THE wedding of Miss Ivane Champion, second generation Anglo-Papuan, and Mr. Harry Plant, of the Department of District Services, P-NG, took place at St. Stephens Cathedral, Brisbane, on April 16.

The bride who wore a gown of white satin and silver lame and a veil of Limerick lace, is the daughter of Mr. and Mrs. Ivan Champion of Port Moresby, and a grand-daughter of Mr. H. W. Champion, who now lives in Sydney but was Government Secretary of Papua in the days when Sir Hubert Murray was Lieutenant-Governor. The service which H. W. and his sons, Ivan and Claude, have given to the Territory has been tremendous and Ivane herself carried on the Champion tradition when, after the Mt. Lamington eruption in January, 1951, she assisted with the nursing of victims and evacuees in the camps set up in the area.

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Jubilee for Dr. Fox

ervice and Adventure With Melanesian Mission

THE Rev. Dr. C. E. Fox who has just completed 50 years of active rvice as a Melanesian Missionary the Solomons, will receive a suit- ble presentation at a Missionary lly in Auckland, this month.

Dr. Fox, when he first joined the ission in 1902, seemed of a delicate nstitution and unequal to the strain life in the tropics; but now, after years' work—mostly in the mala- al regions of the Solomons—he still active and looking forward to any more successful years as a mis- onary and scientist. For not only he a cleric but also a scientist, hose knowledge of the Melanesian eople—their customs, folklore and nguages—has gained him renown.

The chief reason which created in r. Fox the desire to know more out his Melanesian friends was the sit of Dr. Rivers, a Cambridge rofessor, who went out to the ission to study the kinship systems the Melanesian peoples. Dr. ivers was helped over the language arrier by Dr. Fox, who acted as his terpreter, and, in his turn, Dr. Fox as thus able to acquire a vast knowledge of hitherto unsuspected native lore and customs—and a wish to learn more.

Dr. Fox's subsequent research reached a climax when he went completely native, and exchanged places and all his worldly goods with a San Cristoval man. As he has written: "Got an old razor for my Gillette, lost my pipes, hat, shoes, clothes, European food, cooking utensils, tobacco, gun and money. On the other hand I gained the aforesaid razor, sufficient clothes, 2/6, a clay pipe, a yam garden, various coconut trees and property in hand."

Thenceforth, he lived completely on native food, smoking their to-

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bacco and wearing neither hat nor shoes. He was even employed, for one month, as cook on a plantation, living with the boys and receiving the same food and conditions.

All these things happened many years ago; but they have filled Dr. Fox with a deep understanding and love of his Melanesian friends. His writings on their customs and the vocabularies of their most obscure dialects which he has compiled, bear witness to this.

Now that he is growing old, and his eyesight has lost its keenness, his friends are arranging a presentation to commemorate his jubilee of self-less service.

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MORE COPRA MONEY FOR PAPUA-N. GUINEA

AS about one-third of the copra produced in Papua-New Guinea now is consumed in Australia, there was considerable interest in the latter's Territories when the Territories Minister, on April 30, made this announcement:

"An increase in the shipping freight rates for copra from Papua and New Guinea to Australia, from May 1, 1952, necessitates a revision in the prices of copra supplied to Australia. The new prices will be (per ton, ex-ships' slings, Sydney): Plantation hot air, £91/15/-; F.M.S. £90/15/-; Smoke-dried £90/2/6."

All the P-NG copra not consumed by Australia is taken by Britain under the 9-years Ministry of Food contract at a price returning the planter £68-£69 Aus. per ton. But the copra sold in Australia gives him an even better price; and the new price of around £91 should net something more than the MOF rate.

The world copra market remains low and lifeless. But the coconut planters in the British islands are well protected, for a year or two, by the once-criticised MOF contract.

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P-NG EXPERIMENTS WITH VILLAGE COUNCILS

THE Papua-New Guinea Village Councils Ordinance came into existence in 1949 and since then a number of Village Councils have been set up, mostly in the more advanced areas around Port Moresby and Rabaul.

The term "Village Council" is somewhat misleading as, in practice, the Council consists of representatives of about 22 villages and it has been suggested that Area Council would have been a more accurate term.

These Councils are designed as a first step towards democratic, self-government and it is too early yet to say whether they are likely to be a success or a failure in this regard. The die-hard conservative element in the Territory—which is the majority—will probably see nothing good in them; and those whose brain-children they are, probably say that if we are to give more than lip-service to this idea of ultimate self-government for P-NG natives, then we have to start somewhere and Village Councils are as good a way as any.

The Councils are designed to supersede the old system, inherited from German days, of government-appointed village *luluais* and *tul-tuls*. These men were, in effect, a liaison between the Administration, or local Europeans, and the villagers. Theoretically, they probably had some sort of village responsibilities, such as seeing that their underlings kept the roads cleared, but their civic responsibilities did not weigh heavily upon them. A peaked navy-blue cap with a red band was handed out as a badge of office and this, perched on top of a mop of fuzzy hair, was the only outward manifestation of authority.

If a European wanted any carrying done, houses built or jobs of that sort, it was the local *tul-tul* or *luluai* he saw about it. He "greased" his hand with money or trade goods and then it was left to the *luluai* to browbeat or persuade the villagers into doing the job. How successful he was depended on his own personality and standing in the village; judging by some results some of these Government appointees were, indeed, prophets without honour on their own stamping ground.

Not even the most ardent hankerer after the good old days can claim much for the *luluai* and *tul-tul* system. However, it is early days yet to say whether the more positive Council system is the logical step to self-government either. It has some features that are already causing misgivings in some quarters.

Councillors are elected annually by all who have paid their taxes. Elections on Western pattern are a revolutionary step in the Melanesian scheme of things. Traditionally, the headman of a village became so because he gave bigger and better

(Continued on page 101)

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Racial Sensitiveness Leads to 'Incidents' in Fiji

From Our Own Correspondent

SUVA, Apl. 26

OCCASIONALLY, minor incidents in Fiji open things up to a considerable extent. Trivial enough in themselves, they built up into an indication of an increasingly precarious balance between the communities which may be upset at any time by stupidity, prejudice or just plain greed.

Example I: Since the hurricane, Nukulau Island—normally a popular meeting-place for Suva yachting and launch parties—has been officially closed, because the storm left virtually none of the essential amenities. During the Easter week-end, it is reported, a dozen or so Europeans visited the island for a short period and, while there, objected to the landing of an Indian launch-party; but made no objection when a second European party arrived. Aggrieved, the Indians lodged a protest, which drew an official statement that the first European party, as far as was known, was at Nukulau without permission, and in any case had no vestige of authority to decide who should or should not land. As the first party included some quite well known people, the story does not tend to improve inter-racial relationships.

Example II: When making a small purchase in a Chinese cafe an Indian blithely told the shopkeeper's wife to "enter" the cost. The Chinese woman refused, on the ground that the purchaser was unknown to her, although he claimed to have had business dealings with her husband. At this the Indian (slightly the worse for liquor) abused her with that unpleasant arrogance that causes a lot of anti-Indian feeling among all races, and informed the cafe at large that (a) he had travelled round the world, (b) he could buy up any Chinese in Suva, and (c) he wanted to know why that particular establishment treated Europeans, Fijians and Chinese alike, but not Indians. A Chinese youth advised the heated gentleman to answer (c) for himself —and the situation became heated, with interested Chinese moving up from all directions. Realising that in a matter of seconds he would be helped out with no regard for dignity, the Indian produced an impressive roll of notes, paid the required 2/8 for his purchase, and removed himself in a silence that seethed with hostility. The Chinese smiled impassively at all and sundry.

Example III: Flickers of Chinese-Indian antagonism crop up with increasing frequency. An Indian, buying half a dozen eggs (even at upwards of 6-/ a

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dozen, eggs are often unobtainable at Suva nowadays) was exercised by doubts as to their freshness. The Chinese vendor said tersely: "I bought them from one of your people—if any are wrong, blame the Indian!" Later, to a favoured European buyer of eggs he said: "Indians make trouble all the time . . . These eggs all right, but I'm not sure about two I gave that Indian!"

Example IV: People who fondly imagine that Asiatic Communism overlooks Fiji might be interested in an assortment of outrageous Red propaganda (in English) which was wrapped around a parcel from a Chinese shop. When a protest was made to the shopkeeper, he insisted that the paper had come from Hongkong as packing. Oddly enough, the same sort of thing sometimes comes through the post, from Peking, to Indian addresses in Fiji. It is unofficially hinted that officials at Suva are now keeping an eye out for this sort of thing, possibly at the behest of the police.

INDIANS AND THE POLICE

A distinctly Leftist Indian publication in Fiji has demanded official information as to why ceremonial police occasions at Suva are usually almost exclusively Fijian.

The official reply will doubtless be a model of diplomatic suavity which will please nobody. The factual truth would be simply that Indians are not included in Fijian police guards-of-honour and so forth for pretty much the same reason as Indians were not included in the First Battalion for Malaya.

The idea of a mixed Fijian and Indian guard-of-honour is not acceptable. There is a point in the fact that some people (including Indians) ask whether a proportion of the recent Indian additions to the police force at Suva—most of them incredibly youthful-looking light-

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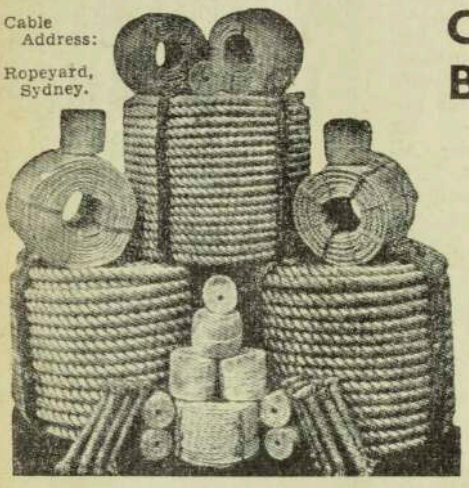

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weights—are worth the expense of their costly uniforms and equipment.

In 1947 there was a Government proposal to bring to Fiji a number of Indian Army loyalists to serve as Indian policemen. This was squashed flat by Indian political opposition in Fiji. The question remains: Why?

The situation, like most inter-racial situations in Fiji, is thorny. There was European and Fijian criticism of the fact that the First Battalion's embarkation parade through Suva on January 8 was headed by two Indian traffic police-men on motor-cycles.

AUSTRALIA IS NOW SEEKING COCOA COFFEE AND PEANUTS

IMPORT restrictions in Australia have created there a keen demand for coffee, cocoa and peanuts from the unrestricted Papua-New Guinea market. Imports of coffee and cocoa from other sources have been cut to 0 per cent. of the "base-year" re-quirements; so the other 40 per cent. now are being sought in Australian Territories.

Importers state that an excellent grade of Robusta coffee is being ob-tained from New Guinea; but they emphasise, for the benefit of any new exporters entering the field under the present market stimulus, that the pro-duce must be shipped in clean, un-painted sacks. Jute flour bags, which are said to be available to the trade in the Territory, are ideal and have been approved as satisfactory by the Department of Agriculture.

Importers also stress that prices paid are according to quality. They point out that a number of traders dealing in native-grown coffee are sending the produce forward in an uncleaned and unhusked condition. A little extra work in shipping the coffee in a marketable condition would pay traders through the better prices realised.

Peanuts are also coming forward from New Guinea; but although the quality is readily saleable, samples seen in Sydney certainly did not com-pare with Kingaroy (Q), or Northern Rivers (NSW) peanuts, which are bringing 1/6d per lb. in shell, f.o.b. Brisbane. Nevertheless, the demand is keen and New Guinea peanut-growers will find a ready sale for their produce at prices depending on the availability of the Australian crop.

Cocoa and coffee prices are quoted on the last page of this issue.

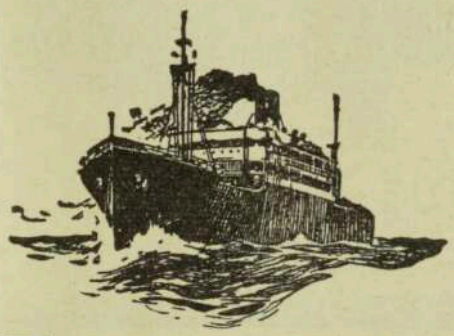
SAMOAN MURDERER EXECUTED

APIA, April 5.

The execution took place at Vaimea prison on April 1 of Fa'ase'e Fa'agase, convicted murder. The sentence was pronounced by Chief Judge Marsack in February and confirmed by the Governor General of NZ.

This is the first execution in Western Samoa since 1928 when a Chinese was hanged for murder.

Mrs. A. Wilson, wife of the Ad-ministrator of Norfolk Island, re-turned to the Island recently after a lengthy visit to Victoria.



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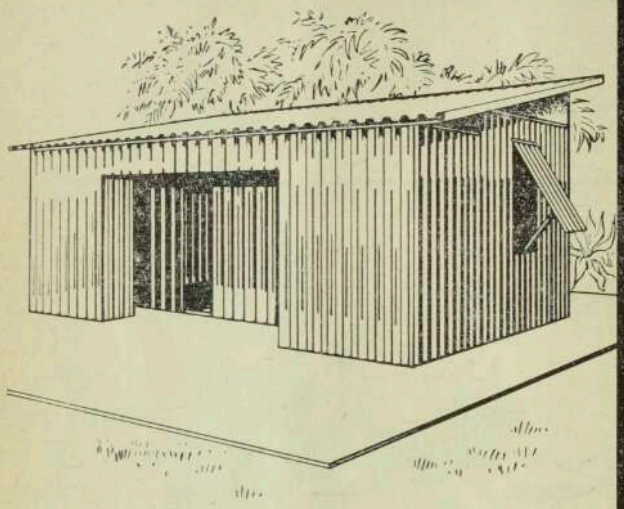

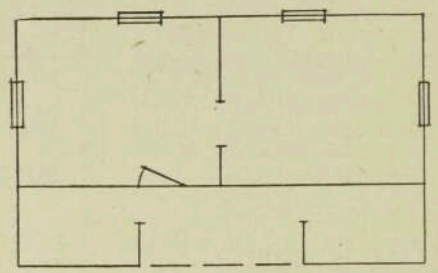

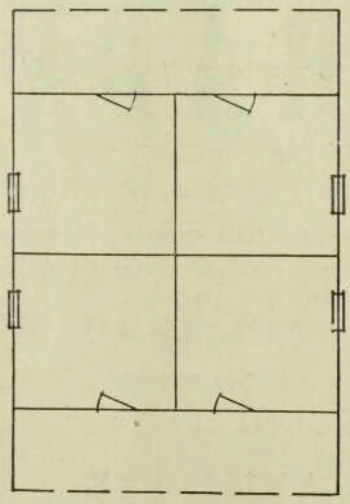

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Not All Plain Sailing For RSYC

SUVA, April 5.

THE 18-footer sailing championships to be held in Suva in early une are causing headaches for the Royal Suva Yacht Club which will e official host to the 80-odd visiting achtsmen from Australia and New ealand. .

There is a big scurry around to nd billets in private houses for the isitors—regular tourists will be tak- ng up much of the space in Suva otels, which since the hurricane are wo less in number.

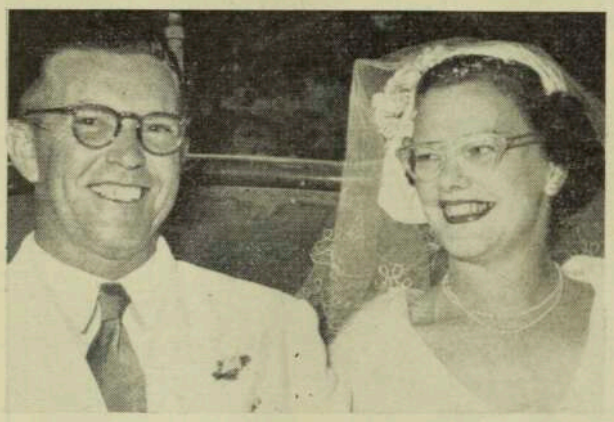
The RSYC has a membership of everal hundred Europeans and part- uropeans but a large proportion of hem are more interested in the club s a social centre and take no part n sailing events.

The Government last year turned own the club's application for sub- tantial financial help with the 18- ooter contests, but has now made £200 donation towards expenses. lthough all citizens wish the RSYC ell with its big event, the cost of ving is an effective curb on the enerosity of individuals.

CANOE RACES?

Mr. Stanley Mayne of Suva has roposed that, parallel with the 18-footer championships, there should be a series of sailing canoe events for Fijians. There is an encouraging degree of interest in the suggestion.

However, most of the sailing craft presumably would have to come from the Lau Group, as canoes, sailing or paddling, seem to have faded



MORESBY WEDDING

Mr. and Mrs. Harry Edwards after their marriage at Port Moresby on March 29. The bride, who was Miss Audree Whittington, wore a pale blue nylon frock and cocktail hat with shoulder-length veil. Mr. Edwards is P-NG representative for the Shell Co.

—Photo by Papuan Prints.

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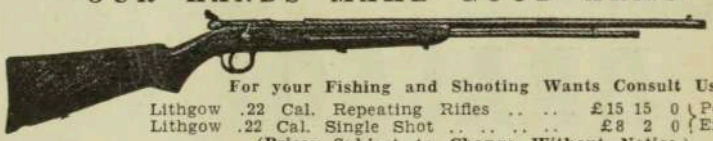

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out around Vtii Levu. The last of the big canoes is said to have been built around 1913. Old-timers remember when canoe races were a regular thing on Suva harbour but no one seems to know why they stopped holding them.

Plans (or Wishful Thinking) For Suva Hotels

SUVA, April 10.

SUVA speculation constantly reverts to the hotel situation. What the hurricane left of the Club Hotel is now being removed, but the owners, Morris Hedstrom Ltd., have made no announcement about what is going to happen next.

It is believed, with some foundation, that the new building, when it materialises, will be at least of five storeys—some reports hint at even seven—and that the plans have been completed for several weeks.

Silence about the future building on McDonald's Hotel site also remains unbroken. The Melbourne, the oldest of Suva's venerable hotels, which lost its balcony on the Victoria Parade side, is being repaired.

High Prices for Norfolk Bean Seed

NORFOLK ISLAND, April 16.

PRICES recently received for local bean-seed sold to Australia averaged between £8 and £9 per bushel.

A fair yield here is 15 bushels of seed to the acre which means that Norfolk's biggest cash crop has paid well this year.

A daughter was born recently to **Mrs. Secomb** and **the Rev. Howard Secomb,** Principal of Tupou College, Tonga.

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iji Health Stamps And The nti-TB Campaign

Only A "Partial Success"

SUVA, April 8.

IJI'S Health Stamps for 1952-53 are likely to be delayed because he London printers are snowed nder with British Commonwealth sues bearing the portrait of the new ueen.

The closing date of the competion for new Fiji Health Stamp esigns has been extended until uly 15.

The first issue of Health Stamps Fiji produced only £2,000—for he War Memorial Anti-TB Camaign. This revenue could have een doubled if the stamp camaign had been effectively organised nd publicised. For many years nnual NZ Health Stamp issues have eturned huge sums for the establishent and maintenance of health amps for children.

Fiji's stamps, appeared without ny of the trumpeting that is profitbly employed in the neighbouring ominion. There was no launching eremony and it seemed that officialom could not care less about the hole business.

Apparently it was nobody's busiess to set about selling the stamps quantity to people who could fford to use them in quantity.

The first Health Stamps were an nfortunate anti-climax to the overhelming enthusiasm which, in 1949, roduced more than £60,000 from eople of all races for the Anti-TB ampaign.

What is more disturbing is the fact hat in the last two years the amount f solid, official information about he whole campaign has been exremely meagre.

Editorial Note: There appeared o be the normal amount of nthusiasm around Suva post-office st September when the health tamps went on sale for the first me. The population of NZ is six mes that of Fiji—and the letterriting proportion of the population nfinitely greater in NZ. At all vents, postal rates have now become o high that most people are hard ut to it to patronise Her Majesty's Mails at all, much less pay a surharge in the name of charity. It ould, however, be interesting to now more about the Fiji anti-TB campaign. A reader who is interested in the Tamavua TB Hospital near Suva gives a picture of conditions there that contrast strangely with the magnificent TB hospitals that have been established by the repatriation authorities in Australia and New Zealand. There apparently has been unavoidable delay in purchasing certain equipment in Fiji, but it should not be forgotten that the important time for a TB sufferer is the present, and that the delights to come four or five years hence are not likely to do him much good or interest him very much).

Dr. Samiuela Taumopeau, a young Tongan medical practitioner who arrived in Sydney in April on leave intends to spend some time on postgraduate studies in surgery and medicine.

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Administration-Mission Friction Possible in Education Field

SUVA, April 21.

CRITICISM of the secular system of education in many Fijian schools is voiced by the Rev. Dr. A. Cato, in the Fiji Witness, a Methodist Mission journal.

Quoting the 1946 Education Plan, Dr. Cato says that "it is unworthy of British administration and also unscientific to generalise for the whole colony and for all races".

The section of the Plan referred to states: "No Government teacher should be permitted to take part in religious instruction in any school save at the direction of the manager, and then only in schools controlled by the missions or schools with a religious background".

Dr. Cato says that for the Indian community with its ancient and recorded systems of belief, there may be some justification for this pronouncement; "but for the Fijian people, with their old, unwritten and now disintegrating ancestor-worship, with their request, in the Deed of Cession, for the promotion of Christianity, such avoidance of the challenge to educate for complete, living is indefensible".

The fault with the administration, the writer continues, "lies not in a communistic opposition to religion but in a more deadly neglect of . . ."

He expresses the opinion that if the tragedy of open conflict between Fijians and Indians should occur, a major contributing factor would be the premature, un-British neglect of positive Christian education for the Fijians"; and adds that a large number of British educators realise that knowledge alone is no guarantee of right conduct, and "do not advocate a policy of least resistance satisfactory to short-term Government officials who may not stay long enough with the educands to face the ultimate consequences".

EDITORIAL NOTE

THE Methodists now are a strong force in Fiji, as in Tonga. They have been responsible for an enormous amount of well-organised work among the Fijians, and they claim that a majority of the Fijians now are adherents of the Methodist Church.

The important part taken by the various Churches in the various territories in the "Europeanisation" of the natives now poses, for the respective administrations, a problem of peculiar thorniness.

The Churches, having done so much of the work that should originally have been done by the responsible Governments, are inclined to be resentful of any invasion of their domain by the administrations. The latter, under a new world-wide conception of their obligations towards subject peoples, now plan to introduce far-reaching systems of secular education; and they are finding it exceedingly difficult to plan such systems so that they may be adjusted to the mission-controlled education systems, which necessarily are very closely allied with religious instruction of diverse kinds.

The statements of Dr. Cato indicate that great wisdom and caution must be exercised by the Governments concerned, if bitter friction is to be avoided. If the teaching of only one religion or sect were involved, a solution should not be difficult to find. The Governments are not anti-religious. The trouble

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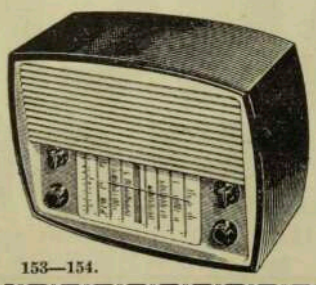

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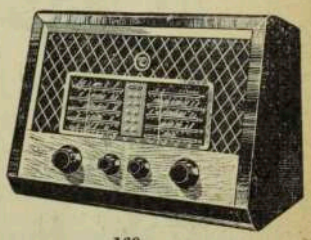

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is that there are so many different kinds of religious teaching, and each is so jealous of the other, and so ready to defend its established interests, without compromise.

It is not a pretty picture; and it reflects unflatteringly upon the Western civilisation which we are asking the Pacific Islanders to accept.

The **Ven. Archdeacon and Mrs. A. E. Teall,** Lolowai, New Hebrides, arrived in Sydney, in March, and went on to Tasmania, on leave.

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SAUSAGE KING PULLS OUT OF NEW GUINEA

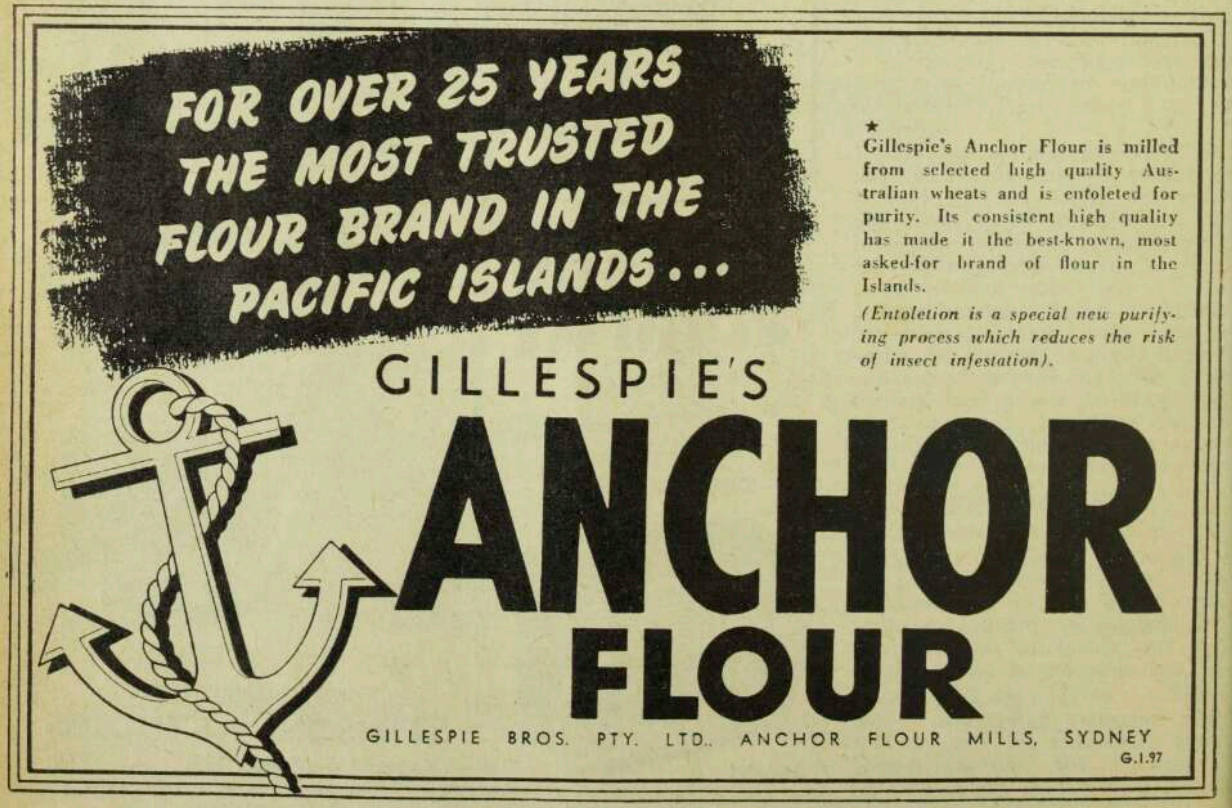
MORESBY, April 30.

HOUSEWIVES in Port Moresby were very unhappy to hear from Mr. A. W. Anderson that his butcher-shop would be closed as soon as present stocks are exhausted.

This will leave the town's meat supply once again in the hands of the Port Moresby Freezing Company and although P.M.F. now is in a position to give a good service—they have recently opened a modern shop which facilitates the handling of long queues—monopoly in any business is not good for the customer.

Mr. Anderson, well-known in Sydney as a sausage manufacturer and meat-packer, has some unusual ideas, but he established his new meat business in the Territory after the war because he "liked the Territory" and Territory housewives generally have liked his service.

He says now that the business is not paying—the third new P-NG industry in recent weeks which has put up the shutters with the same reason. Coconut fibre, desiccated coconut, now meat. A sign of the times.



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AMOAN MLA's ESENT EWSPAPER'S ATTACKS

ONSIDERABLE sharp criticism of the Samoan Legislative ssembly by the weekly newspaper *ulletin* is given piquancy by the cts that the newspaper is owned by e Hon. E. F. Paul, one of the uropean MLA's, and is edited by a oung man who has not been long ough in the Territory to have arned much of its history and cial background.

The *Bulletin* says that the Assemly has failed to gain the full interest d confidence of the majority of e people; but supplies little to bstantiate the statement.

There was an unhappy incident tely when the High Commissioner Mr. Powles) inadvertently made se of an expression which the ssemblymen regarded as casting an npleasant reflection upon the moan people generally. When the tter adopted a resolution censuring e HC, the *Bulletin* rather savagely ok up the cudgels on behalf of the e HC, whereas it easily could have oured oil upon troubled waters.

As a further step towards self-overnment, Samoa is to have an xecutive Council. The Samoans d Europeans of the Assembly are most unanimously of opinion that ch section should have the right to ect its representatives on the Execuve Council, instead of the appointent being made on the High Comissioner's nomination; and they old strongly that the HC should ot have the right to terminate xecutive Council appointments, at s discretion.

Maybe, on the basis of systems perating elsewhere, there is someing to be said in favour of the C's claim; but the fury with which e Bulletin has said it loses some of s effect when it is remembered that e *Bulletin's* owner is Mr. Paul, who aims that, because he topped the ssembly election figures, he should utomatically become a European epresentative on Exco.

It is rather a pity that these petty ings should poison the atmosphere f the new legislative machinery, ecause the Assembly, now it is in its econd 3-years term, really is doing n excellent job, and giving impresve evidence of the local comunity's capacity for self-governent.

At first, proceedings were somehat hampered by the Samoans' traditional habit of long-drawn-out and flowery oratory and leisurely political debate; but, in a surprisingly short time, both Samoans and Europeans have learned that, in these days, the call is for summarised statement, logical thinking and reasonably quick decision. With commonsense, and under high official encouragement, the Assembly is showing that it can be of real help in the task of government.

Assemblymen rather resent the newspaper's irresponsible and unhelpful attacks, because the establishment of the newspaper was so largely assisted by the action of the Government (endorsed by the Assembly) in paying several hundreds of subscriptions.

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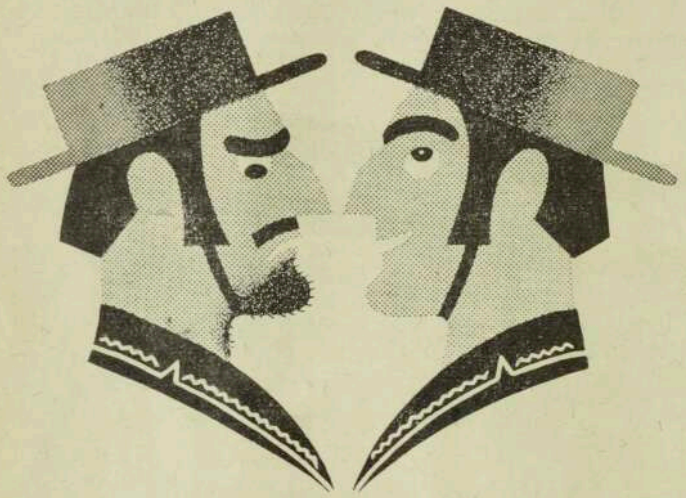

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COSTLY W & H EXPERIMENT ON MANUS

IT was reported in Australian newspapers in April that service building teams will take over from the Department of Works and Housing on Manus. This will not surprise P-NG residents who have thrown no bouquets towards W & H since they began operations in the Territory after the war.

W & H costs in Manus have been about twice that anticipated and only a fraction of the work scheduled to be done has been completed. One reason given for the huge unanticipated cost is that W & H men had to build their own accommodation before they could do anything for anybody else.

A survey has shown that W & H men on service building projects have cost about £60 per week for pay, fares and allowances.

Only about 10 per cent. of the work expected to be completed for the RAAF by June, 1951 has been completed, and as a result the air force has had temporarily to abandon the idea of making a large permanent base on Manus.

Treasury officials are reported to be "gravely concerned" over the economic aspect of Manus. Residents of Papua-New Guinea who have for years been complaining at the cost and inefficiency of W & H operations probably find a certain amount of sardonic amusement in the Australian Government's new discovery.

Another Kokoda Trail Trek

MORESBY, April 30.

EASTER saw a repeat performance of the Christmas march over the Kokoda trail but only one of the first party appeared with the second: Colonel Peter Maddern, Commanding Officer of the PNGVR, who led both parties.

The Easter trek was done in reverse i.e. from Kokoda, and took five days 12 hours.

There were no casualties beyond a few sore feet.

No trace has been found of William Kolydenka, an A.P.C. employee, who was reported missing after leaving from Napa Napa, in Papua in a 12-foot dinghy on April 11. It is believed that he intended to make for Taurama Beach, but the next day natives found an empty dinghy. An air and sea search was made without results.

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Quick Action Saves Crash Victims

econd Drover Down in Sea off NG

HREE Port Moresby residents had some crowded hours of excite-ent in mid-April. In the middle of e adventure they sat as quietly as ssible in a rubber dinghy, made for o, but apart from this hiatus the hole thing was carried through with e speed characteristic of the air-e.

The men were Captain C. R. Hib-rt, acting Regional Director of ivil Aviation, P-NG; Mr. T. P. ruery, acting safety officer of the me department; and Mr. L. Sheedy, the Attorney General's Depart-ent.

Their April adventure went some-ing like this:

3.30 p.m., April 16—Leave Wewak a de Havilland Drover plane, loted by Captain Hibbert, for omote (Manus).

4.30 p.m.—Without warning and ith loud explosion, port propellor eers off bearings, cuts fuel line, ars through cockpit and breaks ibbert's foot. Two other motors stop, and Hibbert slumps over con-trols.

4.31-35 p.m.—Druery leaps to cockpit, pulls dazed pilot clear, takes controls, pulls plane out of screaming dive and although he has not before piloted Drover makes perfect land-ing in sea. Sheedy inflates two-man rubber dinghy.

4.40 p.m.—All aboard dinghy; plane sunk; tourniquet applied to Hibbert's leg.

4.45 p.m.—Sheedy and Druery at work on portable radio transmitter. Distress signal picked up at Momote, 90 miles away and at Wewak. RAAF crash-boat and Qantas DC3 alerted.

6 p.m.—Qantas DC3 locates ding-

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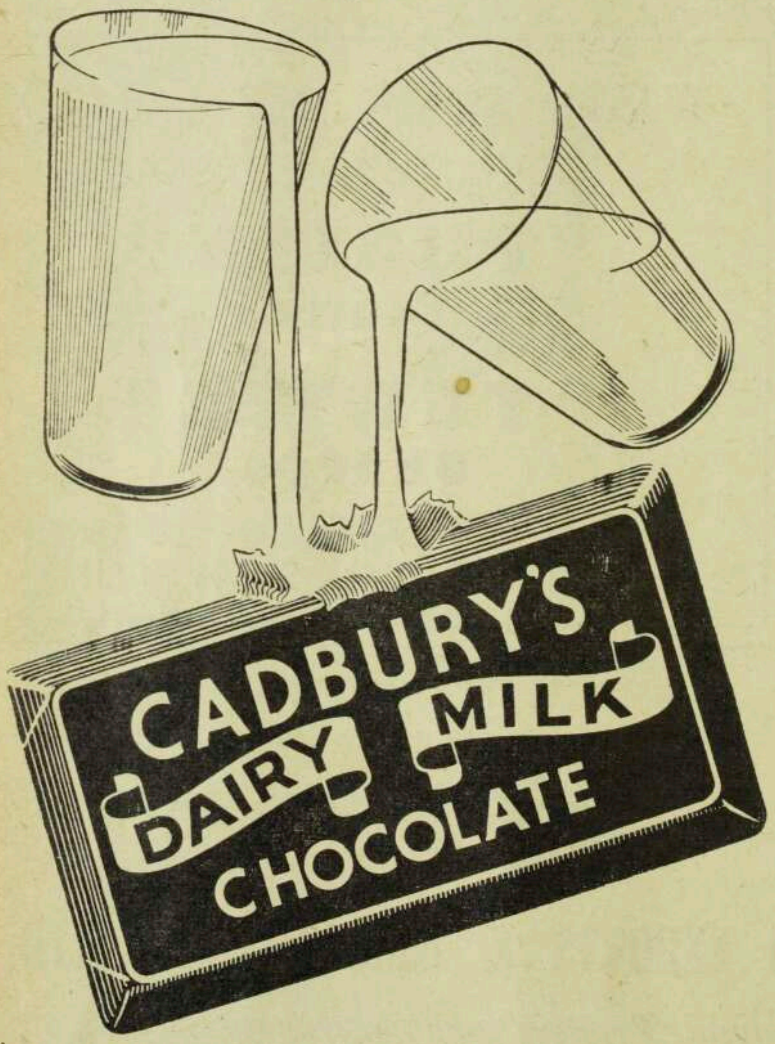

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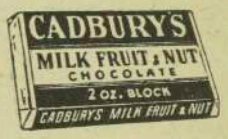

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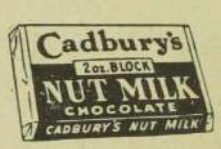
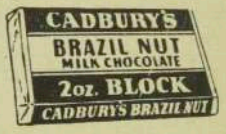


NUT MILK



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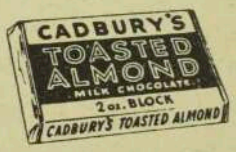

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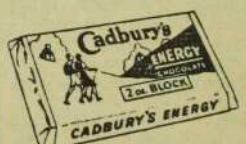

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y just before dark. Crash-boat on s way from Manus. Qantas planes eep watch over dinghy and guide scue boat.

3 a.m., April 17—RAAF Crash-oat arrives and picks up three men om dinghy. Heads for Manus.

10.30 a.m.—Three men arrive in ort Moresby having flown from lanus by Catalina. Hibbert taken hospital.

Captain Hibbert arrived in Sydney id was taken to a private hospital n April 21.

Courage, presence of mind and fficient air-sea rescue organisation ved the day for these men.

This is the second Drover plane crash in the sea off New Guinea. ast year a Qantas Drover crashed f Lae and the pilot and five pas-ngers were killed.

MORESBY TOWN PLAN

MORESBY, May 1.

THE latest of a long line of Town Plans had been presented to the ort Moresby Advisory Council and as being discussed in April.

This newest plan provides for a opulation of 7,500 (present 4,000) id is thought the best to date.

It leaves the holdings of commerce rtually untouched. Projected re-mptions were bones of contention previous plans.

ANOTHER MALARIA DRUG COMING UP

There is another anti-malaria drug on the way up. This one is American, in the experimental stage only, and is called hydroxychloroquine. It follows quinine, plasmaquin, atebrin, paludrine chloroquine and several other post-war variations, of which we have lost count.

It soon will be impossible for dwellers in the South-West Pacific to have a legitimate case of fever—and this no doubt will be regarded with mixed feelings by old-timers who have made good use of the affliction in the past.

Hydroxychloroquine is at present being tried out on the dog. But scientists think that it now can be promoted from animal tests and given to human sufferers of acute malaria. It is said to stay longer in the blood plasma and in higher concentrations than other anti-malaria concoctions.

There was a mild scare when in April medical authorities closed the Port Moresby European school after an outbreak of impetago. About 30 per cent. of the school's 120 children contracted the disease which, if not treated, can cause boils and leave facial scars similar to chicken-pox. The outbreak was arrested and the school was reopened in a couple of days.

Mr. W. A. Hayden, who has been a resident of Lae for 16 years, returned home in April after receiving medical attention in Sydney.

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Money in Shark Livers

THAT there is money in shark livers of the right type is shown by a report from New Zealand that a shark recently caught off Stewart Island contained a liver weighing 24 lbs. and valued at £15 Stg., delivered unrendered to the buyers.

The vitamin content is reported to vary widely with different species, however; and, in the case of shark oil produced in the Islands, the yield per shark of the more common varieties is not high and the vitamin content lower than from the cold-water types. Great care must be taken in rendering livers to avoid high temperatures and to extract all water which, if left, will cause the oil to go rancid.

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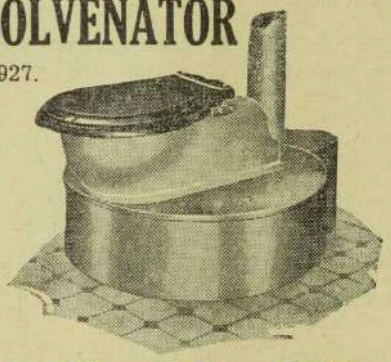

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Moresby's £5,000 Swimming Pool

MORESBY, April 30.

THE Port Moresby swimming pool appeal committee in April started an all-out drive to raise £5,000.

Headed by energetic Mr. Tom Flower, the committee is now running a weekly 10/- sweep on the main Australian race each Saturday and this is meeting with marked success.

So far, not less than £50 has been added to the fund each week from this source.

As soon as the fund reached £2,000 a start was made on the pool which is to be situated on Ela Beach at the foot of Lawes Road.

Veteran of the Morobe Goldfields, NG, **Mr. O. P. Blanden,** Mining Warden, departed in early April for three months leave with his family in Australia. **Mr. Arthur Fry,** Mines Inspector, who recently returned from six months leave, will relieve Mr. Blanden.

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"KIA ORA" AND "NATURU"

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Obtainable from Auckland and Island Merchants

P-NG Experiments With Village Councils

(Continued from Page 83.)

easts than anyone else. He was able o give feasts because he grew more ood than anyone else and he grew nore food because he was more en- erprising and energetic or, one way r another, got more people to toil or him: the old story of any suc- essful man, white or coloured.

He was not formally elected; over he yearshe became to be regarded as he head man of the community and ie remained so until some other nan, more enterprising and energetic, ook his place.

What are now considered to be he desirable qualifications for Village Councillors is not clear, but the Methodist Mission, which is watching he new experiment with interest, eems to have some doubts about his aspect. In an article in a recent *Missionary Review*, the Rev. R. S. rown, has this to say:

"A disappointing feature of the rst elections has been the number of nembers elected who are not of the ighest moral calibre. In some cases rresponsible young men have been lected, and their progressiveness is ften not related at all to the culture nd traditions of the life of their eople."

MISGIVINGS

Mr. Brown's misgivings seem to be orne out by the fact that, as re- orted in PIM and some Australian ewspapers, one of the first efforts f one of these Councils was a desire o change the old matrilineal system f inheritance to a patrilineal system. f any European had had the teme- ity to suggest this, every anthropolo- ist in the world would have creamed his head off.

A European Assistant District Officer has been appointed to over- ee the work of the Councils. He vill attend meetings and instruct ouncillors, but the idea seems to be o hand over as much local govern- ment to the Councils as possible. They will raise their own taxes and provide from them for village im- provements such as education, sani- ation, road maintenance, various uilding projects and the payment f councillors and a council clerk.

Taxes at present are £4 per nnum for every adult male and £1 er adult female if she wishes to ave a vote. Even in these days, £4 s a considerable sum for a native to ind and the paying of it will mean ardship for some. Mr. Brown uotes the case of pastor-teachers, aying that this sum is a quarter of heir yearly salary and they cannot afford to pay it. They hesitate to go before the court of appeal that is provided, as they feel that this is humiliating —New Guinea natives have an acute sense of what they call "shame" and what an Oriental would probably call "face"—and the Mis- sion finds itself in the position of having to find the tax for them.

What do the natives themselves think of the project? According to Mr. Brown, who has made a study of it, some are fearful of the power of the Councils once they become firmly established. Others feel that it is good to have money at their own disposal for some of the things for which they have long been impatient —education, for example. However, as Mr. Brown remarks, they have yet to find that money will not cure all and although they can build the village schools there is, as yet, not enough trained teachers for all.

The experiment is an interesting one and although it has already attracted the attention of the calamity howlers, and been decried as window-dressing for UN, it is one that is best regarded with an open mind at this stage.

P-NG is at least 50 years behind Fiji in this attempt at local native government although it is as well to remember that Fiji had a more homogeneous society on which to build in the first place, and that such Western democratic principles as

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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 atten- tion 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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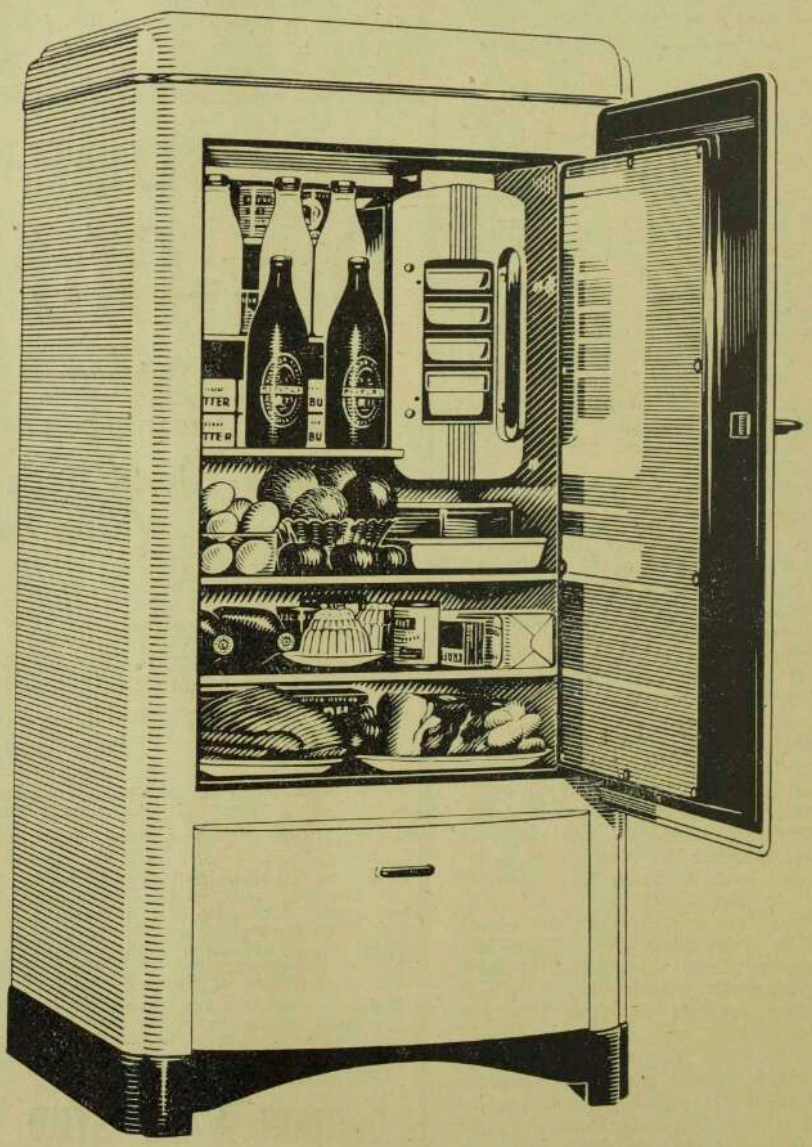

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have been adopted, have been modified and absorbed gradually, not thrust suddenly upon the Fijians by outsiders.

SHOULD FIJIANS 'HUNT AND KILL' IN MALAYA?

AUCKLAND, May 4.

THERE has been strong criticism in Fiji of the new motto, "Hunt and Kill", adopted by the Fijian Battalion in Malaya. A radio broadcast from Suva on April 30 mentioning the motto, was from a record made by a member of Far East Land Forces Headquarters public relations staff in Malaya.

Writing in the *Fiji Times*, a member of the Methodist Church (to which the majority of Fijians belong) protested against the motto and recalled a speech made in Australia ten years ago by the Rev. Setareki Tuilovoni who said: "One hundred years ago missionaries came to Fiji and said to us, 'No more war: Christians don't fight,'; so there was no more war in Fiji until civilised people brought it back again."

EDITORIAL NOTE—This is typical of the namby-pambyism which is the curse of the world to-day. The Malayan jungles are filled with murderers—human animals who creep upon inoffensive and undefended people, and kill them without mercy, simply because the Muscovite Reds want it that way. The Fijian battalion was sent to Malaya as part of the free world's effort to stop this horror. The only way to stop it is, with complete ruthlessness, to kill the murderers wherever they can be found, and drive them out of Malaya. If the Fijian jungle-fighters did not go to Malaya to "hunt and kill", why on earth were they organised and sent off to that Country?

"COLLAPSED"

According to a recent *Notice to Mariners*, seafarers are instructed to take note that the Eua Iki Light, in the Tonga Group, has "collapsed". However, it is not likely to be greatly missed; as mariners who have passed it will recall it appeared to have the approximate strength of one fair average trade candle.

Mr. Robert C. Symes, member of the BSIP Legislative Council and an old-established planter in the Solomon Islands, was in Sydney on a combined holiday and business visit in April and May.

TROPICAL HEALTH LECTURES

MISSIONARIES and others who propose to live in tropical regions, and especially in the Pacific Islands, have been invited to attend a course of lectures in Tropical Medicine and Hygiene, at the School of Public Health and Tropical Medicine, University of Sydney. The lectures will extend from June 11 to August 8, and will be given between 2 and 3 p.m. on Mondays, Wednesdays and Fridays. There are no fees.

Persons interested should write to the Director of the School, University of Sydney (Telephone MW 1307).

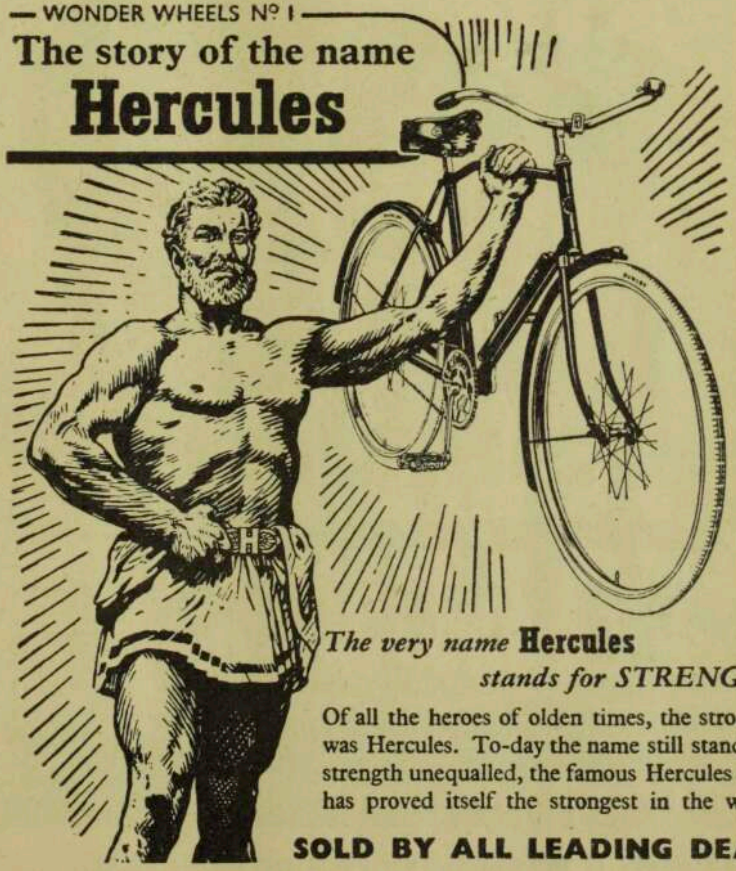
Mr. Roger Gallyon arrived in the Solomons in January, from England, and took over the Melanesian Mission School at Pawa, in the absence of **Rev. Derek Rawcliffe,** who is attending a conference in the United Kingdom.

When *Tofua* sailed from Auckland late April, she took a consignment of 2,000 articles of clothing for distribution among Fijian hurricane victims, despatched by the Auckland Seventh Day Adventist Dorcas Welfare Societies. Auckland Societies have recently despatched 850 garments to New Guinea for use where required.

— WONDER WHEELS Nº 1 —

The story of the name

Hercules



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A total of 7,000 first-day covers were cancelled by Apia Post Office when the new Western Samoan stamp issue came into use on March 10.

Mrs. S. Bronowski, of Port Moresby, after a brief visit to New Zealand, was in Sydney over Easter. She expects to return to Papua shortly.

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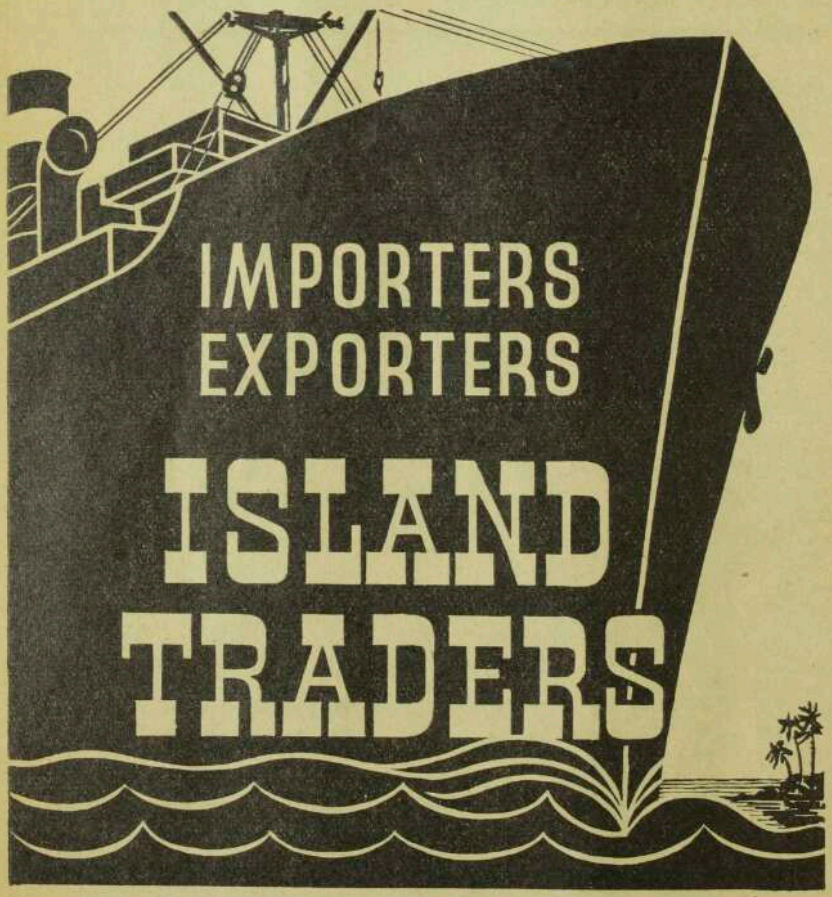

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How Came the Chinese In New Guinea?

THE statement, frequently made, that the German Government is responsible for the establishment of the now large and growing Chinese community in New Guinea is challenged by an old New Guinea resident, Mr. H. L. Schultze.

Mr. Schultze says that the Chinese who were admitted to New Guinea by the Germans, were limited strictly to a few general traders—Ah Tam, Ah Kun and a third man who operated in a big way at Madang. These Chinese traders were allowed to bring in as employees a limited number of their fellow countrymen.

Nothing was done about the Chinese community while the country was under Australian Military occupation (1914-1921); but in 1921 the newly-established Australian Administration interpreted the immigration laws of the Mandate in such a way as to permit the free entry of Chinese—and the Chinese, both men and women, entered freely for a couple of years.

It was this immigration, and not the handful of Chinese found there in 1914 which provided the basis of the present Chinese community. After a couple of years the Australian Administration became alarmed at the influx of Chinese and withdrew the general permit to enter, and allowed entry thereafter only in particular cases, such as the close relations of Chinese already established.

'MAKE USE OF NEW GUINEA CHINESE'

"I think that Australia could turn the Chinese community of New Guinea into a helpful asset, instead of regarding the Chinese there as a 'problem' ", said Mr. F. J. Mackenzie, in Sydney recently. He was formerly manager of the Rabaul branch of the Commonwealth Bank.

"You cannot now get rid of the Chinese community, even if you wished. They are there to stay, as traders, artisans, planters, professional men. A wise Administration would appreciate the potential value of this human material, and would encourage the Chinese to regard New Guinea as their own country, and to give to New Guinea their personal loyalty and service. They could help very much in the task of settling and governing the country. Otherwise, if they are regarded as a community element without any fixed home, they might feel that they have no community obligations."

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Mrs. Anne Selwood, who was a resident f Nukualofa, Tonga, for a number of ears when her husband, Mr. H. Selwood, as Principal of the Government Col- ge there, is now living in Murwillumbah n the NSW North Coast. She is teach- g at the local Technical College while Ir. Selwood is with the American Red ross in Tokio. Mrs. Selwood recently ecame Governor of the 24th District of uota Club International Incorporated. uota is a women's organisation similar Rotary, each branch being restricted to one member from each profession, art or line of business. Quota operates in USA, Canada, Mexico and Australia.

Sister Kathleen Gallagher of the Rabaul European Hospital arrived back from leave on the March Bulolo.

Torrential rains in Wau District, NG made havoc of vegetable gardens, races and roads in March-April. On March 25 the Big Wau Creek rose nine feet, washing away everything in its path as it changed course several times.

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COLD MEATS.
12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
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4-oz. Hampe.
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1-lb. tins Lard.
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8-oz. Flair Fish Cutlets.
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SOUPS.
8-oz. Tomato Soup.
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12-oz. Sheep Tongues.
12-oz. Lamb Tongues.
12-oz. Calves Tongues.
2-lb. Ox Tongues.

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56-lb. Boxes Cake Margarine.
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56-lb. Boxes Bulk Butter.
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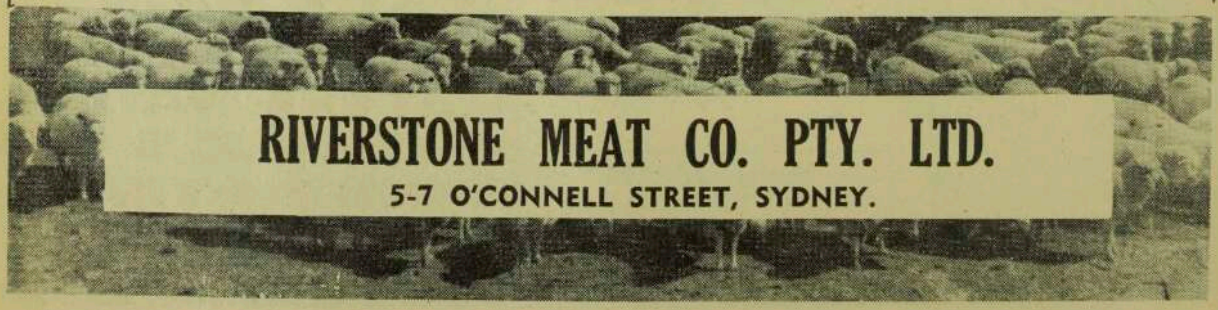

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Madang	VIV	6225	Same as Kavieng	Mon. to Fri.: 0530Z & 2330Z. Saturdays: 2330Z. Holidays: 2300Z.
Port Moresby	VIG	6225	Mon. to Sat.: 2100Z to 0730Z Sun. & Hols.: 2300Z to 0300Z	Mon. to Sat.: 0600Z & 2200Z Sun. & Hols.: 2300Z
Rabaul	VJZ	6230	2000Z to 1400Z	0630Z & 2130Z
Samarai	VIJ	6410	Mon. to Fri.: 2200Z to 0215Z & 0400Z to 0630Z Sat.: 2200Z to 0300Z Hols.: 2300Z to 0000Z Sundays closed	Mon. to Fri.: 0530Z & 2330Z Sat. & Hols.: 2330Z
Wewak	VJW	6405	Same as Kavieng	Mon. to Fri.: 0610Z & 2218Z Saturdays: 2218Z Holidays: 2230Z

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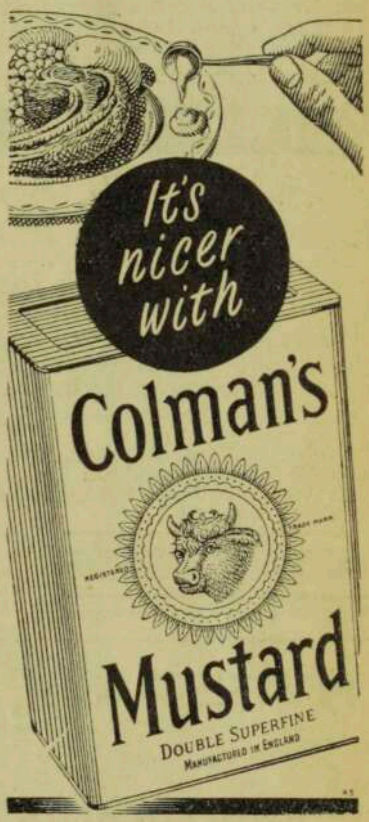
From time to time we receive inquiries from yachtsmen and Masters of small-ships in regard to radio-telephone skeds maintained by Islands stations. For the benefit of vessels proceeding to South Western Pacific waters we list the above. Watch is in all cases maintained on 6280 k/cs and the coast stations reply on the frequencies listed.

Island Hams, for your own benefit make use of the Pacific Islands Net sked times, 0100/0700/1900 GMT on all bands.

During the month I had an interesting letter from Roy Taylor, VK9AU, of Wewak, New Guinea, who apparently appreciates the idea of the PIM Ham Notes. I quote from his letter:

"At present the Islands stations that I hear seem to have one of two ideas . . . to work DX exclusively . . . or to QSO the home town in VK, ZL or W. I have had very little success in contacting Islands stations, with the exception of KG6, signals from Guam being particularly good around 0900Z. . . . I am at present running about 60W phone and CW on 20 and 40, VFO . . . but will have 100W and . . . a more effective antenna soon." So, gents, keep a look out for the voice of Wewak on the sked times.

We invite Hams in the Islands to write in with items of local interest, especially regarding stations actually active and the bands they are using. News of what



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goes on in your Group is definitely interesting elsewhere in the Pacific.

Island Hams in Sydney over Easter included VR2BJ and VR-1-D, according to a local radio magazine, which also reports that Bill Scarborough, ZK2AA, Officer in Charge at Niue Island Radio, made a 50 mc/s 3,500-miles contact with VK5BC early this year. When Bill, with one of the rarest Pacific prefixes, paid a visit to the States last year he was treated like a king in American Ham circles, it is said. Since his return with large quantities of choice American gear Niue is becoming as well-known on the Ham bands as Honolulu.

Assistant Medical Practitioner Peni Vuiyale, of Fiji has been awarded a scholarship of £100 stg., which will enable him to take a course in anti-TB work in the United Kingdom. The Government of Fiji has made him a special grant towards cost of passages, etc.

NG Memorial Scholarship (Qld. Div.)

The following donations have been received for the Queensland division of the New Guinea Memorial Scholarship Fund:

	£	s.	d.
Received and ackowledged to July 31, 1951	452	15	5
Ian S. Levy, Daru, Papua	2	2	0
Refund from Bank of N.S.Wales	1	0	0
Mrs. Jamieson	1	1	0
New Guinea Club Towel Fund	1	18	6
New Guinea Sale Marmalade		3	6
Mrs. S. McCosker	1	17	6
Mrs. Haslam, following Xmas "Get Together" of Brisbane NG Assn.	9	16	6
Mrs. S. McCosker	4	1	3
Mr. Nick Carter	1	1	0
Mrs. McCosker (Sale of Cakes)		11	0
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21st BIRTHDAY

Miss Lorraine Quintall of Port Moresby who celebrated her 21st birthday with a party on April 5, 1952.

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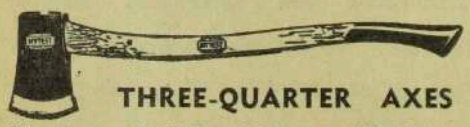

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TALK-TALK

(Continued from Page 28)

are continually being charged with rape and stealing in the Territories' sea-ports. I refer to the old tribal customs—enforcing a stern regard for private property, whether it was the neighbour's pig or wife, and where the penalty—in most cases death—was sufficiently severe to act as a deterent.

Those who have lived among primitive natives have come to respect their standards of morality as compared with those of Western civilisation. I know of many an old-timer who would have no compunction in leaving his wife on an island with primitive natives, but would think twice about it if more civilised beings were about.

:: :: ::

The extent to which our civilisation has penetrated in PNG seems apparent in a Sydney press statement about Tommy Otari, "the only fuzzy-wuzzy to box in Australia." He was reported to be at the Sydney Show in a well-known boxing troupe. Is this the Government's idea of education for the natives?

:: :: ::

Bits and Pieces: Margaret Cilento has been holding an art exhibition in Sydney recently. A bit too modern for my old-fashioned ideas, though it was well received . . . A native welfare conference opened at Noumea under the SPC on April 28 . . . "Fortify New Guinea," says US General Eichelberger. Billy Hughes was saying the same thing back in 1937.

Plea for Rabaul Footpaths

"WHY not a footpath or two in Rabaul?" asks one who signs himself "Disillusioned Newcomer." He proceeds: "In addition to making the streets safer for pedestrians, it would do something to remedy the bedraggled appearance of the town.

"To walk along Malaguna Road or Mango Avenue when there is traffic about—and especially at night, when the pictures audience is dispersing—is an unenviable experience. You either leap for your life, or take what's coming—and that is usually a speeding lorry with a carefree native at the wheel . . . I am sure the metropolis of the Bismarck Archipelago can do better than this, if it wants to."

Mr. and Mrs. W. Watson, of Rarotonga, were visitors to Auckland during April and May.

Mr. J. R. Halligan (formerly Secretary of the Australian Department of Territories) has been appointed Australian representative on the Board of the British Phosphate Commission. The BPC—now a huge organisation—works the phosphate deposits on the islands of Nauru (a Trust Territory held jointly by Britain, Australia and New Zealand), Ocean Island (part of Britain's Gilbert and Ellice Colony), and Christmas Island (in the Indian Ocean, and recently acquired by Australasia). Mr. Halligan represents Australian interests, in relation to Nauru and Christmas. He also is Australia's senior Commissioner on the South Pacific Commission; and he goes periodically to New York to represent Australia before the Trustee Council of UNO.

ADDRESS WANTED

Anyone knowing the address of Padre Sherwin, who served in the New Guinea Volunteer Rifles and Angau during World War II would confer a favour by sending same to the Editor of PIM. We have received from the backblocks of New Guinea a letter addressed to Padre Sherwin, but we cannot forward it because we have lost track of him.

Mr. R. Shepherd, of Rarotonga, former manager of the Cook Islands Trading Co., went to New Zealand in April.

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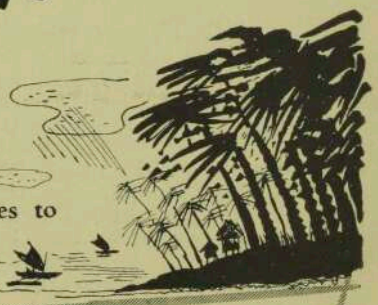

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WHAT NEXT IN W. N.-GUINEA?

INTERESTING RECENT HISTORY REVIEWED BY R. W. ROBSON

SEVERAL weeks ago, when it seemed that the Netherlands Government would concede to the Indonesians some right to share in the administration of Western New Guinea, Australia broke into the discussions, and let both parties know that any admission of Indonesians to New Guinea would be most unfavourably regarded by Australia. Australia, in this, was supported by United States.

There now is developing a plan under which the Dutch will continue to govern Western New Guinea, under the supervision of a Commission, set up jointly by Netherlands, Indonesia, Australia and United States. It appears that Indonesia would consent to this, on condition that it does not surrender its ultimate title to sovereignty in Western New Guinea.

It is not a pretty compromise. If it is accepted, it will not be settlement creditable to Australia. It is vital to the future of Australia and the South Pacific countries that the whole of New Guinea be kept under European control, as some sort of a barrier against Asiatic aggression. To accept any guarantees from Indonesians would be foolhardy, in the extreme.

A FAR better settlement is represented by the suggestion that Australia should purchase Western New Guinea from the Dutch, and administer it alongside of Papua as part of its tropical territories—much in the way that United States bought Louisiana from France for 11¼ million dollars in 1803.

Indonesia would howl, of course; but neither Australia nor Holland need be concerned about that. India, Pakistan and Burma, which support Indonesia's claim to Western New Guinea, probably would be unhappy; but their feelings in this matter are less important than the maintenance of the defensive barrier in New Guinea.

THERE have been many rapid changes in this Indonesian situation in recent months. The Agreement between Holland and Indonesia, made late in 1949, (under which the Dutch, abandoned in 1946 by Socialist Britain and indifferent America, were compelled to surrender to the Indonesians their sovereign rights in the East Indies) provided for a settling-down period of two years.

Therefore, at the end of 1951, there was another conference at The Hague, for consideration of outstanding differences—the chief of which were Western New Guinea, the fate of Dutch investments in Indonesia, and the future of about 250,000 people of Dutch-Indonesian blood, who regarded the East Indies as their home.

The Hague Conference was still squabbling about Western New Guinea early in 1952, when proceedings suddenly were adjourned and the Indonesian delegates hurried back to Jakarta. This seems to have been due to two things.

The Dutch Government (which is led by Dr. Drees, a Socialist) was inclined to make concessions to Indonesia on New Guinea, on condition that a guarantee was given in respect of Dutch interests in Indonesia. This was bitterly opposed by non-Socialist interests in Holland—and also by Australia—and there were strong representations made on the point in New York.

Meantime, economic and political troubles had been clustering ever more thickly around the Indonesian Government in Jakarta. The feeding of over 70 millions of people was no easy task for the Dutch; and under the Indonesians themselves the country's economic machinery has been steadily deteriorating. This of course has been reflected in growing political troubles.

Apart from the revolution in the Moluccas—which has been going on for two years and is now concentrated in a lively campaign between Indonesian troops and 20,000 guerillas in Ceram Island—there have been savage little outbursts all over the archipelago.

The Reds have been very busy. In August, 1951, the Government suddenly struck against Communist penetration and arrested hundreds of Red agents, and imprisoned them for a time. But they now are all free again, and they are again active, and making the most of the discontent created by economic dislocation.

So the delegates from The Hague returned to a turbulent situation.

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THE BUILDER

builded a house of brick,

'Twas as sound as sound could be,

But the builder himself was out of repair,

And a ragged cough coughed he.

" 'Tis a wooden suit I'll be wearing soon,"

Said he, and his face was dour,

But he beat the old Reaper in just two hours

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There were a number of Government changes and, from mid-February to early April, no Government at all. Then a Dr. Wilopo, leader of the "National Party", became Premier and is still carrying on, pending a general election.

The influence of the clamant and prominent Dr. Soekarno, collaborator of the Japanese, seems to be waning. It was he who said on October 28, 1944: "This (introduction by Japanese of conscription) is a very useful proposal because we now can take our share in the destruction of England and America." And, on August 16, 1944: "Right and justice are on the side of Japan."

The Hague conversations, discontinued in January, seem to have been resumed at the end of March, after Dr. Wilopo's government took over. They had gone a certain way in the direction of compromise (admittance of Indonesia to New Guinea) when Australia's Foreign Affairs Minister (Mr. R. G. Casey) visited Jakarta and, early in April, let the Indonesian Government know (as per his statements in Australian newspapers on April 8) that the contemplated settlement was unfavourably regarded in Canberra.

Within the following month, various unofficial reports showed that there now is a move towards Joint Commission Control.

The thing is likely to take more definite shape as soon as the Indonesian elections are over and there is a more stable Government. It is significant perhaps that there has been no move towards settlement through the United Nations Organisation. Australia has "had" the United Nations, so far as New Guinea administration is concerned.

THE removal of the Dutch from the East Indies by the Western nations, after 350 years of successful administration, is the greatest tragedy of the post-war period. And the greatest tragedy within that tragedy is the fate of the quarter-million people of Dutch-Indonesian

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blood for whom the East Indies is their natural home.

These are a good type of people, literate, Dutch-speaking and generally enjoying European status. They are not wanted by the Indonesians and there seems to be no place for them in the Netherlands Empire. There are 8,000 of them in Holland, but they are not happy there—they prefer a tropical environment.

Under The Hague agreement of 1949 they were given until December 27, 1951, to make up their minds whether they would have Dutch or Indonesian nationality. A few thousands of them decided to become Indonesians: but 200,000 rejected the Indonesians and retained their Dutch status.

Since then, their condition has been deplorable. The Indonesians dislike them, and try to make their lives miserable, and the Dutch can do nothing for them. They have pleaded most urgently that they be assisted by Holland to make a mass migration as colonists to Western New Guinea, which is an enormous Territory, with only about one million natives. But the Dutch say that it is a most primitive region of vast swamps and great mountains, with only 300 miles of roads, and no labour supply, and few facilities to assist colonisation.

Unless the thing is tackled with vision and vigour, the colonisation of Western New Guinea by these folk does not seem possible. Yet their situation is unhappy, in the extreme.

IF Australia were run by Americans, or any other people of foresight and tireless energy, I think I know what would happen. The Indonesian problem would be promptly settled by the purchase of Western New Guinea; some of the resources, both human and financial, which Australia now pours into Eastern New Guinea, would be diverted to Western New Guinea; quick preparations would be made on a big scale for the introduction and settlement of those 200,000 Indo-Europeans from Indonesia, and of sufficient non-indigenous labour to meet their requirements; and steps would be taken for the creation of a really worthwhile sub-Australian tropical empire in the great islands of New Guinea, Bismarck archipelago and, maybe, the Solomons.

It is an inspiring idea and, as I have said, I could see the Americans doing it, and making a resounding success of it. But I cannot see it being done by Australia. Australia has the men, and the means, and the need, and the opportunity; but Australia's governmental leaders are so shackled by bureaucratic ties and political inhibitions that they seem unable to get on with any really big plan.

Western New Guinea probably will be settled by compromise, along the lines indicated, and the Indonesians sooner or later will be admitted to New Guinea. If that happens, Australia will deserve what it will get.

The Apia Bowling Club, which has been inactive for several years, has now been reformed. A large number of old and new members have been enrolled and the new club looks forward to a successful initial season.

Mr. Phillip Woonton, well-known trader and pearl dealer of Penrhyn Island, Northern Cooks, was a visitor to Rarotonga in April.

Father A. Maye, M.S.C, returned to the Sacred Heart Mission station on Yule Island, in April, after two years' leave spent at his home in Switzerland. Father Maye has been 15 years on Yule Island.

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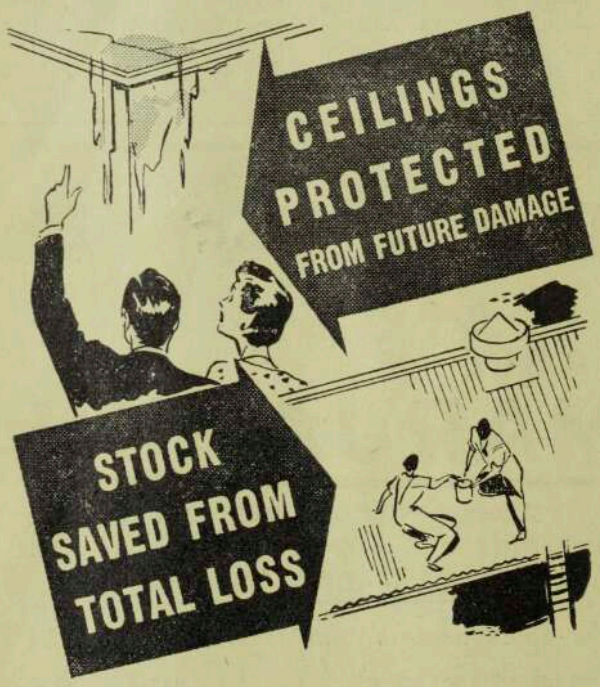

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PA39-51

ACUTE SHORTAGE OF RICE

Problems In The Solomons

HONIARA, May 4.

NO unusual food shortage has existed in the B.S.I.P. for Europeans (as reported in Australia), though the arrival early in May of the *R. C. S. Kurimarau*, the *Muliama* and the *Awahou* provided a welcome variety of diet, including some potatoes and onions.

The rice situation, however, was described by a Government spokesman as "critical". Owing to an unexpected drop of 20,000 tons in Australian rice production this year, no quota of rice for the current year has been granted to the Protectorate by the Australian Government, which has stated that, while sympathetic consideration will be given to the Protectorate's plight, nothing can at present be promised.

The Protectorate Government has almost finalised negotiations for the purchase of 500 tons of rice from Indo-China as an emergency measure.

Until the amount of rice obtainable from Australia is known, licences to import Australian rice into B.S.I. have been issued only to the Government Trade Scheme, the Fairymead Sugar Co. and Lever's Pacific Plantations, a small quantity being set apart for the Chinese settlement.

Private employers of labour at present are unable to obtain import permits for rice to feed their labour, as permits cannot be graded until the amount available from Australia is known. Their only alternative to obtaining what the Trade Scheme, Fairymead or Lever's can spare them is to make their own arrangements for the importation of rice from countries other than Australia.

The rice shortage will not affect Protectorate natives in general, as they live on the produce of their own gardens, to a large extent. As well as providing an additional hardship to private producers, it could, however, seriously affect the economy of the entire Protectorate, since copra cannot be produced if rations for labour are not available.

Mr. L. R. Martin of Suva who was manager of the Fijian Rugby Union team that toured New Zealand in 1951 and **Mr. P. Raddock** who was coach, will be manager and coach of the team that will tour Australia in July.

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SEARCH FOR GOLD IN FIJI

Important Development Under Non-Socialist Regime

THE removal of the Socialist canker from the British Colonial administration has had one interesting result in Fiji. The Fiji Government now proposes to encourage a search for gold, by offering the prospectors rewards instead of penalising them; and the Fiji goldmining companies (Emperor and Loloma) have applied for prospecting licenses over 14,000 acres in the valley system adjoining Vatoukoula, and £200,000 will be spent on a geological survey, followed—if justified—by what is called churn drilling on a large scale.

The Tavua goldfield of Viti Levu, Fiji, is an unusual field in some respects. It contains a telluride ore—which is generally different to what is found in goldbearing regions of the Southwest Pacific—and when the field eventually was proved the payable gold was limited to one small area (what is now Vatoukoula). From the closely-grouped three mines of Emperor, Loloma and Dolphin some remarkably rich ore has been taken in the last 15 years.

The whole of the surrounding region was closely prospected, and abandoned as of too low value; yet there are many who still say that the rich gold already found in Viti Levu is as nothing compared with what may still be discovered in the northern hills of that island.

Because of the ferocity of Australian taxation, and the fact that most of the Emperor and Loloma shares are held in Australia, the companies have kept as much of their earnings as possible in Fiji, and the balance-sheets show a very healthy accumulation.

The late Mr. Theodore proposed to use some of this money in the development of a goldfield in Guadalcanal, in the Solomon Islands; but when the British Socialist Government came along with the new regulations, calculated to allow the BSI administration to seize a large part of any new mineral wealth uncovered by private enterprise, he cancelled the enterprise in disgust. It is hoped now that the search may be resumed in the Solomons.

FIJI has benefited enormously from the goldmining enterprise established in Tavua by the Wren-Theodore interests; but, of course, the three mines developed there, like all mines, have a limited life, and it is gratifying to know that a large part of the gold won from those mines is now to be used in seeking for more gold-bearing ore, in the same island.

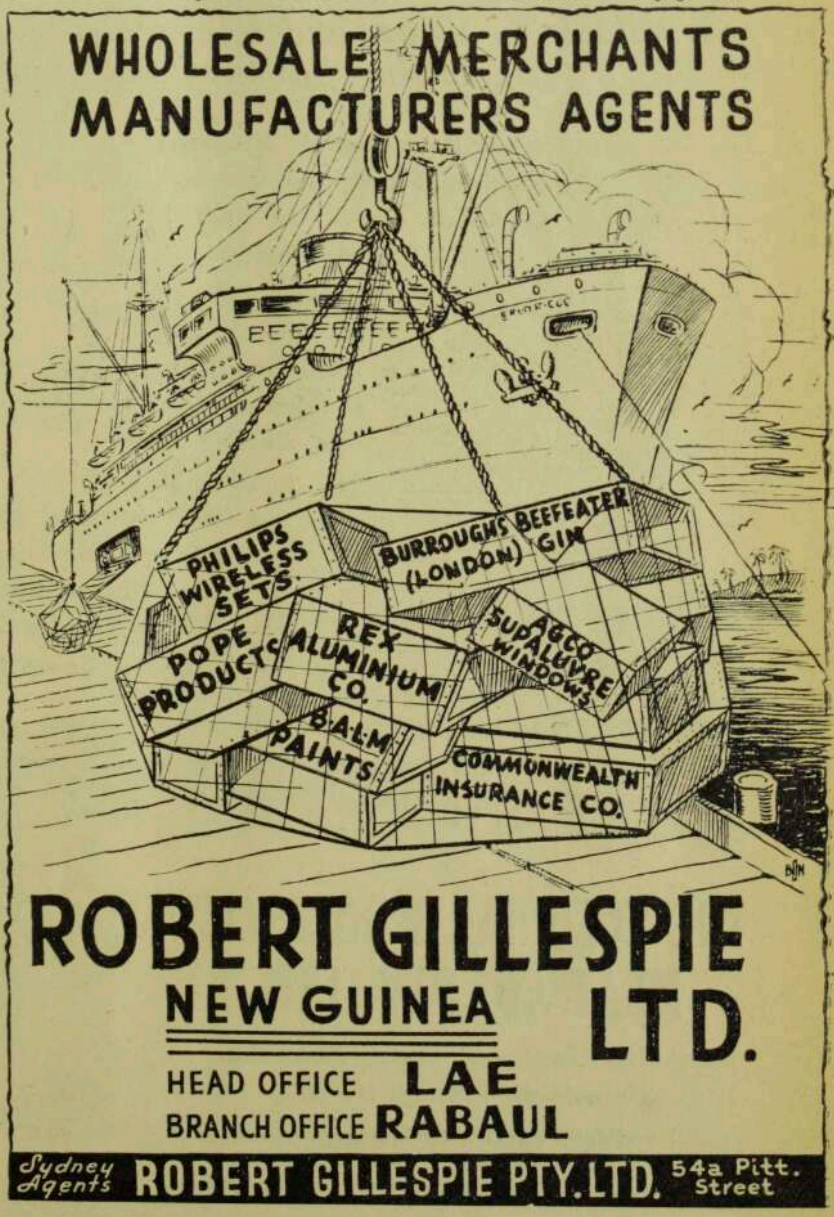
Fiji is a rich colony because it is a three-economy country—it has three substantial industries, in the production of sugar, copra and gold; and anyone can see the wisdom of the Fijian Government in co-operating with private enterprise to keep the gold industry going as long as possible.

Never in history has a goldfield been discovered and developed by Government enterprise—Socialist or any other kind—it is essentially a task for private enterprise.

Officials of the goldmining companies told the Melbourne newspapers on May 1 that the prospecting licenses had been applied for because of more favourable taxation contemplated by the Fijian Government towards the mining industry and the recent values disclosed in churn drilling now in progress in the eastern section of the Emperor lease at Vatoukoula.

The programme recommended by the Chief General Manager (Mr. N. E. Nilsen) covers about three years for an estimated cost of £200,000, including plant and equipment.

(Continued on page 117)



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Total expenditure will be shared equally by the three operating companies at Vatoukoula — Emperor Gold Mining Co. Ltd., Loloma (Fiji) Gold Mines N.L., and the Dolphin Mines Ltd. Any benefits from the proposed programme will be shared equally by these companies.

It is stated in Suva that the gold companies will spend £200,000 in three years on prospecting, and that the Fiji Government, by reducing old royalties and increasing depreciation allowances in respect of taxable income, will make concessions to the companies equal to about £200,000.

Bound for Perth, WA on three months' leave **Mr. G. R. Lange,** Health Inspector, accompanied by his wife, left Rabaul on April 26. A week earlier, at the Methodist Church, he gave away his daughter, Valerie June, in marriage to Mr. Ronald Blackert, of the Commonwealth Bank. At the reception at the New Britain Women's Club, over one hundred guests were entertained.

Anzac Day at Wau

As a prelude to Anzac Day at Wau, NG, the R.S.L. held its annual Smoko at the Club.

On the morning of Anzac Day 70 European and 20 native returned servicemen marched to the local cemetery for a service. The remainder of the day was

Anzac Day In The Islands

All over the Pacific Islands, on April , former servicemen of Australia and ew Zealand lined up at the War emorials to pay honour to Anzac Day.

In Port Vila, 24 men marched to a ceremony, which was presided over by Dr. Jamieson, and attended by the Resident Commissioners of France and Great Britain. The photograph, by Fung Kuei, shows the men standing to attention during the service.

NZAC DAY IN MORESBY

PORT MORESBY, May 5.

VER a thousand Moresbyites turned out in the darkness of nzac morning to attend the dawn rvice at Bomana. They travelled e 12 miles each way in seven buses d 350 other vehicles. A notable ature of this year's service at omana was a very fine address given the Chief Judge, Mr. Justice F. B. illips.

Members of the Royal Papuan onstabulary formed the catafalque rty, also paraded in strength at the a.m. service at Ela Beach. The nd was in attendance, and 45 other tive members marched.

About 150 European ex-servicemen d 24 PNGVR marched and the paun Infantry Regiment, marching its own drums, made its biggest blic appearance to date.

There were approximately 1,500 uropean and 3,000 native spectators the late morning march.

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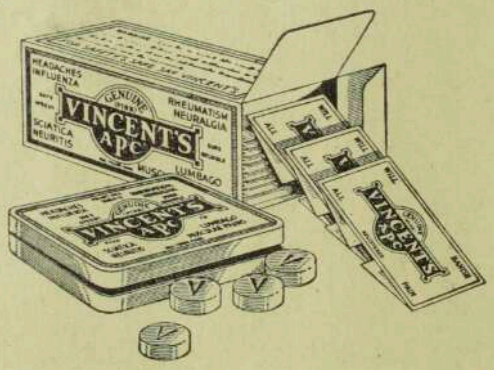

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Get VINCENT'S A.P.C now and from the *very first dose* you will obtain quick, safe relief! VINCENT'S A.P.C Powders & Tablets produce a rapid change from pain, tired feeling and depression to bright, smiling alertness! *You will feel better and brighter!*

S.P.6D.2

given over a sports and swimming carnival; local children were specially catered for. Morning and afternoon tea and luncheon were provided for about 200 people.

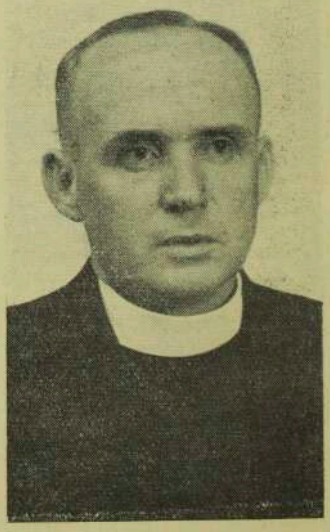
AND AT SOHANA, BOUGAINVILLE

BISHOP WADE, S.M., speaking at the Anzac Day ceremonies at Sohana, New Guinea (which were the best attended celebrations to be held there for some time) praised the courage and fortitude of the Bougainville natives, who, in his Lordship's opinion, assisted and co-operated with the Coast Watchers more than anyone else in the Territory. His Lordship also spoke with feeling of the ten thousand natives of his flock, in the Northern Solomons, who were either killed by the Japanese or died of starvation.

Mr. Alf Long, president of the local branch of the R.S.L., and the Rev. Mr Cornwell, of the Methodist Mission both spoke of the gallantry of the Australians against the Japanese in New Guinea.

After the celebrations, a lunch arranged by the R.S.L. Secretary, Mr. E. R. Bartlett, was enjoyed by the local R.S.L. and the visitors.

NG MISSION SKIPPER



BROTHER AUGUST SCHALLER, MSC, of the Vunapope Mission, Kokopo, New Guinea, who left Sydney recently by the "Roma" for Europe, on furlough, master of the Sacred Heart of Jesus Mission vessel "Waimana" (190 ft., 15 tons), well-known among the islands of Bismarck Archipelago. He has been in the Territory since 1933 and will be remembered by many for his work at the end of 1941 when, as skipper of the Mission's "Paulus", he evacuated most of the women and children from New Ireland, just before the Japs hit New Guinea. Brother Schaller, who will spend leave in Dortmund, Westphalia, Western Germany, was a trifle reluctant to supply this photograph: "No one in New Guinea will recognise me in clerical attire", he protested mildly—"I'm usually on the bridge in shorts and tropical rig".

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SOUTH PACIFIC COMMISSION

Ninth Session Reviews Important Activities

THE ninth Session of the South Pacific Commission opened at s headquarters in Noumea on Monay, April 28 and was expected to ast about 12 days. The following ttended:

AUSTRALIA

enior Commissioner: Mr. J. R. Halligan, Special Adviser to the Minister for Territories.
ommissioner: Professor K. O. Shatwell, Professor of Law and Dean of the Faculty of Law at the University of Sydney.
lternate Commissioners: Mr. D. St. A. Dexter, Officer-in-Charge of the South Pacific Sub-Section, Department of External Affairs. Mr. E. N. Kruger, Officer-in-Charge of South Pacific Commission Section, Department of Territories.
dviser: Mr. H. D. Anderson, Australian Consul, Noumea.

FRANCE

enior Commissioner: M. R. L. Lassalle-Sere, Inspector-General of Overseas France and Senator of the French Establishments of Oceania.
ommissioner: M. A. C. Jouanin, Administrator of Overseas France and Chief of Cabinet, New Caledonia.

NETHERLANDS

nior Commissioner: Mr. N. A. J. de Voogd, Minister Plenipotentiary, Netherlands Embassy, Canberra.
mmissioner: Mr. J. A. van Beuge, New Guinea Division of the Department of Overseas Territories, The Hague.
ternate Commissioner: Mr. P. J. Merkelijn, District Commissioner of the Civil Service in Netherlands New Guinea.

NEW ZEALAND

nior Commissioner: Mr. C. G. R. McKay, formerly Secretary of the Department of Island Territories.
viser: Mr. D. S. Reid, Department of Island Territories.

UNITED KINGDOM

ting Senior Commissioner: Mr. H. H. Vaskess, C.M.G., O.B.E., formerly Secretary of the Western Pacific High Commission.
Acting Commissioner: Mr. C. S. de C. Reay, O.B.E., Commissioner of Labour, Fiji.
Alternate Commissioner: Mr. H. A. C. Dobbs, Assistant Secretary to the Western Pacific High Commission.

UNITED STATES

Acting Senior Commissioner: Dr. K. C. Leebrick, Liaison Officer-Historian, Trust Territory of Micronesia.
Acting Commissioner: Mr. C. G. Ross, Office of Dependent Area Affairs, Department of State.
Advisers: Mr. R. S. Herman, Secretary of Guam; Mr. P. E. Haring, American Consul, Noumea.

PRINCIPAL OFFICERS

Secretary-General: Sir Brian Freeston, KCMG, OBE.
Deputy Secretary-General: Mr. John Ryan.
Deputy Chairman of the Research Council: Dr. E. M. Ojala.
Executive Officer for Health, Research Council: Dr. E. Massal.
Executive Officer for Social Development, Research Council: Mr. H. E. Maude, OBE.

The Session is under the chairmanship of Mr. N. A. J. de Voogd. He has spent 22 years in Holland's foreign service, mainly in the Far East.

ACTIVITIES IN THREE FIELDS

A main task of the Session is to review the Commission's work pro-

(Continued on Page 121.)

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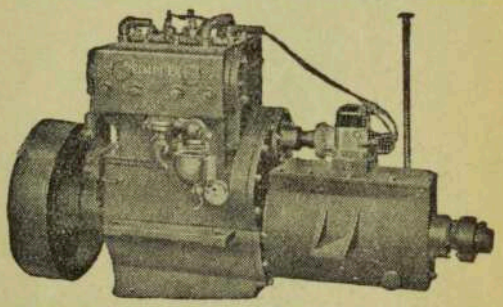

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300 c.p. Burns for 10 hours on 1¼ pints. Easy to light and maintain. Made of copper and brass with steel reflector.

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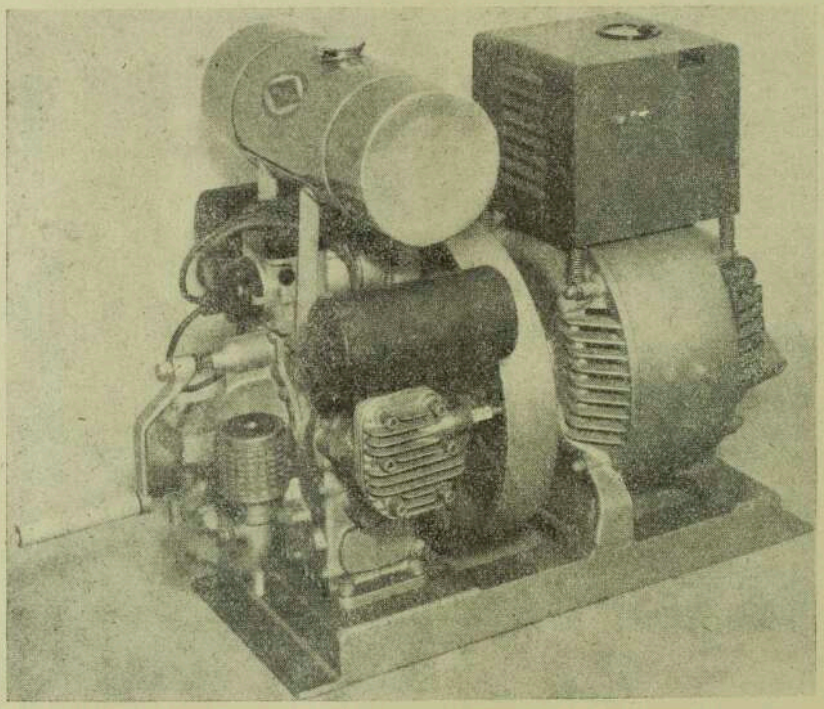

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ramme. This covers 37 projects in he three principal fields of economic evelopment, health and social de-elopment.

As Coconuts are the main crop of he South Pacific, the Commission as appointed to its staff, to advise overnments on measures for the evelopment of the coconut industry, Ir. W. V. D. Pieris, lately Acting irector of the Ceylon Coconut Re-arch Institute. He will work in is region for two years.

To help Governments to meet a ntinued expansion in world demand r cocoa, the Commission recently pointed Mr. D. H. Urquhart, late- Director of Agriculture in the Gold oast, to survey the prospects for coa in the region. Mr. Urquhart as already began his tour, and amining the prospects for coffee, d tea as well.

Because supplies of fish—a basic od—are insufficient in some terri-ries, while in most there are press-g problems concerned with trans-rt, storage, processing and market-g, the Commission has organised a acific Fisheries Conference, which ill open at Noumea on May 14.

The Commission will have before at this Session the report of Dr. atala on the Gilbert Islands, which concerned with the economic pro-ems of atolls generally. Among s many recommendations, he has plained how coconut groves can improved, pig production in-eased, and fish resources protected, thout upsetting the delicate balance tween man and nature.

In the field of health, the Com-ission nutritionist and biochemist e continuing their field and boratory research on diets of acific island children and adults, d on food values of the coconut d its by-products.

The Commission has engaged a ted American specialist in leprosy, r. Norman R. Sloan of New York, undertake for the Netherlands ew Guinea Administration an in-vestigation into leprosy problems.

An important part is being taken by the Commission in a campaign against elephantiasis and filariasis, two mosquito-borne debilitating diseases prevalent mainly in the Eastern Pacific. On the recommendation of last year's conference in Papeete, the Commission is acting as focal point for collecting and disseminating information on filariasis.

Professor J. P. Thijsse has just completed an islands survey, to determine the types of native houses and public buildings most suited for the widely-varied climates and conditions of the South Pacific.

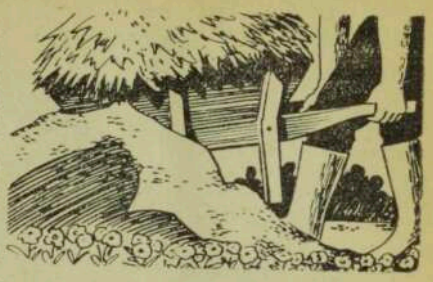
To stimulate production of simple literature for island peoples in English, French and vernacular languages, the Commission recently set up the South Pacific Literature Bureau at its social development office in Sydney. Mr. D. B. Roberts, formerly Acting Director of the Central African Literature Bureau, is in charge.

The Fourth Meeting of the Commission's Research Council will open on June 10.

Mr. L. J. Dumbleton, Senior Entomologist of the Cawthron Institute at Nelson, New Zealand, has been appointed Plant and Animal Quarantine Officer to the South Pacific Commission, and is expected to take up his duties in Noumea at the end of May. Mr. Dumbleton has conducted several surveys related to problems of plant and animal quarantine in Western Samoa and Cook Islands.

The protection of primary produce and livestock is of vital importance in the South Pacific, in view of the growth of sea and air communications.

Two motor buses are now operating in Santo, New Hebrides, in opposition to Tonkinese taxi-jeeps whose owners find their incomes reduced as a consequence.



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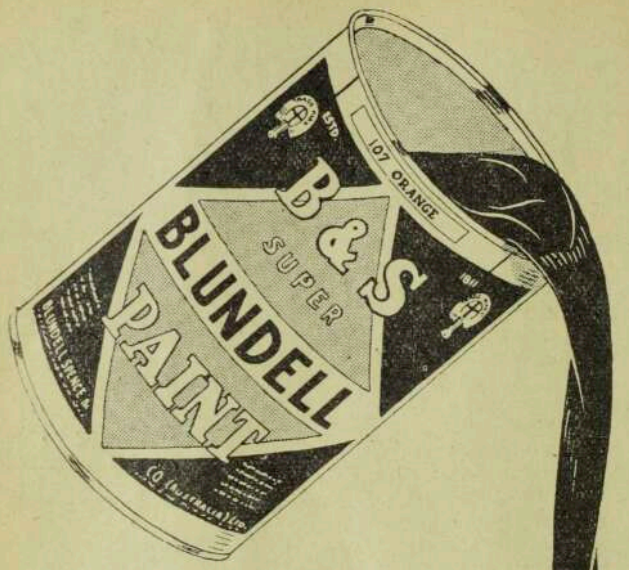

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N. GUINEA'S NEW TIMBER CO.

Australia and Bulolo Gold In Partnership

AFTER long negotiations—the plan was first advanced under the Ward-Murray regime, three or four years ago—Commonwealth New Guinea Timbers, Ltd. has been formed by the Australian Government, and Bulolo Gold Dredging Ltd., with a nominal capital of millions, to work the large stands of hoop and klinki pine, in the ranges around the Bulolo River, in the Morobe district of New Guinea.

The Morobe goldfield is being worked out. It is hoped to replace the gold industry with a large timber industry, supplying veneer woods and high-class timbers. There are 500,000,000 feet of pine in the region under notice. It is proposed to cut this at the rate of 10,000,000 feet per annum; replanting is to go hand in hand with cutting; so that, when the first cutting is completed, 50 years hence, new forests will be ready for the saw.

The Commonwealth will hold 500,001 £1 shares and Bulolo 499,999 in a proposed issued capital of £1,000,000.

Further capital issues will be at par, but it is not expected that issued capital will exceed £1,500,000.

The first permit is for 100,000,000 board feet of hoop and klinki pine at an average rate of 10,000,000 feet a year, with authority to cut certain secondary woods in such quantities as may be determined by the Administrator.

Royalties to the Administration will be at the rate of 1/- to 7/- a 100 board feet for the first five years, according to the species and class of timber.

The agreement provides for a renewal of the original permit for 10 years and permission to cut an additional 100,000,000 feet of hoop and klinki pine, plus a quantity of secondary woods. If the partnership proves satisfactory, the Commonwealth expects the remaining area of 40,000 acres, containing 300,000,000 super feet of pine, should be harvested by the timber company.

Bulolo Gold Dredging expects a suitable return on the capital invested. Certain equipment and facilities will be turned over by Bulolo to the timber company at a valuation in part payment of capital subscriptions.

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NOTES FROM TAHITI

FRIENDS and neighbours gathered around Mr. John Farnham ecently and complimented him varmly when, after formal trial, he vas found not guilty of a nisdemeanour charged against him n connection with a shooting in- ident, several months ago. Mr. 'arnham, awakened one night by a oise in his room, saw a leg stick- ng out from a bed, whereupon he red his revolver and wounded the ntruder. The right of the house- older to resist trespass is thus con- rmed.

Mr. Dick Brown, of Rarotonga, wner of the Islands vessel *Mahur- ngi,* got a surprise recently in 'apeete dry-dock. A bit of copper heathing was hanging loose, and nore sheathing was removed to ffect repairs. This disclosed a large ole, and out of the hole came six els of healthy dimensions. They ust have lived a long time in the ouble bottom: but how did they get there? Dick Brown will have diffi- ulty in telling that story in arotonga—but it is true!

In a formal ceremony in Tahiti ecently, Captain Pommier, now of ir Tahiti, received the decoration f Chevalier de l'Etoile Noire Benin, in recognition of his fine per- formances in safely flying, across the Pacific, for a considerable period, the planes of TRAPAS.

FILTHY BANKNOTES IN TAHITI

A YEAR ago, the PIM published a complaint about filthy and torn banknotes in circulation in French Oceania; and subsequently a Bank officer in Papeete defended the sys- tem, and said that much better currency now is circulating.

But in the last mail there came two letters from French Oceania, both insisting that the notes in cir- culation are no better. One man sends us a 5-franc note, and it is about the dirtiest and most dilapi- dated bit of money we have ever seen. (We are sending it on to the Bank in Papeete).

One writer says: "Everyone hates this filthy money, but one has to have some courage to publicly com- plain—in this country they are too scared of the powers that be . . . It is time someone told the world about the less glamorous side of Tahiti."

Says the other writer: "To my knowledge, this dirty paper has been circulating in this way for 35 years. Prior to that, silver was used—up until the middle of World War I. when it disappeared . . . The worst of the dirty stuff is in the outer islands; it is more sanitary in Tahiti. The people should refuse to take it, and demand metal tokens. The Bank naturally will hang on to the cheap- ly produced notes as long as it is allowed."

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Don't let coughing, sneezing, wheezing attacks of Asthma and Bronchitis poison your system, sap your energy, ruin your health and weaken your heart. Mendaco, a famous new American scientific medicine, starts immediately to circulate through the blood, quickly curbing the attacks. The very first day the thick phlegm is dissolved, thus giving free easy breathing and letting you sleep the night through in peace and comfort. Get Mendaco from your chemist or store to-day under guarantee to stop your Asthma coughing and to give you free easy breathing the first day or money back.

DEATHS OF ISLANDS PEOPLE

CAPT. K. McPHERSON

CAPTAIN KINI McPHERSON, died in Suva aged 63 on April 30.

It was Captain McPherson who was instrumental in capturing Count Von Luckner at Wakaya Island in 1917.

After the raider Seeadler had been wrecked at Mopiha, Von Luckner and his crew made their way towards Fiji in an armed motor boat and landed at Wakaya Island. Captain McPherson, who was sheltering with his cutter at Wakaya, recognised the language they spoke, fought his way through rough seas to Levuka and reported to the authorities.

Authority, in the way Authority has, was reluctant to believe him, but McPherson returned to Wakaya and watched the enemy party until a police boat arrived from Levuka and arrested Von Luckner and his men.

Captain McPherson is survived by his wife and a large family.

MR. G. GRAY.

MR. GEORGE GRAY, one of Australia's leading geologists and mining engineers whose belief in the future of the Fiji goldmining industry did much to establish the Vatukoula mines, died in Sydney on April 22.

He was a protege of Sir Edgeworth David and was associated with many big mining discoveries in the past half century.

While other experts were doubtful of the worth of the Vatukoula goldfield he considered it good. Time proved that he was right. He was first superintendent of Emperor and Loloma goldmines in 1936.

He leaves a widow and two daughters.

MR. DAVIS WOOD

Advice has only recently been received of the death early this year of Mr. Davis Wood, well-known and popular resident of New Guinea. He died after a heart attack while he was walking along the New Guinea north coast from Matapau to But, near Wewak.

He and his brother Tom went to the Territory in 1930 and became well-known as general builders. Later, Davis went into the auctioneering business which he carried on at Lae until his death. In the last six months of his life, however, he spent a considerable time in the Wewak district assisting his brother who had interests there.

He is survived by his wife and two schoolgirl daughters.

He was a member of the war-time NGVR and an enthusiastic worker for RSL enterprises.

MR. L. N. BEAN

The death occurred in Auckland, NZ, in April of Mr. L. N. Bean who until his retirement to the Dominion 16 years ago was a well known farmer on the Waimanu River, Fiji.

He is survived by his second wife and three daughters of his first marriage.

MR. J. D. MOORE

Mr. J. D. Moore died in Suva at the end of April, four days after celebrating his 69th birthday.

He was born in Vuna, Taveuni, son of one of the early Methodist Missionaries to Fiji, the Rev. William Moore.

Mr. Moore has been living in Suva since 1939. He is survived by his

NOW — She CAN Laugh at age

Springtime in her heart again! New found gaiety, peppy energy. A new, alive woman—sparkling eyes, better colour, fresh, calm youthfulness—has replaced the worn, tired look. No wonder life has taken on new interests. Yes, thousands of once faded women, weary from blood-iron poverty, have bloomed anew with the help of Dr. Williams' Pink Pills. Try Dr. Williams' Pink Pills yourself for 30 days! Enjoy new health, pep and energy. Start to-day! Get back "in the pink" with

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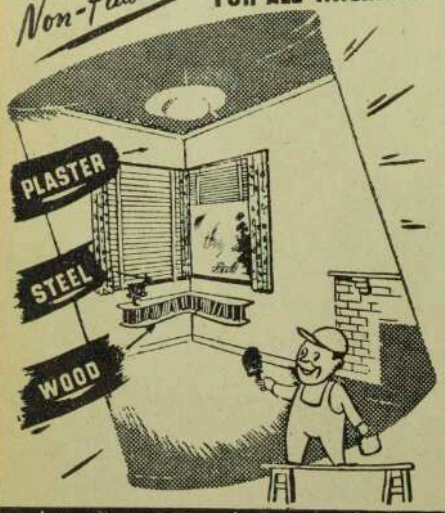

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ife, one son, Mr. J. A. Moore, and daughter, Mrs. Alec Wendt.

MRS. A. T. ANDERSON

The death occurred at her home n Suva in April, of Mrs. A. T. nderson, who had lived in the olony for 51 years.

She was born in New Zealand. he is survived by her husband and wo daughters, Mrs. W. Morris of Z and Mrs. R. Marlow of Suva.

MISS A. M. RICE

Miss A. M. Rice died at her home t Korotoga, Sigatoka, Fiji, on April 9. She was formerly a house-keeper t the CSR Company's officers' quar-rs at Labasa.

Miss Rice went to Fiji in 1924 with er father, the late Major Thomas ice, and her brother, Mr. W. V. ice. She is remembered with re-pect and affection by the many men ho, as young officers of the CSR ompany, owed a great deal to her fficient work and untiring care for eir welfare.

The funeral service at Suva was onducted by the Rev. H. W. Fig-ss, rector of Holy Trinity pro-athedral.

BURNS PHILP PROFITS

THE accounts of Burns Philp & Co., Ltd., and Burns Philp South Sea) Ltd., both show profit ncreases in the year ended March 1; but both say that this was made n spite of the higher and embarrass-ng costs of operation.

The parent Co. made £332,734 £17,470 better than last year) and gain distributed 12½ per cent.; and he South Sea Co. made £99,573 up £3,132) and pays 10 per cent.

The South Sea Co. is interested holly in Islands trading; but a very rge section of the parent Co.'s perations now is concerned with en-rprises—especially retail store dis-ribution—in Australia. The Co. wns chain stores throughout the astern Australian States.

SOAPMAKERS' PROBLEM

WHEN a Melbourne soap manu-facturer learned that he will have pay more for New Guinea copra, e said that soap prices must rise r the use of coconut oil in soap-aking would soon have to be dis-ontinued. The oil now costs them, n the factory, £181 per ton. Lack f coconut oil would lower the uality of soap; but people resisted ny demand for higher prices for oap.

BEM FOR BRAVE FIJIAN

LORIMA Dakunivosa, Meteorological Assistant, stationed at Yasawa-i-rawa, Yasawa Islands, Fiji, has been awarded the British Empire Medal.

On the day of the January hurricane, Lorima was on the midnight to 6 am watch, but when the wind increased stayed on to allow the senior Assistant, Oveti Sorokacika, to see to the safety of his family.

Lorima continued to transmit to Nadi while the wind reached hurricane force, while Oveti's house collapsed injuring his infant son, and while he and his family fought their way to the wireless house. During the second half of the storm the wireless house collapsed killing Oveti's eldest son but Lorima managed to save the radio equipment. When the wind eased he and villagers carried the equipment down to the village and he erected it in a partly damaged native house. He resumed radio contact with Nadi that afternoon and continued to send and receive until an Assistant Medical Practitioner arrived from Viti Levu to take Oveti's second child to hospital.

Throughout he remained calm and continued to do his duty with devotion and resourcefulness.

Mr. and Mrs. T. Otterspoor, who left Sydney in April, to visit their friends, **Mr. and Mrs. Keith Oliver,** said they would stay in Papua indefinitely and may settle there. Mr. Otterspoor has just retired from the RAAF.

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You want correct weights, quick account sales, immediate return of your own sacks, care taken of your sacks when they are opened . . . .

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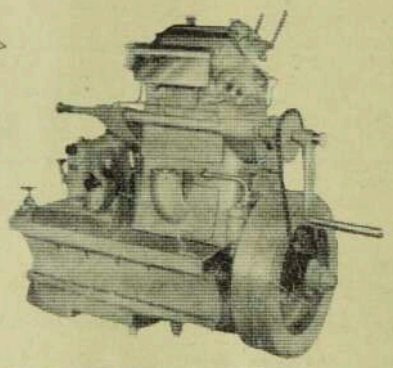
TYPE RJ2 DIESEL

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

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

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

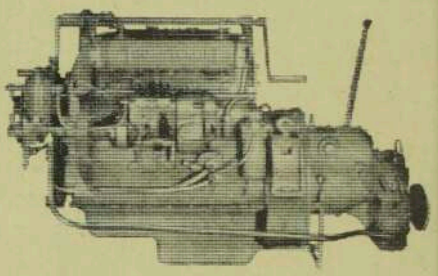


TYPE RTR4 DIESEL

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

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

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

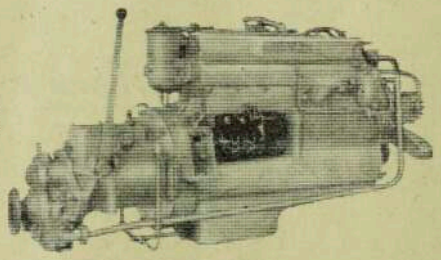


TYPE RTR6 DIESEL

40/50 b.h.p.
at 1,500/1,900 r.p.m.

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

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

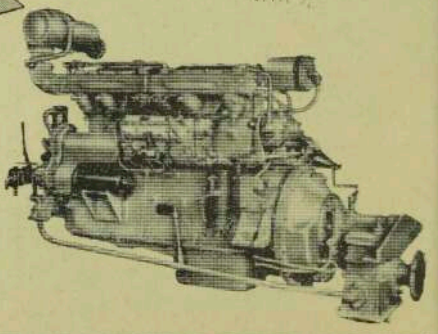


TYPE RNR6 DIESEL

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

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

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

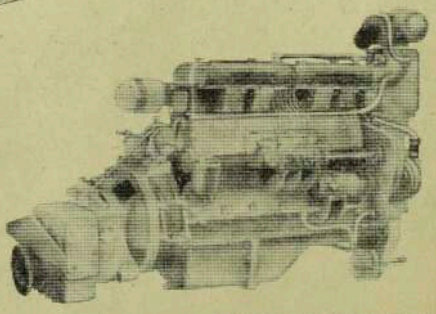


TYPE RZ6 DIESEL

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

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

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



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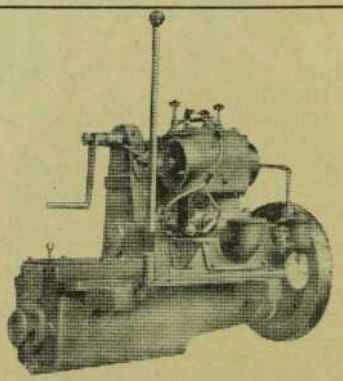
the famous "Handybilly"

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

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

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



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EWS OF THE SMALL SHIPS

THE 260-ton *Rosalie* was in Brisbane for dry-docking in April. ustralian papers, eager for a headne, captioned the news with "Broke er Own Custom". The custom, it ems, is that *Rosalie* sailed out of oumea at night—a thing she rmally never does in the reef-girt ew Caledonian waters.

Rosalie is one of a class of ship in hich the American designers went t of their way to introduce every ssible discomfort and inconveniice to the unfortunate personnel ho man them. The after accomodation and the saloon in particular n only be described as "insufferble", the scream of the high-speed esels, the choking fumes, and the k of living space combining to ear down the most experienced all-ships man on an ocean passage any length.

Rosalie operated briefly in the estern Pacific for Union Manucturing Co. of NZ before going to ew Caledonia. The NZ Governent looked with disfavour on some the circumstances attending her nsfer to French registry.

Rosalie and her sister ship *Melva*, so known in the Islands (and now ck on the NZ coast) were built in Auckland as supply vessels for the American Forces in the Western Pacific. Uncompleted (together with two others) when hostilities ceased, they were sold to the NZ Government for disposal. *Melva* went on a Queensland coast reef several years ago, involving expensive repairs.

* * *

MANZANITA IN TROUBLE

Islands residents from Marquesas to the Solomons will recall the 40-foot *Manzanita* passing their way in 1950-51.

Early this April the yacht arrived in Darwin somewhat the worse for wear. Her American owner-skipper Raymond Lee, of Seattle, reported that he had been detained by the Indonesian authorities at Saumlaki, in the Tenimber Islands (north of Darwin) from January 13 to March 4.

Lee was taken from the Tenimbers to Ambon under escort in a Dutch vessel and, during his absence, the yacht dragged anchor and went on a

Left: Captain Kwang Hao Kao, of the "Wan Yiu"; right: Captain A. Duff, of the "Vila Star".

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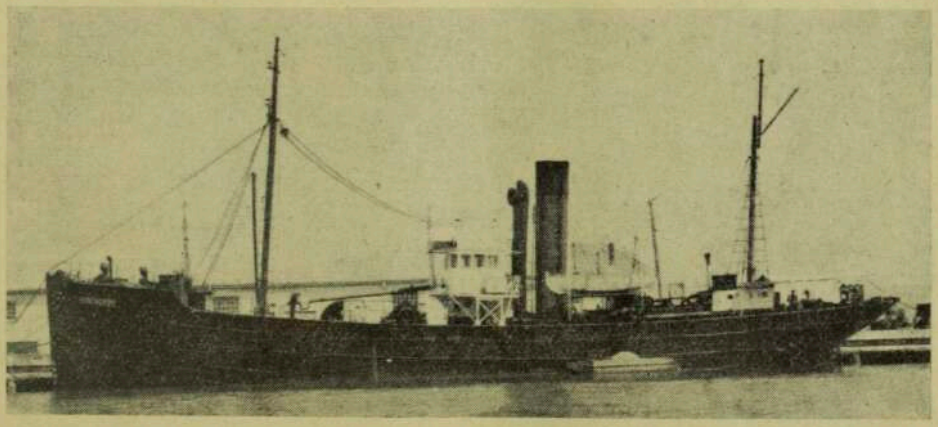

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reef, damaging the keel. The vessel was partly looted, although some of the goods were later returned to Lee. Following questioning at Ambon, he had to pay his own fare back to Saumlaki. Lee has lodged a protest with American Consular authorities.

Manzanita will continue her round-the-world voyage, calling next at Cocos Island in the Indian Ocean.

* * *

CAPTAIN OF *MIENA*

Mr. Henry Simpson of Savu Savu, with the distinction of being the first seaman of Fiji to attain a Foreign-going Master Mariner's certificate—for which he qualified in NZ last year—has recently taken over the command of Captain J. W. Richmond's scow *Miena*.

The *Miena*, formerly well-known on the NZ coast, was one of the small ships which left Auckland during the Pacific War to run supplies for the American Forces in the Western Pacific. Acquired after the war by Captain Richmond—who operated a navigation school, first in Auckland and then in Sydney—*Miena* is well-known west of Fiji. She is currently running timber from Lae (New Guinea) to the Solomons, under Captain Simpson's command. Captain Richmond came to Sydney in April.

* * *

NEW NAME FOR *MARGARET-W*

When the steel 600-ton former sailing craft *Margaret-W* arrived at Sydney from Auckland before Easter to enter the Islands trade, she had been renamed *Maria del Mar*. The reason? The vessel will trade between Australasia and the Condominium—and as, to satisfy all concerned, the name must be neither French nor English—like the old *El Retiro* (formerly *Kapiti*)—Captain E. Savoie settled for Spanish. The master-owner reported himself highly satisfied with his new acquisition before departing on the first run to Vila with general cargo.

* * *

TWO YACHTS FOR SUVA

The yacht *Lady Stirling*, which her present owner acquired as part payment for the well-known Islands trading schooner *New Golden Hind*, was to sail for Suva in May to operate round the Group for the Catholic Mission, replacing a small craft which the Mission lost in the January hurricane. *Lady Stirling* will serve the Mission for twelve months until further arrangements are made.

On May 6 the well-known Auckland keeler *Tamatea* left Auckland on delivery to Mr. K. Hamhill of Suva, who will sail the yacht under the flag of the Royal Suva Yacht Club. The delivery crew, under Mr. S. Brown, of Suva, included two New Zealanders going to man the NZ 18-footer *Komutu* in the world 18-foot championship in Fiji.

* * *

SOUTHERN CROSS OUT AGAIN

Under command of Lieut. Commander J. F. A. O'Neill, DSC, RNZN (Ret.) the Melanesian Missions ship *Southern Cross* cleared Auckland on May 5 for New Hebrides and Solomons. Passengers were the Rt. Rev. S. G. Caulton, Bishop of Melanesia, and Miss Mary Holder, a qualified nursing sister from Kaitaia, NZ, proceeding to Lolowai Mission Station.

The little ship carried a general cargo, including timber to rebuild the girls' school at Bunana, on Gela (Solomons) destroyed by the hurricane late in 1951. Further timber for this purpose is aboard the freighter *Maplebank* due to leave Auckland for Honiara in mid May.

Southern Cross is not expected back in Auckland before November.

LAUNCH FOR SALE

RAISED DECK CRUISETTE, 23 ft. 6 in. x 7 ft. 6 in., 20 h.p. marine engine, electric lights, cabin, bunks, toilet, dinghy, sound and seaworthy. Selling well below cost —£295. Apply: Box 20, P.O., Broadway, Sydney, N.S.W.

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50 FT. AUXILIARY YAWL.—Sheathed, good sails, diesel engine, would easily convert to carry about 20 tons cargo, in present condition is ready for sea. £5,000 **Aust.**

45 FT. AUX. KETCH.—New Lister diesel. £4,200 **Aust.**

NEW 40 FT. VESSEL.—Suitable cargo, 40 h.p. diesel. £3,900 **Aust.**

30 FT. LAUNCH.—Twin cylinder Lister diesel. £1,200 **Aust.**

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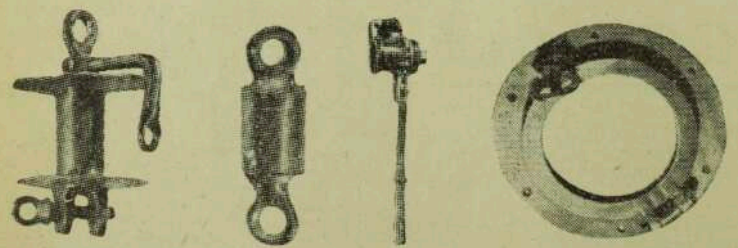

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WELL-KNOWN MASTERS

Two Master Mariner brothers well-known in the South Pacific, Captains D. K. and R. D. Matheson, both former Masters of the trading schooner *Tagu* at various times, and more recently Master and Chief Officer respectively in the former MST *Rawhiti* (recently sold to Persian Navy), are back in New Zealand waters. D. K., the elder brother, is at present in the Nobel Explosives Co's *Piri*, on the trans-Tasman run, and R. D. is Chief Officer in the Union Co's *Pukeko*.

Captain Stanton Page, well-known as a former Master of the Mission ship *John Williams*, and recently in the New Zealand coaster *Hokianga*, according to coconut radio, again likely to be seen in Islands waters before the year is out. No details released!

* * *

TARRA CONCLUDES COPRA CHORES

Copra-carrying seems scarcely an Army job—but that's what AV-1379, better known as *Tarra*, has been doing for the past 7 months—when she has not been operating as an interdenominational mission ship, in New Guinea waters.

Captain A. Mellor—who had 10 years in RAN, followed by 25 years in Australian Army, the last eight in Water Transport—has been in command of the Tasmanian-built 300-tonner, which returned to Sydney in April.

Tarra, driven by a pair of 200 HP diesels, giving about 8½ knots, has the distinction of being the last vessel launched for the Australian Army by the Public Works Department, Hobart. *Tarra* and a sister ship, *Vasse*, are the only Army vessels remaining in commission, out of a considerable wartime fleet.

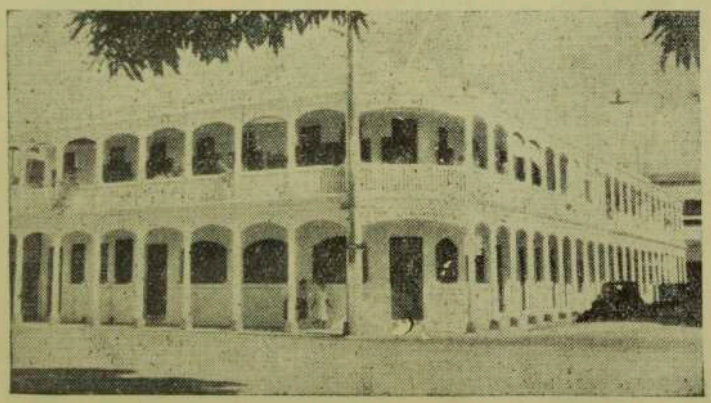
Captain Mellor was well-known in New Guinea waters after the war when, in charge of Army Vessel 2069 —*Enterprise*— he transported demobilised native troops back to their home locations. He joined *Tarra* in January, 1947. With the Army rank of Captain he may retire from the Service in six months, and return to the Islands as a civilian seafarer.

Tarra was despatched to New Guinea to assist in shifting accumulated copra from outports and was on loan to the Production Control Board. While in New Guinea waters she operated with 4 European officers —the Master having rank of Captain; Chief Officer and Chief Engineer were Lieutenants; and 2nd Engineer a Warrant Officer. For the voyage to and from New Guinea it was necessary to carry an additional deck officer and engineer. Her native crew of 12 were flown back to New Guinea in late April.

Tarra now takes up duties as an Army training vessel, and Captain Mellor goes on holiday, leaving his ship spick and span, as befits an Army vessel. (Next Page.)

THE GARRICK HOTEL

SUVA, FIJI



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W543.—Trawler, 43 ft. x 14 ft., Southern Cross diesel, 40 HP, 20 HP diesel aux. £2,150
W535.—Tuck stern trawler, 35 ft. x 11 ft. x 3 ft., 32 HP Parsons kero. .. £1,000
W531.—Trawler, 54 ft. x 13 ft. 6 ins. x 5 ft. 6 ins., new 60 HP Gardner, and S. C. aux. diesel, 2-way radio. £6,050
W526.—Motor sailer, 28 ft. x 9 ft. 6 ins. x 4 ft. 3 ins. fish hold 6 ft. 6 ins. x 9 ft. x 4 ft. 6 ins., 12-14 Kelly & Lewis diesel. £960
W525.—Workboat, 33 ft. x 10 ft x 3 ft. 6 ins., Chrysler diesel, 82 HP, solidly built. £2,750
PS524.—Motor sailer, 46 ft. x 14 ft., 83 GM diesel, 2-way radio. £6,500
W516.—Fishing launch, 29 ft. 6 ins. x 8 ft 6 ins. x 3 ft., International engine, 27 HP. £475
W508.—Army workboat, 40 ft. x 12 ft. 8 ins. x 4 ft. 3 ins., Widdop semi-diesel. £3,150
W503.—Aux. gen. purpose craft, 3-yrs.-old, 60 ft. x 17 ft., Gardner 76 HP diesel. £6,500
BS480.—30 ft. x 11 ft. x 3 ft. 6 ins., 16-18 HP Kelvin HD marine. £650
BS472.—45ft. x 14 ft. 2 ins. x 5 ft. 3 ins., Southern Cross 40 HP, 20 HP aux., State survey and independent survey, ready to sail. £3,150
467.—Ketch 65 ft. x 18 ft. x 7 ft., 42 S. C. £5,775
466.—Ketch, 47 ft. x 13 ft. x 5 ft. 6 ins., 52 HP Vivian diesel. £3,000
463.—Ketch, 68 ft. x 18 ft., twin 30 HP aux. kero. engine (old but solid). £2,500
458.—Aux. cargo boat, 31 ft., x 11 ft. 3 ins. x 3 ft. 10 ins., 30 HP Lister, 2-way radio, excellent. £2,700
456.—Ketch, 55 ft. 9 ins. x 17 ft. 2 ins. x 8 ft. 4 ins. £10,500
451.—Flush-deck workboat, 40 ft. x 12 ft. 6 ins. x 5 ft. 6 ins., 40 HP Gardner. £3,300
436.—Aux. cargo vessel, 43 ft. 8 ins. x 12 ft. 6 ins., high sided, typical Island type. £4,200
423.—Tusa tug, 67 ft. x 18 ft. 6 ins. x 8 ft. 6 ins., 240 HP Superior diesel, spares available; owner will deliver; survey report available. £11,000
411.—Trawler, 55 ft. x 16 ft. x 6 ft. 6 ins., 85 HP Gardner. £6,000
385.—Aux. cargo vessel, 77 ft. x 18 ft. 6 ins., Allan 140 HP HD diesel. Approx. £15,000
373.—Trawler, 65 ft. x 17 ft. x 7 ft. 6 ins., Atlas 100 HP diesel, aux. .. £10,500
372.—Ketch, 45 ft. x 13 ft. x 5 ft., new 30 HP Lister. £4,200

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TUA AT HONIARA: *KOVALA* TRIES AGAIN

Captain D. M. R. Maxwell and . John Barley arrived back in dney mid-April after delivering the w hospital vessel *Betua* in the lomons. Shortly after leaving dney in February *Betua* developed leak which may have been serious d its cause—a detective water-in- e fitting—not been discovered ile she was still in coastal waters. fore leaving the Queensland coast was also found necessary to make small structural alteration under- ter to improve the steering. ereafter the voyage was uneventful, and the little ship is already in vice in the Solomons.

Captain Maxwell and Mr. Barley anned to clear Sydney in early May th the *Kovala* (PIM February, ge 105) which some experienced ssimists of the Sydney waterfront predicting will have as unhappy future as her unhappy, and expens- , past.

Kovala, incapable of carrying ore than the whisky and soda quired for a "tour of duty" round e Solomons, intended only as a nsport for the Resident Com- ssioner, promises to be as useful d economical as was the former ji Government vessel *Viti* in her yday.

Opinion seems unanimous that e vessel was badly designed, es- cially in the placing of the twin otors, and the alterations made to prove this situation are considered likely to prove better than making e best of a bad job. Critics expect unsatisfactory future for the 66- oter—which now has been in dney for over 3 years, since her unching.

* * *

FOR B. S. I. AND N. H.

The China Merchant Steam Navi- tion Co's converted tank landing rge *Wan Yiu*—Captain Kwang ao Kao—left Sydney, carrying a ixed cargo, for the Solomon Islands rts of Honiara, Yandina and Vani- ro, via Kavieng, New Ireland, on ay 2.

Wan Yiu, which had previously en carrying cement from Formosa Papua-New Guinea, New aland and North Australian ports, ill now be operating exclusively tween the Solomons and Brisbane, rrying cargoes of timber.

The same day, the New Hebrides ipping & Trading Co's vessel *Vila ar* pulled out for the New ebrides, after what may prove to e her last voyage to Australia, nport restrictions here making it npossible for her to discharge her rmal cargo of scrap metal.

JUNE SOLD IN SINGAPORE

Mr. N. W. Thomas's 350-tonner *June*, from Denmark, will not after all take the place of the wrecked schooner *Huia*, in Auckland, etc. *June* has been sold en-route—at Singapore—due, we understand, to the high cost of delivery. Some expensive engine repairs were involved during the long voyage, and the owner decided to accept a favourable offer in Singapore.

* * *

ALTAIR FOR FIJI

Morris Hedstrom, Ltd., have bought the motor-vessel *Altair* from the Societe Commerciale et Maritime, Noumea.

This vessel was built in Melbourne during the war for Australian military use and is 120 feet long, with a 24 ft beam. For the past few years she has been trading in New Caledonia and New Hebrides.

She is at present being overhauled in Suva for the Fiji inter-island trade. She will be the largest vessel in MH's fleet.

Mr. H. R. Huntley, who was acting manager of the Fiji Broadcasting Co. Ltd., during the recent furlough of Mr. F. C. Exon, reached Sydney by the Aorangi from Suva early in May, on leave.

Blaxland-Chapmans win every time

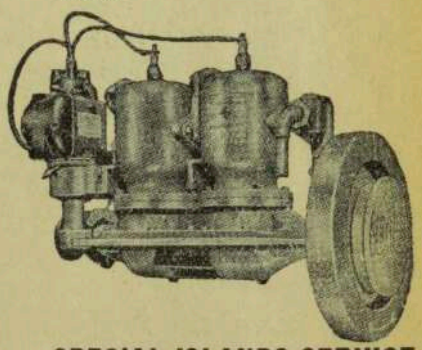
- Blaxland-Chapman engines are **GUARANTEED** to outpull any engine on the Australian market of equivalent rated horse-power.
- Almost indestructible . . . one professional fisherman claims 25 years of constant use "and she hasn't missed a beat." (Guaranteed 5 YEARS.)
- Nearly 50 per cent. of all small marine engines produced in Australasia are Blaxland Chapmans.

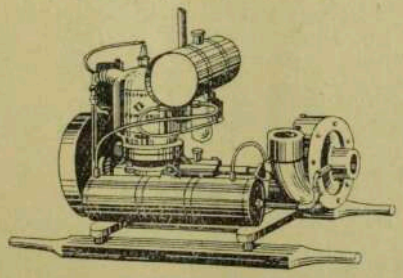
At right:

5/7 BLAXLAND TWIN

This multi-cylinder two-cycle engine provides power impulses per revolution equal to a 4-cylinder, 4-cycle engine. For 16 ft. to 20 ft. launches.

Blaxland motors available in sizes: 2½, 3, 3½, 4¼, 5/7, 6/8, 10, and 20 H.P. (4¼ H.P. upwards reversible.)





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Full information from

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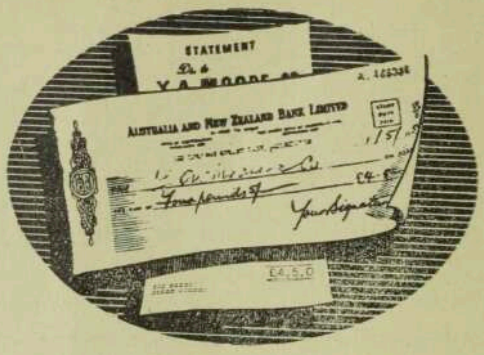

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ANZ1216

New Phase in Cheng Ho War

(Continued from page 20)

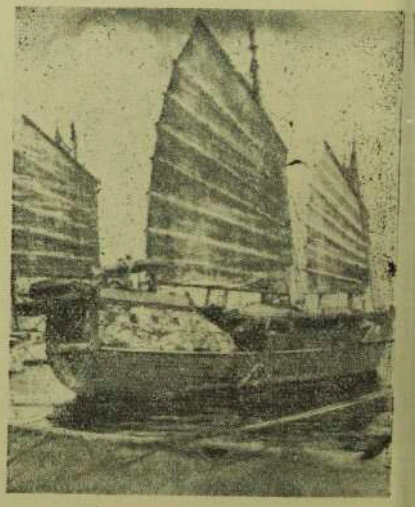
trip in the ship each year for scientific purposes; and the further right to purchase the vessel for 15,000 dollars in July, 1952.

Under the command of Captain de Bisschop, the *Cheng Ho* sailed from Honolulu in November, 1947. This picturesque French sailor and writer had been frequently in the Pacific news.

In 1935, he built a two-hulled South Pacific type canoe in Honolulu and, with a crew of one, took her under sail to France, via the Cape of Good Hope—a remarkable feat. When war came, he was French Consul in Hawaii; and he got himself into the bad graces of the Allies by adhering to the Vichy Administration. After the war, he acquired a beautiful South Pacific Island (Eiao, in the Marquesas) and a beautiful wife—the former Constance Constable, a talented artist. It is not clear how it happened, but it presently appeared that de Bisschop had acquired most of Degener's shares in the *Cheng Ho* Company, and he, William Scholtz and Harry Brookes between them hold the majority of shares.

Soon after her first arrival in Papeete, the *Cheng Ho* was registered under the French flag, with Captain de Bisschop as owner. This started the trouble.

IMMEDIATELY after the *Cheng Ho* returned to Honolulu, on July 31, 1948, Degener issued a writ of attachment. He claimed that only 500 dollars of his 4,353 dollars had been paid—he sued for the balance. The minority shareholders (some half-dozen, including Degener) took



The junk Cheng Ho.

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egal action to compel the three najority shareholders to give an ccounting; two Hawaiian crew-men odged a special claim; and eight 'ahitian members of the crew sued or wages due.

From then on, the *Cheng Ho* was under restraint" frequently before arious Hawaiian Courts—and was ot kindly regarded by the judges, who found the Co's. legal and nancial affairs "extraordinarily omplicated".

In November, 1948, one Court rdered that the *Cheng Ho* should emain in Honolulu, pending litiga- ion. A judge said: "I don't want hat ship to sail until I see the new egistry act." Captain de Bisschop xplained that the registration of the hip in Tahiti in his name, instead f that of the Co., was due to a lerical error in the office of the overnor to Tahiti; and every effort as being made to have the error orrected.

Eventually, when she got away rom Honolulu to Oceania, the *heng Ho* stayed in the Southeast acific. We do not know how the isputes of 1948-9 eventually were djusted. But Dr. Degener claims hat he has certain rights, upon hich he insists.

"I do not now own the *Cheng Ho*," said Dr. Degener, in Honolulu last month, "but I do own the option to purchase her in July, 1952, for 15,000 dollars. Also, the Co owes me 3,000 dollars, and has not even once paid the interest due on that sum."

It is expected that the "liaison officer" with the Fiji Rugby Team during its Australian tour will be **Mr. Ken Sands,** who formerly practised as an accountant in Suva, and now resides in NSW. Mr. Sands was prominently connected with Rugby football during his residence in Suva, and he speaks Fijian.

Mr. W. Schleusener, assistant manager of a rubber plantation at Sangara, Papua, who was awarded the George Medal for bravery in the Mt. Lamington eruption, was on leave in Australia in April.

TAHITI

To Shipmasters and Visitors

When calling at Tahiti, and seeking SHIPS SUPPLIES and FRESH PROVISIONS, see—

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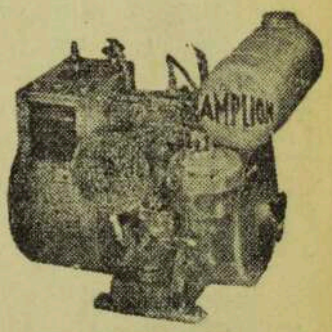

Special Islands PRICE: **£77/16/6** F.O.B.

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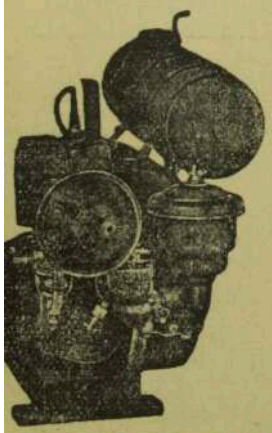

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Classified Advertisements

(Rate: 1/6 per line: Minimum: 10/6)

PERSONAL

HENRY.—Would any person knowing the whereabouts of the next of kin of **Harriett Mary Tevarna Vahene Henry**, who died at Sydney on July 7, 1948, please contact the Public Trustee, 19 O'Connell Street, Sydney, N.S.W., Australia.

BOOKS

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.

"WHERE THE TRADE WINDS BLOW," by R. W. Robson and Judy Tudor.—A collection of tales and sketches of the Pacific Islands by PIM writers, R. W. Robson and Judy Tudor; well bound and profusely illustrated. 175 pages. **Price: 7/6** (8/6 posted or $1.00 U.S. currency). From Steele's Book Store, Suva, Fiji, or direct from the publishers, **Pacific Publications Pty. Ltd.**, 247 George St., Sydney.

POSITION WANTED

YOUNG LADY PHARMACIST, wide experience, including N.S.W. city & country pharmacies, hospital dispensing, Boots London, at present managing N.S.W. pharmacy, seeks interesting position, not necessarily in this profession, in Pacific Islands. Reply to: **"Jay"**, C/o Box 3408, G.P.O., Sydney, Australia.

WANTED TO BUY

COPRA PLANTATIONS.—Wanted to purchase: any good-conditioned property 200/250 hectares, preferably situated in New Britain area, handy to Rabaul or Baining Districts. Production 20/30 tons monthly. Particulars to be advised to:—**"Advertiser", P.O. Box 10, P.O. King** St., Sydney, NSW, Australia.

POSTAGE STAMPS WANTED.—London dealer requires supplies of Imprints Blocks of 4 Australian Stamps: 6½d. brown, 8½d. aboriginal, 1/0½, in quantities. Also new issue of Papua-New Guinea imprints. Used stamps of Dutch New Guinea. Also all Pacific Islands used stamps in quantities and high value, fine used condition. Great Britain stamps 5/-, 10/-, 20/-, in fine used condition only. Cash by return Air Mail. Current London Market prices paid. Send anything useful in stamps.—**Fosters**, Stamp Dealer, 18 Cullum St., London, E.C.3.

PUBLIC NOTICE

TERRITORY OF PAPUA AND NEW GUINEA

New Guinea Land Titles Restoration Ordinance, 1951.

ALL PERSONS having any right, title or interest including mining and forestry interests, whether legal or equitable, in or over any land in the Territory of New Guinea are notified that claims under the **New Guinea Land Titles Restoration Ordinance, 1951**, must be lodged with the Commissioner of Titles, Port Moresby, Papua-New Guinea, by registered post not later than October 11, 1952.

Claim forms may be obtained from the Commissioner of Titles, Port Moresby, or from the Secretary, Department of Territories, Canberra.

Dated this 21st day of January, 1952.

(Sgd.) **J. K. Murray**, Administrator.

FOR SALE

BEAUTIFUL, SUNNY NORFOLK ISLAND.—No taxes, no rates, no worries! One of the world's best climates and most peaceful spots. **Retired Gentleman's Home**, fully furnished and equipped. All modern conveniences, electric light, septic tank, sewerage, hot water system, refrigeration, tennis court, etc. Two acres rich level land, beautifully laid out in lawns, gardens, etc. Large orchard with plenty of oranges, bananas, mandarins, pineapples, pawpaws, passion-fruit, etc. Would make ideal convalescent home or select guest-house. Price only £4,500, walk-in, walk-out. Write: **"Norfolk,"** c/o Box 3408, G.P.O., Sydney, N.S.W.

EXCELLENT BLOCK OF LAND.—Approximately 103 hectares, 99 years leasehold, annual rental £8/6/10. Known as Resessi Plantation, about 2½ miles east of Namatanai, New Ireland, T.N.G. 50 hectares were planted 1935/39; war damaged—now bush land. Sale subject to approval of the Administrator of Papua-New Guinea. Address enquiries or offers to: **J. Kenny**, 18 Ridgeland Ave., Killara, Sydney, NSW. (Telephone: JX 4258).

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.

NORFOLK ISLAND.—Four hours from Auckland, five hours from Sydney, NI is the ideal place for retired people—an equable climate (50° to 85°), friendly residents, golf, bowls, tennis, swimming and fishing. Bounteous crops of subtropical and temperate zone fruits and vegetables easily grown. No income tax or rates. Cosy modern home, well furnished (Electrolux refrigerator, etc.), small garden—£1,500 (or near offer). Apply: **Peter Goddard**, Norfolk Island.

ACCOMMODATION

SYDNEY.—Furnished, serviced flats, with private bathroom and kitchenette, morning trays, situated in heart of the city. Double and family flats available—reasonable rates for Pacific Islands residents. **Wyobe Court**, 52-54 Phillip Street, Sydney. Cable address: "Yarap," Sydney. Telephone: BU 1376.

PLANTATION POSITION WANTED

Young man experienced in plantation work and handling natives, speaks fluent "pidgin", wants position as Plantation Overseer. At present residing in the Territory of Papua-New Guinea. Write, stating conditions and salary, to: "OVERSEER", c/o Box 3408, G.P.O., Sydney, Australia.

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Optometrist & Optician

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Consultations:

RABAUL.—June 2-7
LAE.—June 7-10
WAU.—June 10-13
MADANG.—June 16-18
PORT MORESBY.—June 19-28

Have Your Eyes Examined. Make an Appointment Now.

Telegraphic Address: "Sphere," Sydney.

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BROADCASTING COMMISSION PLANS TAKE SHAPE SLOWLY

A CONSIDERABLE amount of equipment for Fiji's new Broadcasting Commission is now in Suva but it is expected that it will be some time before it is in use.

Meanwhile, broadcasting in the Colony is in a transition stage between Amalgamated Wireless (A'sia Ltd.) control and that of the soon-to-function Broadcasting Commission. Mr. Frank Exon recently returned to Fiji after Australian leave and will be in charge during the change over. A construction engineer was also due in Fiji at the end of April.

A new transmitter for the broadcasting service arrived in Suva just in time to be drenched on Suva wharves by the January 28 hurricane. The cases containing the transmitter were dried out as soon as possible and since have been assembled at Tamavua by Mr. H. Huntley who was Officer-in-Charge of AWA during the absence of Mr. Exon.

A new broadcasting station, studios, etc. will be built near the Government buildings in Suva.

Suva's present broadcasting station ZJV is owned by Fiji Broadcasting Co., Ltd., of which AWA has a controlling interest. Their licence expired at the end of 1949 but was renewed until such time at the Broadcasting Commission was ready to take over. The decision to put all Fiji broadcasting under Government control arose out of the deliberations of a committee set up some years ago, and evidently in the belief that Government will be able to make a better job of it than private enterprise.

The Commission will function much along the lines of the Australian Broadcasting Commission with the exception that revenue will be derived from advertisements as well as from listeners' licenses at 25/- each.

Although Fiji has a population of about half a milion, there are only 2,000 licenced receivers.

Methodist Golden Jubilee In BSI

THE Methodist Missionary Society of New Zealand celebrated its Golden Jubilee in the Solomons on May 23—50 years from the day when the Rev. John F. Goldie and the Rev. S. R. Rooney landed at Roviana, New Georgia, to establish the first mission station in the area. The mission now numbers 8 European Ministers, a doctor, 17 European Sisters, and several hundred native teachers and preachers. There are 209 Methodist churches in the Solomons.

To attend the Jubilee, a party of ten prominent church leaders left NZ by air early May.

Although the Rev. John F. Goldie has been ill in Melbourne in recent months, he has shown a considerable improvement in health and hoped to attend the BSI celebration in person.

FOR SALE

126 H.P./80 K.W. National Superior Westinghouse Diesel Electric Generating Set complete with electric starting. Alternator complete with Exciter. Plus additional 126 H.P. engine and comprehensive range of engine spares.

Excellent opportunity for anyone desiring to instal own generating plant or emergency power plant. Any reasonable offer considered.

Complete outfit can be inspected at Port Moresby.

Further details supplied on request.

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Port Moresby, Papua, or 37 Queen St., Melbourne, Vic.

Agents for Pacific Islands Monthly

(Holding supplies for Cash Sale and authorised to receive annual Subscriptions.)

In Pacific Islands Generally:

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Burns Philp & Co., Ltd.
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Burns Philp (NG) Ltd.
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Kriewaldt's Stores. Port Moresby.
Papuan Prints, Port Moresby.
A. H. Bunting, Ltd., Samarai.
Mrs. Jean Fraser, Lae.
Wan Jin Wah, Lae.
C. H. Meen, Rabaul.

Fiji:

Steele's Central Store. Suva.
W. H. Grove & Sons (Fiji) Ltd.
Fiji Times & Herald, Suva.
Adams Pharmacies, Lautoka.

Western Samoa:

A. M. Gurau, Apia.

Cook Islands:

Cook Islands Trading Co., Rarotonga.

New Caledonia:

Ed. Pentecost, Noumea.
Societe Gubbay Kerr et Cie, Noumea.

Thursday Island:

P. H. Mendis. N. Mendis.

Norfolk Island:

Mrs. Moltke's Store.

Nauru:

T. Daingirob.

Tahiti:

O. G. Nordman, Papeete.
Rodolphe Klima, Papeete.

New Hebrides:

Burns Philp (NH) Ltd., Vila. Santo.

Sydney:

N.S.W. Bookstall Co., Market St.
Cordingley's Bookstall, next G.P.O., George St.
Tyrrell's Book Shop, 281 George St.
Swain's Pty., Ltd., 123 Pitt St.
Dymock's, Ltd., 424 George St.
Uneeda Newsagency, 18 Bond St.

Melbourne:

McGill's Newsagency, 183 Elizabeth St.
Collins Book Depot, 93 Elizabeth St.
Myers Emporium. Ltd., 314 Bourke St.

Queensland:

Mac's Casket Agency, 289 Queen St., Brisbane.
J. Thomson, 311 Queen St., Brisbane.
Vernon E. White, M.Q.I.S., F.R.G.S., Coorparoo, Brisbane.
Gard's Bookstall, 102 Flinders St., Townsville.

Darwin:

Burnett's Newsagency Pty., Ltd., Darwin.
C. J. Cashman & Co., Darwin.

Auckland, NZ:

J. P. Shortall, P.O. Box 179W, Wellesley St.
A. G. Sims, Waverley Bookshop, 18 Queen St.
W. H. Grove & Sons, Ltd., 16 Fanshawe St.
Gordon & Gotch (A/sia), Ltd., 6 Gore St.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

Papua-NG.—Production Control Board price: Main ports, Hot-air, £69/5/- per ton; FMS, £68/5/-; Smoked, £67/17/6. Sydney crushers pay: Plantation Hot-air, £91/15/-; FMS, £90/15/-; Smoked, £90/2/6. 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 £A63/10/- per ton. f.o.b., Honiara or £A63/15/-, f.o.b., Yandina under the UK's MOF contract.

New Hebrides.—Marseilles quotation, April 22; NH shipment brought 66,500 Metrop. francs per metric ton, market slightly stronger (equal to £A86/10/- per long ton).

Tahiti.—Effective May 1, 1952, prices paid in Papeete to producers were expected to be fixed at between 4.10 and 5.00 Pac. fr. per kilo. (£A29/7/- and £A35/16/- per long ton).

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which on May 1 was £Stg.315 (£A394) c.i.f. Cont. ports.

Pacific cocoa was quoted on Sydney market in May at:—

New Guinea.—£A310-£320 per ton, ex wharf.

New Hebrides.—Marseilles on April 22 paid 290-315 Metrop. francs per kilo (approx. £A374/6/—£A406/10/- per long ton) delivered to store, Marseilles.

Samoa.—Sydney agents in May quoted Samoan cocoa at £S300 (£A375) f.o.b. per ton, first grade. (Samoan currency equals Stg.) Market strengthening.

COFFEE.—Islands prices are based on Uganda Robusta, currently £A456/17/6 per ton c.i.f. Australian ports.

Papua-NG.—1st grade, 5/4 per lb. ex wharf Sydney (£597/10/- per ton).

New Caledonia.—Crop mainly exported to France. Marseilles quoted (April 22) 370 Metrop. francs per metric ton—approx. £A480 per long ton (Dutch buyers).

RUBBER.—Australian Rubber Pool quotation (May 10) for **Papua-NG:** 31¾d stg. per lb., c.i.f., Sydney (39 11/16d Aust.) —Papuan rubber is allowed in primage-free (10 per cent. from elsewhere). **Singapore** rate (used by Australian firms as basis for buying Papuan rubber), May 10: No. 1 grade RSS (sellers), spot, 84½c lb., c.i.f. (32½d Aust. lb.).

VANILLA BEANS.—Sydney quotation (by Victor Karp, Tulk & Co.): White Label, 18/6, Yellow, 18/6; Green, 17/6 per lb., c.i.f., Sydney.

RICE.—Rice shipped from Sydney to Islands was fixed in October, 1951, at £75 per ton, f.o.b., White, Unpolished and Brown. (On plantation **Papua-NG** approx. £100). New price expected late in May.

DESICCATED COCONUT. — Sydney agents quote Ceylon, 1/3d. spot, delivered to store, Sydney. **New Guinea:** Production ceased (see April PIM).

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1952 are: AA/A/B grades 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. **New Hebrides:** Recent sales to France at approx. 2,400 Pac. francs per ton. **BSI:** Recent business for a well-graded parcel at approx. £140 (a large accumulation of BSI and NG trochus lies in Sydney stores).

GREEN SNAIL SHELL.—Nominally £165-£170 per ton, on wharf, Sydney.

LONDON PRICES

LONDON, Mar. 27.

Copra, c.i.f., Continental ports, ton:—

New Hebrides, Apr./May, Metrop. frs.	63,000
Tahiti, Apr./May, Metrop. frs.	65,000
FM Straits/DEI	£61/10/- Stg.
Ceylon, FMS	£62 Stg.
Philippines, (bulk)	$135 US

Coconut Oil, c.i.f., ton:—

FM Straits (bulk)	nominal.
Ceylon (bulk) Apr./May	£78 Stg.
Philippines, afloat	$180 US

Cocoa, Stg.:—

Accra, 325/- (sellers), 317/- (buyers), March; 311/6—311/-, May—per 50 kilos, c.i.f., Cont. ports.

ISLANDS MINING SHARES

	Aug., 1939.	April 1.	May 1.
FIJI			
Emperor	b9/11	s8/2	b8/-
Loloma	s25/6	s30/-	s30/-
PAPUA-NEW GUINEA			
Bulolo G.D.	b124/-	s75/-	s74/-
Mandated All.	b3/8	s3/-	s3/-
N.G.G. Ltd.	b1/10	s1/7	s1/7
Oil Search	s3/11	b3/5	b3/3
Oriomo Oil	b5/-	b1/3	b1/3
Papuan Apin.	b4/11	s6d	s1/-
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NZ-Fiji, basis £100 NZ: Buying, £111/11/9; Selling, £110/4/3.

SAMOA.—Through Bank of NZ.—Australia on Samoa, basis £100 Samoa. Buying, £A123/12/6; Selling, £A124/10/9.

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 - NG.—Commonwealth Bank (branches P. Moresby, Lae, Rabaul, Madang) and **Bank of NSW** (P. Moresby, Lae, Rabaul) quote exchange rate Australia-Papua-NG as 10/- per £100.

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FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in N. Caledonia, N. Hebrides, and Fr. Oceania. **French Bank** in Sydney quotes (nominally): 140 Pac. fr. to £Aust.; 175 Pac. fr. to £Stg.; 64 Pac. fr. to US $.

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