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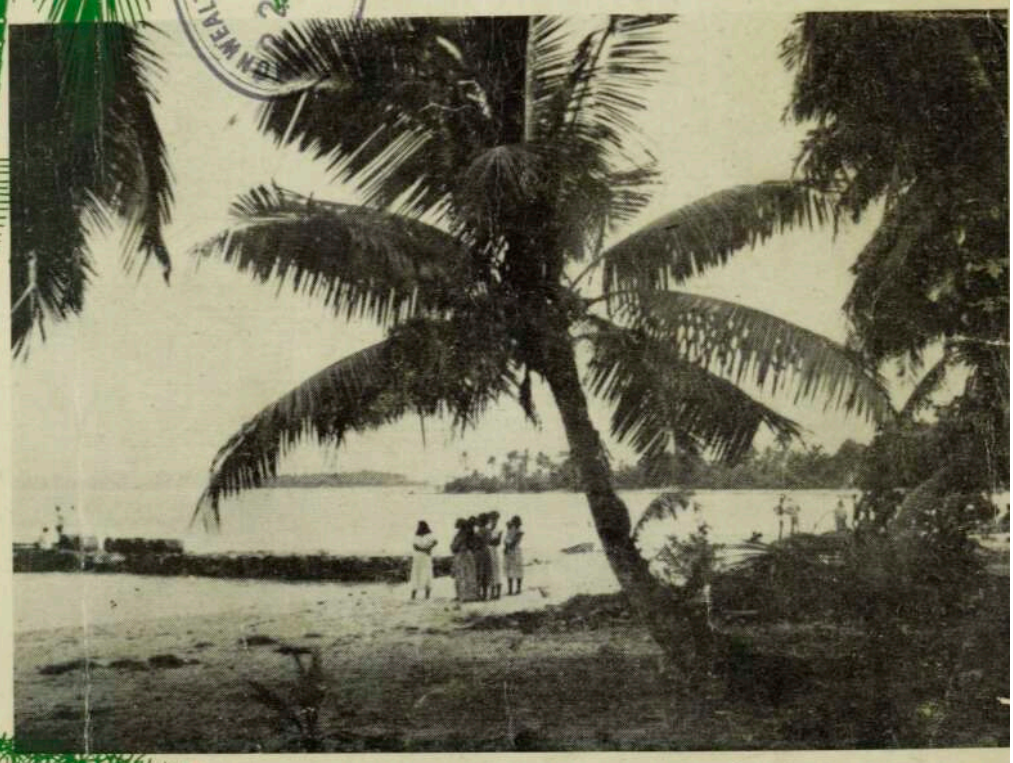
NATIONAL LIBRARY OF AUSTRALIA

AUGUST, 1952 Vol. XXIII. No. 1.

PACIFIC ISLANDS Monthly



AT this spot on the lagoon, at Aitutaki, Cook Islands, passengers on TEAL's Coral Route between Fiji and Tahiti, come ashore for refreshment while the Solent refuels. It is expected that in September or October Western Samoa also will become a stopping place on this service.

—Photograph by F. F. Wheener.

Established 1930.

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

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Linking over 60 points (listed here) in New Guinea and the Islands with Australia—no change of airline. Fast express, twice-weekly Skymaster service from Sydney to New Guinea, also thrice weekly DC3 service via North Queensland towns linking with New Guinea internal services. Regular services linking Norfolk Island, Noumea, Vila, Espiritu Santo, Suva with Sydney.

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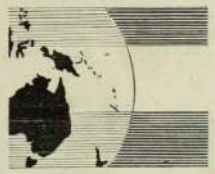

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Garaina • Garoka
Gusap
Honiara • Inus
Jacquinot Bay
Kaiapit • Kainantu
Kavieng • Kerema
Kerowagi • Kieta
Kikori • Kup • Lae
Lake Kutubu
Lake Murray
Lindenhafen • Losuia
Madang • Manus
Maprik • Menyamya
Minj • Moewe
Harbour • Mount Hagen • Nadzab
Nondugl • Norfolk Is.
Ogelbeng • Port Moresby • Queen Carola Harbour
Rabaul
Rockhampton
Samarai • Suva
Talasea • Torokina
Townsville • Vella Lavella • Vila
Wábag • Wabamunda
Wana • Wau
Wewak • Woodlark Island • Yandina
Yule Island

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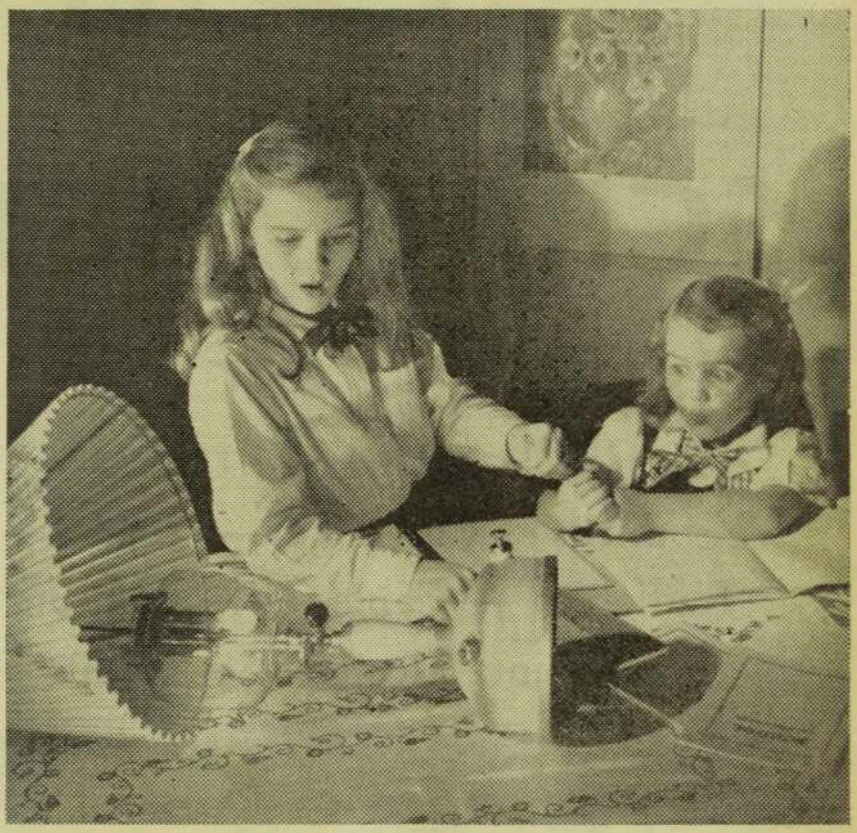
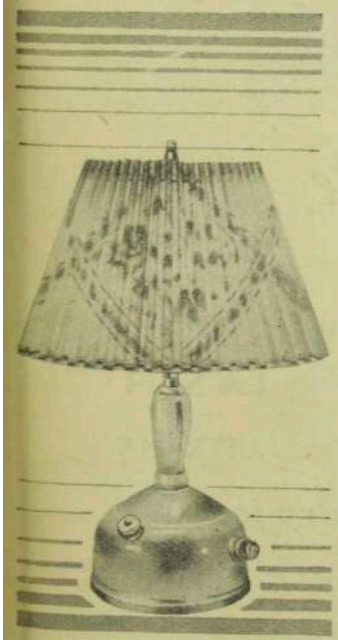
COLEMAN TABLE LAMPS

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





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

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

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

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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. ..	Sept. 25	Nov. 27	Jan. 29
Auck. ..	Sept. 29-30	Dec. 1-2	
Suva ..	Oct. 3	Dec. 5	Feb. 2-3
H'n'l'u .	Oct. 10	Dec. 12	Feb. 6
Vict. ..	Oct. 16	Dec. 18	Feb. 13
Vanc. .	Oct. 17-23	Dec. 19-24	Feb. 19
			Feb. 20-26
Vict. ..	Oct. 23	Dec 24	
H'n'l'u ..	Oct. 30	Dec. 31	Feb. 26
Suva ..	Nov. 8	Jan. 9	Mar. 5
Auck. ..	Nov. 11-13	Jan. 12-15	Mar. 14
			Mar. 17-19
Syd. ..	Nov. 17	Jan. 19	Mar. 23.

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 July 30.

MV Malekula left Sydney on July 18 for Samarai, Rabaul, Manus, Madang, Lae, Samarai and return to Sydney. Next departure mid-September.

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), Nukualofa 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 October 30, when she will resume islands service.

Tofua scheduled to leave Auckland on next voyage end of July or early August.

Details from Union SS Co.

N. Zealand-Cook Is.

The NZ Government's old motor vessel Maui Pomare has been scheduled to provide a regular monthly (approximately) service between Auckland and the Cook

PACIFIC ISLANDS TRANSPORT LINE

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

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

and

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SUVA—Morris Hedstrom Ltd. **NOUMEA—Etablissements Ballande**

PORT VILA—Comptoirs Francais des Nouvelles Hebrides

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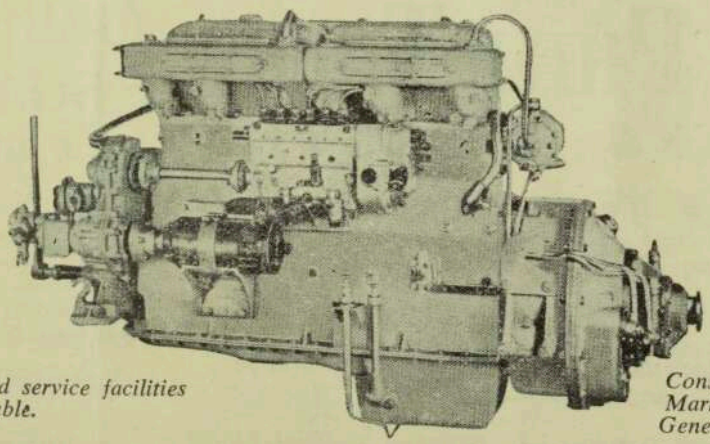
RNR6. 60/90 H.P. MARINE ENGINE

Complete with oil operated self-changing reverse gear.

Simple to operate. Patent single lever control.



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THORNYCROFT (Aust.) Pty. Ltd. **6/10 Wattle Street, Pyrmont, N.S.W.**

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MANAGER: L. S. Parker.

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Islands subject to requirements of trade This vessel carries 30 passengers.
Details on application to NZ Govern ment Department of Island Territorie or to USS Co. which acts as agents a some ports.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Malaita will make a round trip a about 2-months intervals from Sydney t Lord Howe-Norfolk Is.-New Hebride Ports - BSI ports - Bougainville - Rabaul Samarai-Sydney.
Next sailing from Sydney early Sep tember.
Details from Burns Philp & Co., Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line coming from Marseilles, via West Indie and Panama, call about every si weeks at Papeete, Vila (New Hebrides) Noumea and Sydney, and return by sam route. Details from Messageries Mari times.
Small motor-ships Polynesien (Messa geries Maritimes) and Neo Hebridais (H C. Sleigh, Ltd.) maintain fairly regula service between Noumea and Sydney.

N. America-Fiji-N. Hebrides

Norwegian motor vessel Thorsisle, carry ing cargo and passengers maintains a regu lar service between North American port and French Oceania, Samoa, Fiji, New Caledonia and New Hebrides.
Details from General Steamships Cor poration Ltd., 432 California St., San Francisco.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS
With Strato Clippers, using Sleeperettes and Berths
Thur. and Mon.—Sydney-Nadi (Fiji)

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All kinds of boat-building and repairing.

New and used boats and engines for sale.

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BERRY'S BAY BOATYARD
John Street, North Sydney, N.S.W

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.

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 (Aug. 15, 29, etc.)—Sydney-Auckland-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.
Alternate Friday (Aug. 22, Sept. 5, etc.)—Return by same route.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways

NORTHWARDS

Tuesdays, Saturdays (Skymaster)

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

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

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

Sydney, 8.30 pm	Brisbane, 11.30pm
Brisbane, 12.30 am	Rockhampton †

Tue., Fri.,* Sat.

Rockhampton, †	Townsville, 5 am
Townsville, 6 am	Cairns, 7.10 am
Cairns, 8.20 am	Moresby, 11.50 am
Moresby, 12.20 pm *	Lae, 1.40 pm
Lae, 3.00 p.m. (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 (Sandringham)

Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Wednesday; returning same day (Aug. 6, 20).

MORESBY-EAST PAPUA (Sandringham)

Alternate Monday.—Dep. 9 a.m.—Samarai-Esa'ala-Losuia (overnight) Aug. 4, 18 etc.).
Alternate Tuesday.—Return to Moresby, via Samarai.

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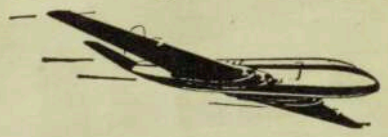

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6
AUGUST, 1952—PACIFIC ISLANDS MONTHL

MORESBY-NEW BRITAIN-BOUGAINVILLE (Sandringham)
In Alternate Weeks, (Aug. 11, 25).
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 (Drover)
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. Returns to Madang (noon).
Fridays.—Lae (6.30 am) to Wabag, calling at any of: Nadzab, Kiaipit, Arona, Aiyura, Kainantu, Bena Bena, Goroka, Kerawagi, 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 (DH84)
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, August 17 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
Four services per month.

8. Sydney-Norfolk Is.

By Qantas, with Skymaster
Alternate Thursdays, (July 3, 17, 31, etc.) returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham Flying Boast: (July 8, 22, etc.)

Depart:	Arrive:
Sydney, Alt. Tue., 3.15 a.m.	Brisbane, 6.35 a.m.
Brisbane, 8.30 a.m.	Noumea, 3.30 p.m. (nightstop)
Noumea, Alt. Wed., 8.30 a.m.	Vila, 11.05 a.m.

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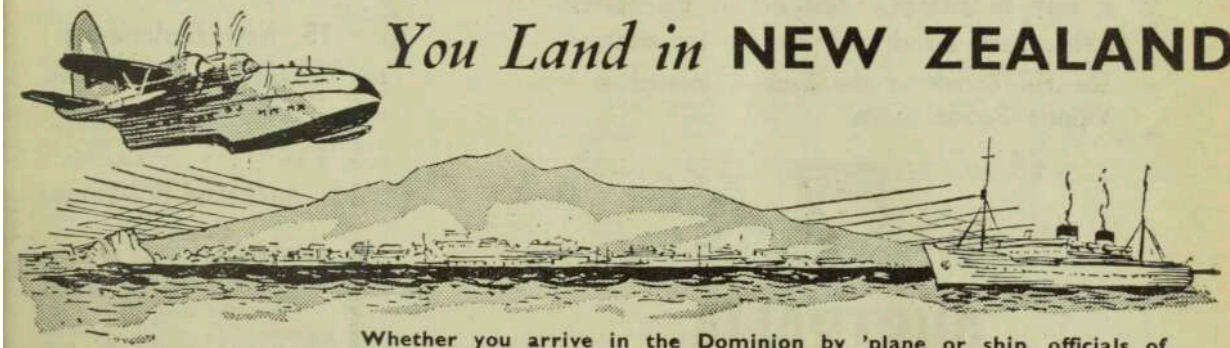

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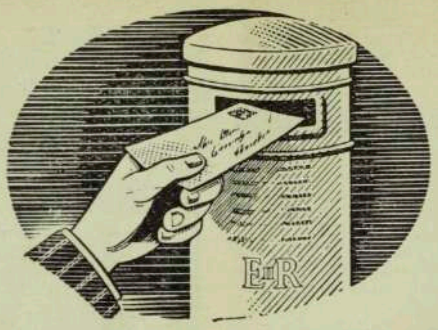

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ANZ.31-16

Vila, 1.00 p.m. Santo, 2.15 p.m.
Santo, Alt. Thu., 6.00 a.m. Vila, 7.15 a.m.
Vila, 8.15 a.m. Noumea, 10.55 a.m
Noumea, 12.30 p.m. Sydney, 7.45 p.m

10. Sydney-Noumea-Suva

By Qantas with Sandringham Flying Boats—Weekly.

Depart:	Arrive:
Sydney, Thur., 3.15 a.m.	Brisbane, 6.35 a.m
Brisbane, 8.30 a.m.	Noumea, 3.30 p.m
Noumea, Fri., 8.30 a.m.	Suva, 3.00 p.m
Suva, Sat., 6.00 a.m.	Noumea, 10.30 a.m
Noumea, 12.30 p.m.	Sydney, 7.45 p.m

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's

Sundays.—From Auckland, returning same day.
Alternate Wednesdays.—From Aucklan returning same day. See also tab No. 8.

12. Sydney-Auckland

Tasman E. Airways, with Solents

Dep. Sydney Wed., Sat., Sun., 12 milnigh Wed., Sat., 7.30 am.
Dep. Auckland, daily, except Wed. a Sunday, 8.30 am.
Australian bookings: Qantas or TAA.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney, Mon., Tue., Thu., Fri. 10.30 pm.
Dep. Wellington, Tue., Wed., Fri., Sat. 10.30 am.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymast

Thurs.—Dep. Melb., 10.25 pm; arr. Ch'ch 8.15 am next day.
Fri.—Dep. Ch'ch., 11 am; arr. Melb., 5. pm.

15. New Zealand-Fiji

Tasman E. Airways, with Solents.

Dep. Auckland Aug. 2, 12, 16, 26, 30, al 9, 13, 23, 27 Sept.
Return to Auckland on following day

Depart:	Arrive:
Auckland, 7 am	Suva, 2 p
Suva, 8 am	Auckland, 3 p

16. Auckland-Fiji-Samoa-Cooks

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

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

All times local standard time.

17. New Zealand-Chatham I

Tasman E. Airways, with Solents.

No further flights will be operated un the 1952-53 summer period. For any f formation required apply to TEAL he office.

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18. Auckland-Tahiti

Tasman E. Airways, with Solents.

TEAL service, Auckland-Suva-Aitutaki-Papeete, is now operated with Solent flying-boats once every two weeks. Depart Auckland, Tues. 7 am; arrive Suva, 2.00 pm. Dept. Suva (Wed.), 10 pm; cross International Date Line; arr. Aitutaki, 7.20 am Wed. Leave Aitutaki 9.20 am; arrive Papeete 2 pm. Return by same route every alt. Friday, leaving Papeete, 6.00 am.

The next flights leave Auckland 5, 19 August, 2, 16 September.

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

19. Micronesia

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

20. 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

The following figures are not guaranteed accurate, but they are approximately correct. Details should be obtained from the Air Company named in the Table. Unless otherwise indicated, figures are in Australian currency.

FROM SYDNEY TO—	Single	Return	Table No.
Moresby .	£46 11 0	£83 10 0	2, 2a.
Lae	55 7 0	99 13 0	2, 3
Rabaul ..	64 19 0	116 19 0	2, 3
Honiara, BSI ..	80 7 0	144 13 0	5
Vila, N. Hebrides	46 15 0	80 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	
Suva (Fiji) .	53 3 9	104 14 0	
Auckland	47 6 0	84 2 0	12
Wellington . ..	47 6 0	84 2 0	13
Christch. (from Melb.) .	52 18 0	95 5 0	
Honolulu .	225 9 0	405 16 0	1
S. Fran'co	279 1 0	502 5 0	
Vancouver	279 1 0	502 5 0	1
Papeete (via Suva direct) .	—	207 13 0	19

FROM AUCKLAND (NZ Currency) TO:	Single	Return	Table No.
Norf. Is.	£14 0 0	£25 4 0	11 16
Fiji	32 10 0	58 10 0	1 16
Samoa .	41 0 0	73 16 0	16
Aitutaki . (NAC.)	45 0 0	81 0 0	16
Aitutaki . (TEAL)	61 8 0	110 11 0	16
Rarotonga	46 10 0	83 14 0	
Papeete	93 15 0	168 15 0	19

Timothy Piani, a native assistant of the Methodist Mission in BSI, was ordained to the full work of the native ministry of the Methodist Church during the afternoon of "Jubilee Sunday" at Roviana on May 25. Timothy is remembered by ex-servicemen for self-sacrificing work in the Shortland Islands during the war years.

Chief Judge F. B. Phillips, from Papua-New Guinea, arrived in Sydney in July on long leave. He went first to New Guinea in 1928, and he served with distinction in both World Wars, and was decorated for outstanding service during the Rabaul eruption in 1937. He has acted as Deputy Administrator on a number of important occasions.

Mr. A. P. Peebles, who has been acting as District Commissioner Central Solomons in Honiara, has been transferred to the British Administration in the New Hebrides. With Mrs. Peebles and two small children, he sailed for Vila on July 21, in the Protectorate 66 foot patrol vessel Bina.

Three baby girls were born at the Wau hospital, NG during May. The proud parents are **Mr. and Mrs. Couper** of Koranga; **Mr. and Mrs. Sommerville,** of Golden Ridges and **Mr. and Mrs. P. Monfries** of Zenag.

A former GI who was converted to Catholicism while serving in the S-W Pacific during the war, will soon return to the South Solomons as the **Rev. Brother Joseph Gordon, SM.**

While **Dr. W. J. A. Payne,** officer-in-charge of the Government Experimental Station at Nacocolevu, Sigatoka, Fiji, is away in Britain on leave, **Mr. R. M. Gallagher,** of Ruakura, New Zealand, is relieving officer.

Mr. and Mrs. Robert Mannall left Auckland, NZ, at the end of May en route to the Methodist Mission in the Solomon Islands. Mr. Mannall, who is an engineer and has various tradesman's qualifications, will continue the work of Mr. C. Palmer, a lay-helper of the mission who contracted poliomyelitis and had to return to NZ.

When **Mr. Robert F. Mills** of the Administration staff, American Samoa, visited New Zealand in July seeking building materials for various public works, he said that proposed works included the building of a new wharf at Pago Pago. American shipping and steel-works strikes have greatly delayed the work in hand, he said.

Mr. Otto Degener, of Honolulu, received the honorary degree of Doctor of Science recently from the University of Massachusetts. He was in USA in furtherance of his claim to possession of the Chinese Junk **Cheng Ho,** now in Tahiti.

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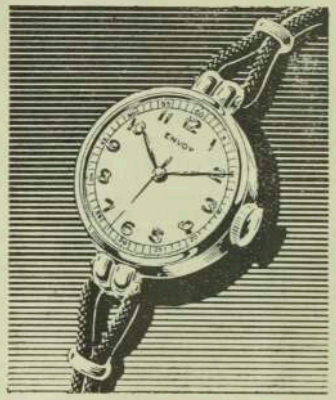

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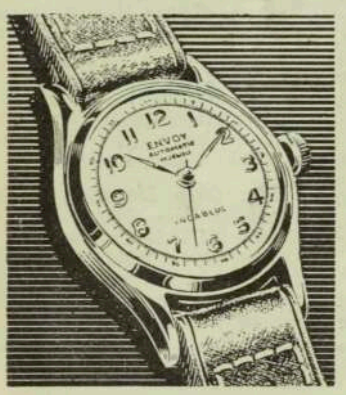

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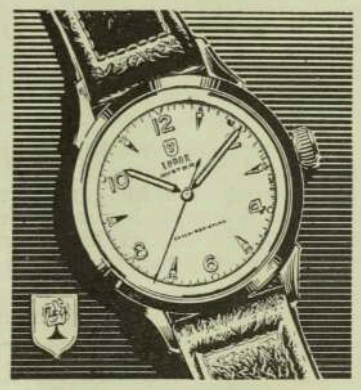

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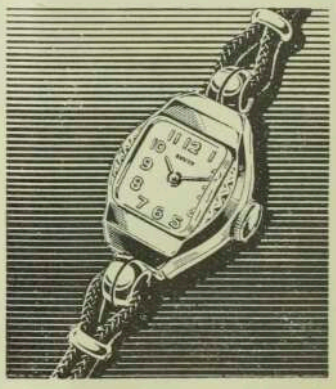

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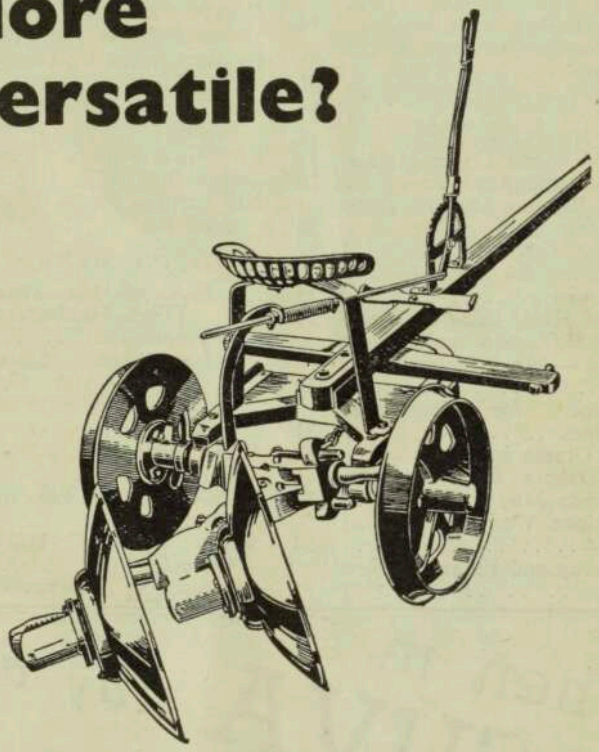

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A Product of Pacific Publications Pty. Ltd., Union House, 247 George Street, Sydney.

CONTRIBUTIONS:
Articles, Stories, and Photographs dealing with Pacific Islands subjects are invited and will be paid for on publication.

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G.P.O. BOX 3408, SYDNEY.

Registered Address for Telegrams, Radiograms, and Cables: "Pacpub," Sydney.

Editor and Publisher: R. W. ROBSON.

Assistant Editor: JUDY TUDOR.

Business Manager: SELWYN HUGHES.

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Vol. XXIII. No. 1. AUGUST, 1952 PRICE: 2/- Per Copy.

Some Honolulu Conference Angles

THE significance of the Pacific Security Pact, solemnly discussed in Honolulu in the first week of August by the "Foreign Ministers" of United States, Australia and New Zealand, does not lie in the Pact itself. It lies in the facts that (*a*) the two most British of all the British Dominions are entering into a relationship with America which is almost as close as that with their Mother Country; and (*b*) there was no representative of Britain at Honolulu.

In the overall strategic picture, the Pact seems of little importance. It is gratifying to all dwellers in the South Pacific that the world's greatest Power, United States, should formally have met Britain's two former South Pacific Colonies in this way, and treated them both as if they also were Great Powers.

Actually, there are not as many people in Australia and New Zealand as there are in a major American city; and, apart from a possible half-million first-class fighting men, the two Dominions have nothing vital to give the United States in the critical struggle for which she is preparing.

If World War III starts, American forces will come to the protection of the South Pacific countries just as quickly and efficiently as they did in World War II, when there was nothing resembling a Pacific Security Pact. This is not because United States loves us particularly, or needs our fighting power, but because the United States must at all costs guard its southern flank (resting on the South Pacific) against any hostile thrust from Asia.

One glance at the map will show what an enemy could do to USA's Pacific coast and Panama Canal if he held the South Pacific countries. It would make little difference if the South Seas were occupied by Calathumpians or Eskimos instead of us Westerners — if war comes, the Americans would want to get here first.

Still, it is very pleasant to have the whole arrangement blue-printed and made tidy and orderly by a formal Honolulu Conference—it swells the egos of our politicians, and gives cause for much complacent quacking by some types of Australian newspapers. And the Pact does underline the amazing changes that have taken place in the British Empire within four decades.

THE Pact gives formal and official recognition to a fact that has been apparent for ten years—namely, that since Pearl Harbour we of the South Pacific have been under American protection. Little wonder that Britain's reaction to the Honolulu Conference was sounded in an unhappy wail from *The Times* and *The Daily Mail*!

Who would have imagined, in those not-far-distant days when we talked of "an Empire on which the sun never set", that in 1952 two of John Bull's lustiest sons should, for their own security, enter into an alliance with a "foreign" Power—and that at a Conference from which the Old Man was conspicuously absent!

There are some queer angles to this thing — such as our implied alliance with the Japanese, and the imminent return of the Americans to the Manus Base—but we need only consider the basic fact. It is that our safety, as free nations, is increasingly menaced by the Muscovite *bloc*, and we are very happy indeed to have the protection of America. Without America, there is no future at all for us in the South Pacific.

THE strengthening of the British Dominions' ties with United States does not necessarily mean the weakening of their ties with Britain. On the contrary, this could be the beginning of something of the utmost importance to the world.

The only thing that finally can save Western civilisation from the mounting power of the Reds—and another Dark Age—would be a close-knit alliance—amounting to permanent union—between the United States

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and the British Commonwealth. That possibility depends upon Britain herself. She is so sick economically, and so distracted politically — the combined result of two exhausting wars, and six years of bumble-footed Socialism—that she seems unable now to take a positive line in anything.

It is not yet too late for the United States and British Commonwealth to do now what they should have done in 1945—become the world's policeman, to guard the laws of the free nations and the decencies of mankind. There is a most urgent need for a policeman. Under Red influence, internationalism is steadily deteriorating into unchecked hooliganism. UNO is useless. NATO is stumbling.

Honolulu has shown that United States and two British Dominions (probably three, for Canada is always with USA) are ready for the job. Maybe Honolulu will point the way for Britain. Maybe, there *is* more in the Pacific Pact than first meets the eye.

How Asia Creates Problems in South Pacific

IT is likely that one of the first problems presented for solution to the new High Commissioner for the Western Pacific, Mr. R. C. S. Stanley, will be that of providing adequate transport for the area. New Hebrides is fairly well served by Franco-British interests; but the British Solomon Islands and the Gilbert and Ellice Colony are in a lamentable position.

Except for a small Burns Philp vessel which goes north via the New Hebrides, and returns from Honiara *direct* to Sydney, calls by the *Malaita*, and some irregular freighters, the Solomons are without any shipping connection with "outside"; and the only regular air service runs via Rabaul and Lae, in New Guinea. G & E Colony is without any scheduled communication, either by sea or air.

Neither shipping nor airline owners can be blamed. They must run their services for profit; and nowadays, under the policies evolved since the war by the Socialists and Native Welfare Planners there has been little economic development, and there is not enough trade in either Territory to justify better services.

This is a symptom of a dangerous situation. The Solomon Islands have a very large area, capable of supporting, in comfort, many millions of people, instead of the 100,000 primitive Melanesians who now occupy them. In so many words, if Britain is unwilling to turn this great archipelago to better account, her ownership certainly will be challenged by Asia. Think what the Indians or Japanese could do with BSI.

Some months ago, when the PIM suggested that, in view of the growing pressure of Asia, the machinery of the South Pacific Commission might be used for consultation about the political future of the South Pacific Islands groups, the PIM was chided by some of its friends. They said that the SPC's functions were —and should be—limited to research and advice.

But the situation is changing every month. It is imperative that the six Western nations which occupy the 14 South Pacific Territories should get together soon and decide, in view of Asiatic developments, what they are going to do with these archipelagoes. If the powers of the SPC are not sufficient, then they should give it new powers, or provide machinery for consultation in some other body. The future of the 10,000,000 white people in the South Pacific is the major consideration, in this matter. There is no future for them if Asia moves into the great undeveloped and almost unpopulated archipelagoes of the South-West Pacific.

Restricted Publicity For Important P-NG Statement

IT would be interesting to know why the Australian Minister for Territories chose to make an important announcement—namely, clarification of the Papua-New Guinea land policy—through an article in one newspaper (*Sydney Morning Herald*) instead of by the usual official "handout".

The statement (see next page) is of paramount importance to P-NG. It shows that machinery has been lined up for the examination, appraisal and allocation of land; and, if it operates quickly — and the driving-force of Acting Administrator Cleland probably will take care of that — the effect on the Territories should be early and far-reaching.

The course taken by the Ministe was unfair to the Territories, and t the newspapers. As the statemer appeared in only one newspape many Territorians, even yet, do nc know of the plans that have bee made for providing land for ne development. The newspapers hav been asked to publish many con paratively unimportant Ministeri statements; yet this particular ar nouncement, of unusual interest, limited to one newspaper.

South Pacific's Best Ambassadors

IN 35 days, a score of young Fijian have done more in Australia fo the reputation of Pacific Islands an Islanders than savants and politician have done in 35 years.

Australia, at first, did not regar Fijian footballers very seriously Ninety per cent. of Australia' knowledge of Pacific Islanders ha been gained in Papua, New Guinea Solomons, New Hebrides, where th primitive Kanakas are not impressiv as sportsmen. One match change all that.

The Fijians played superb footbal —open, free, dashing and spectacular They played hard — but the scrupulously observed the rules, the were the equals of all their opponent in quick-thinking tactics, and the never showed a nasty temper. Th crowd loved them. Their popularit increased with every match.

Off the field, they made an equall good impression, by their modesty courtesy and intelligence. Being lionised, they easily could have mad fools of themselves. There was no one regrettable incident. They have given Australia an idea of Fiji an Fijians that is very flattering, and wil not soon be forgotten.

Thoughtful Australians are inclined to say: "If these well-behaved, at tractive young men are typical Pacific Islanders, then Pacific Islanders are worth helping in every reasonabl way".

The Fijians leave Australia by th BCPA plane from Sydney on the mornin of August 13.

RESULTS OF THE MATCHES

July 5—Fiji 21, Sth. Harbour 9.
,, 9—Fiji 28, City 19.
,, 12—Fiji 14, NSW 14.
,, 16—Fiji 30, New England 18.
,, 19—Fiji 24, Queensland 17.
,, 23—Fiji 33, Com. Services 14.
,, 26—Australia 15, Fiji 9.
,, 28—Fiji 50, Central NSW 8.
Aug. 2—Fiji 28, Newcastle 25.
,, 9—Fiji 17, Australia 15.

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LAND POLICY FOR PAPUA-N. GUINEA

Cautious Newspaper Statement by the Minister

IN other sections of this issue, which were printed in the early days of August, there are references to the problems of Papua-New Guinea.

Emphasis is on the fact that the development of the Territories cannot be planned unless there is some clear indication of land policy. Industries cannot be promoted without land. The practice of the Ward-Murray administration, just ended, was to subvert all planning to the native welfare policy—to insist that there was little land for European interests, because the natives needed it all.

The PIM has pointed out repeatedly that, if P-NG is to be developed as a defensive barrier for Australia and the South Pacific generally, the resources of the huge area must be made use of; and that this cannot be done unless the very large quantity of land which the natives do not need—and are not likely to need—is made available for European use.

Canberra has been asked again and again for a P-NG land policy. But Canberra, fearing Socialist and Trusteeship Council reactions, has made no official announcement. But in the "Sydney Morning Herald" of August 5, there is an article written by Mr. Hasluck (Minister for Territories). The following extract (his exact words) may be accepted as a cautious outline of land policy in P-NG.

WHILE the present Government is positively promoting development in Papua and New Guinea, we are also setting some limits to that development in order that it shall not be injurious to native interests, and so that, in the long term, it will not set up barriers to native participation in the enjoyment of the life and wealth of their own country.

The chief limits are set by the administration of land policy.

The established land policy of the Territory is that no land can be acquired from the natives except by the Government, which will then make it available on leasehold to the settler.

Before the Government acquires the land it satisfies itself both that the native is freely willing to sell, and that, even if he is willing to sell, the land is not required for native uses.

We are trying to facilitate the carrying out of this policy by the creation of a Native Lands Commission and by the creation of a Development Board, composed of senior Administration officials in the Territory.

The functions of the first-named body will be to discover more exactly native ownership in land and register it; and the functions of the second will be to assist the applicant for land by seeking out unwanted land and making it available without the long delays, sometimes as much as three years, which were common in the past.

The orderly and prompt availability of land is the key to any development of resources just as land is one of the most important factors in preserving native interests.

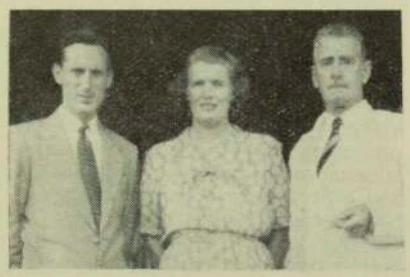
There is no doubt that there is a considerable area of land in Papua and New Guinea which is waste land to which the natives make no claim, and that there are other lands which are not used and unlikely ever to be needed by the natives.

Furthermore, under changed methods of cultivation and with the introduction of new crops, an individual native or a native community may be able to obtain from 1,000 acres of land more sustenance and a far greater income than was previously obtained from 50,000.

I have given a definite instruction that, side by side with any schemes for development, must go measures for the improvement of village agriculture and industry to ensure better land and a stable food supply.

It is also part of the Government's policy that the natives should take an increasing part in the development of the Territory. . . .

Considerable encouragement has been and will continue to be given according to the circumstances in each district for the participation by the natives in the development of the country, and to this end enough land will be reserved to them to make this participation in progress effective.



The retiring administrator of Papua-New Guinea, Colonel J. K. Murray, in the course of his farewell tour in July, called at Nondugl, in the Central Highlands, where he was the guest of Mr. and Mrs. Blood. In this snapshot, at Nondugl, Colonel Murray (right) is shown with Mrs. E. J. Emanuel, of Minj, and Mr. E. P. Glover, of the "South Pacific Post".

RICE AND PEANUT PLANTING NEAR RABAUL

RABAUL, July 31

THE recent statement of Assistant Administrator Cleland regarding the possibilities of rice-growing in New Guinea directs attention to a project undertaken by the Roman Catholic Mission at Vunapope.

In August, 1951, the Mission began clearing the kunai grass from a large area at Vunakanau, where there had been war operations. Trenches had to be filled in and much of the refuse of war removed. A caterpillar tractor and a McCormick Combine were used.

At present, about 28 acres are under rice cultivation, and an old Japanese reservoir in the vicinity is being used for storage purposes. Another 80 acres have been prepared and planted with peanuts. It is planned to rotate rice and peanuts in this new cultivation.

Many are watching the result of this experimental planting with great interest.

Tough Voyaging!

LADY BISSET, wife of the former Commander of the *Queen Mary*, who is now a resident of Sydney, told some moving stories to the Sydney newspapers when she returned in mid-July from a visit to French Oceania. She said she "explored waters of the Tahitian Islands in a Chinese junk and for four days shared a cabin with 8 pigs, 6 cows, 5 bulls and an uncounted number of chickens which were being shipped from Huahine to Tahiti."

Lady Bisset said that during the whole cruise she did not change her clothes, and literally slept in her boots every night. There was no food aboard the junk and they ate as best they could when they called at an Islands port.

It would appear from the article (*Sydney Sun*, July 15) that Lady Bisset's only happy moments in French Oceania were experienced at a garden party given by British Consul Charles Devereux.

Mrs. Olga Page, of Sydney, recently spent several months on a visit to Western Samoa and Tonga, and returned to Sydney in July. She was born in Samoa and spent much of her youth in Tonga; and on her recent visit she renewed many old friendships.

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THE EDITORS' MAILBAG

The 'Tonks' of NH

A resident of Santo writes angrily to say that the conduct of the Tonkinese in New Hebrides is "scandalous." He says that the Administration knows that they sell alcohol to the natives, that they overcharge for their jeeps, and that they rob the natives in their shops, but nothing is done about it. Our correspondent adds that some attention should be given to the report that Europeans have financially assisted Tonkinese to establish themselves in some of the more notorious places of business.

Simple Solution!

We like the solution of the Fiji-Indian problem offered by Lau planter, J. S. K. Borron, in a note received recently.

"They say that the Indian birthrate is the trouble," he writes. "In Australia, to encourage the birthrate, they pay a bonus for every child beyond one. Why not, in Fiji, discourage the birthrate by placing a tax on every Indian family for every child over one or two?"

Should be simple—and effective.

Useful Territorians

A note from Brisbane:—Here just now, on long leave after 17 years with Papuan and New Guinea Administrations, is Police Inspector (Captain) Ron C. Clammer, who collected a DCM and MM in World War I. During World War II he established and ran training depots for police at Edie Creek, Bena Bena (Highlands) and Bisiatabu (back of Moresby).

At the Fiji-Queensland football match Ron met New Irelander Tom Boski, one of Education Director Bill Groves's best native helpers. Tom is here for special medical treatment.

A Coffee Absurdity

To-day, I paid 8/- per pound for coffee and, in quality, it is not in the same street as the coffee grown and ground at the Catholic Mission Station on Yule Island, Papua (writes an old Territorian, now living in Australia). When are the Canberra Moguls going to produce, instead of hot air, enough Papua-New Guinea coffee to meet Australia's requirements? Why fight to get overseas exchange to buy coffee when all the coffee we need can be grown in our own Territories? It's a mad world!

Addresses Wanted

Does anyone know the present address of Bob Corney, once well-known on the minefields of Papua, or of W. T. Hughes who, a long time ago, was ARM at Samarai, Cape Nelson, and elsewhere? If so, PIM would be glad to pass the addresses on to a writer, who wants their help in checking old-time facts. We believe that both men are alive and well, somewhere.

The Catch in Papua Rubber

A reader writes happily from Moresby to point out that the arrival of a Malayan rubber expert to examine Papuan plantations indicates that Canberra is really serious about encouraging Papua's senior industry.

One cannot help quoting Captain A. S. Fitch, Papuan rubber pioneer who, in a letter in *Sydney Morning Herald* of August 1, aptly suggests that if the Government wants to get a dividend out of the cost of bringing an expert from Singapore, it should start by wiping out that iniquitous export tax on Papuan rubber of one penny per pound for every 6d over 2/6 per pound in the sale price. He also suggests that receipts from rubber should rank with gold insofar that they should be free from income tax.

Under present conditions, Australia is not likely to find investors wildly enthusiastic about rubber production in Papua.

Federation for Defence

The French Judge in the New Hebrides Condominium, M. Philippe Comte, was a little surprised to see, on page 110 of the June PIM, a summary of personal opinions he had expressed in a conversation with two French friends in Sydney—he did not know these statements had been reported. Actually, they were published in a Sydney newspaper and, as they were unusually interesting—especially on the subject of the future defence of the Pacific—they were summarised for publication in PIM.

M. Comte says his opinions were correctly reported, but he wishes it made very clear that he spoke as a private person, and not in any way as a representative of the Condominium Government. In the article we said: "He (Judge Comte) advocated a Federation of all European nations with possessions in the Pacific." Apropos of this, M. Comte writes: "I have been for a long time a strong advocate of a European Federation in the widest sense of the word. But in this case I spoke of a much more modest problem—that of a Federation, or Federal Organisation, including all Pacific Territories of European Powers."

Plan and Develop—or Else!

"I do hope our new Governor is the strong man we have been waiting for for so long," writes a rather depressed coconut planter from Fiji. "Why cannot we have some real development in this Colony? We want better harbour facilities, better hospitals, more roads, more encouragement of primary production, *including rice* and green vegetables. Even if we have a population of half a million in 20 years, everything will be all right if only administrative and commercial interests will plan wisely *now*.

"It's all nonsense to say that Australia cannot support 20 millions and New Zealand 5 millions, and Fiji a million—it can be done, if only the politicians and civil servants will start planning now. If they don't do it, the Chinese and the Japanese will come swarming down over these empty spaces, and will show us that these lands can support not 10 millions but 200 millions!

"Why don't we wake up?"

Flogging Called For

"Too many offences of the 'peeping tom' variety, by natives against white women, have been reported in recent months," writes an old resident of Papua. "Magistrate Sanson has just committed, for sentence, a native who had been convicted of an offence, gaoled, and then returned to his village, and forbidden to return to any town area. The police picked him up, working as a domestic at Five-Mile, a Moresby suburb. He is a bad type.

"Officialdom has been far too easy with native offenders in recent years and, in the same period, native crime has much increased, and the 'coons' themselves have become much cheekier. There is only one punishment for such types—flogging, and sound flogging.

"It is bad enough that these dainty officials of the post-war period should

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treat the primitive native offenders as if they were white men, and give them merely a well-fed term in gaol; but it is far worse when such weakness and ignorance expose our wives and daughters to such types. Gaol means nothing to them; but prompt treatment with a good whip will soon put a stop, not only to the 'peeping toms,' but to this growing army of petty thieves.

"There has been a serious growth in petty crime lately in Moresby, Lae and Rabaul, and we old residents are getting restive. A bad type of native criminal, who finally received the death sentence for sex crimes, has been kept in Bomana Gaol for six months, 'awaiting the Administrator's pleasure.' Failure to deal with his case does not make the task of our police and judges any easier."

COMMUNITY CENTRE IN COOK IS.

ON July 30, Mr. G. Nevill, Resident Commissioner of the Cook Is., opened what is claimed to be the first Community Centre in the South Pacific Islands, at Ngatangiia village, on the east coast of Rarotonga.

The building, completely renovated, had formerly been the residence of the headmaster of Ngatangiia school, the village having supplied the labour for the renovation.

The opening was attended also by Mrs. Nevill, the Official Secretary (Mr. Wakefield) and his wife, heads of Administration Departments, Arikis and representatives of other education groups in Rarotonga, as well as by a large gathering of public.

The Resident Commissioner and the President of the Further Education Committee, Mr. Charles Cowan, addressed the gathering. The Commissioner pledged the full support of the Administration to the welcome project.

The Rev. T. J. Gibson, who took 12 months "holiday" from his Tasmanian parish to take charge of the Anglican church in Rabaul, NG, returned to Australia in mid-July. Unlike other members of his church, he appeared to have no fears for the future of the natives of New Guinea and said that the development of the Territory was in the hands of fine people—both civil and religious. He said that the Administration was going along the right lines and deserves high praise. He was of the opinion that the development of the natives to that of equality with Europeans would be a long process but that they were already a better people than when he had first seen them 20 years ago.

COPRA GROWERS GET £25 PER TON

Complaint from G. and E. Colony

RECENT reports indicate growing discontent among native producers of copra in the Gilbert & Ellice Islands concerning prices being paid to them by the Administration under what is called the "Trade Scheme."

Since World War II, private enterprise has not been encouraged to return to the G & E Colony, and most of the trading, especially the buying and shipping of produce, is done by the Government.

According to the natives, the Government is paying them £32 per ton for copra less than they think they should be getting. For example, this was what happened when G & E Administration was selling copra for £84 per ton. Because the grower is taxed by the Government 25 per cent. of gross, the £84 was automatically reduced to £63. From £63 the Government took £6 per ton, to be added to a sinking fund. After all that, the growers got £25 per ton. They naturally want to know what has become of the other £32 per ton.

It is not suggested, of course, that any official is making a personal profit; but as every form of Government trading sooner or later eats heavily into profits, the PIM has written to the G & E Administration seeking further information.

REDS AND MOF CONTRACT

IN seeking material wherewith to flog Capitalism and the Western Nations, M. Soldatov (a Russian Communist speaker) at the Trusteeship Council, United Nations, on March 18, 1952, quoted from the *Pacific Islands Monthly* of January, 1952. He pointed out that under the MOF copra contract, New Guinea copra producers were receiving from £20 to £30 per ton less than the world price. This, he said, was how Capitalistic Britain ruthlessly exploited the wretched copra-producers of New Guinea.

M. Soldatov now will be comforted to know that, although the world price of copra has fallen appreciably below the MOF price, the brutal Capitalists in Britain continue to honour their contract, and to pay the copra producers the rates named therein. Consequently, the copra producers in New Guinea (as in all other British Pacific Islands) are—to quote an expression that the Soldatovs probably do not understand—sitting pretty.

FIJIANS SEEM GRIM

Plain Talk by Council of Chiefs

From Our Own Correspondent

SUVA, July 29

AFTER meeting for nearly a week, the Council of Chiefs has ended its 1952 sitting. The Council's resolutions and questions will be submitted to the Governor and will eventually be published, with any comments or replies the Governor may make.

It is believed the Council has taken up a stiffer stand than in former days over some of the critical problems facing Fiji in general, and the Fijians in particular.

It is said, for instance, that important members of the Council have been unprecedently blunt regarding any proposals involving discrimination between Fijian and Indian in the matter of liquor laws.

The Council debated the growing threat of swamping of the Fijian race by the rapidly increasing Asiatic population. Nearly 70 years ago the Council of Chiefs asked anxious questions about the increasing Indian population of indentured labourers and was met by soothing—and absolutely wrong—reassurances by the Governor of the period. If, in 1952, the Council has decided to ask what the Government now intends to do, if anything, about the population problem, a difficult position could develop.

The Fijians hold the balance in Fiji, but have never used their power. This is due partly to Fijian tolerance and live-and-let-live policy, and partly to the traditional Fijian reverence for officialdom in general, as well as for the background of a Government linked to the Throne.

Since the war, however, reverence for officialdom has worn a little thin, and there are signs that the Fijian commoner now makes a distinction between merely local officials and the infallibility of the Crown.

Europeans say that if anything is to be done to sort out the confusion for which the Fijians' homeland seems to be headed owing to the growth of the Indian community, the first move can come only from the

(Continued Next Page, Foot of Col. 1)

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BIG COPRA MILL FOR RABAUL

Carpenter Establishment Starts Next Month

THE biggest single economic development in the history of Papua-New Guinea will occur next month, when the new copra-crushing mill established by the Carpenter interests at Toboi, Rabaul, will commence operations.

This is a 3-expeller mill and, judged on Fiji standards, it is capable of putting through 25,000 tons of copra per annum. It is not proposed, at present, that treatment shall be at a larger rate than 15,000 tons per annum; but the capacity for expansion is there.

In the manner characteristic of the big Carpenter organisation, very little publicity has been given to the development of this big project. It was known that building operations on a large scale were afoot at Rabaul; but, in view of the fact that shipping and other conditions brought about the closure of the Company's desiccated coconut mill at Madang, the impression got abroad that the Rabaul plan also had been shelved.

Actually, the considerable machinery required has been brought in and installed on a long-range plan; the factory buildings, and no less than eight bungalows for European staff, have been completed; diesel-engined generators to provide light and power have been put in; wharfage required to accommodate the small ships that bring in the copra, and the big ships that take away the finished product, has been provided; and both European and native staff have been assembled. Operations will formally commence in September, without ceremony, and without the booming of one official drum.

This is a very important development, for the copra industry and for the re-established town of Rabaul. It does not mean the production—for the moment—of more copra; but it does mean that a larger share of the wealth that copra produces will remain in the Territory. As before, the whole product will go to the British Ministry of Food under the 9-years MOF contract; but up to 15,000 tons of it will go in the shape of coconut oil and meal, and the money represented in the conversion of raw copra to oil and meal remains in New Guinea. Papua-N Guinea is now producing about 80,000 tons of copra per annum.

THE economic effect of the new industry may be measured by the experience of Fiji. There, also, the Carpenter interests have erected a 3-expeller mill, which now has been in full operation for two or three years; and now no less than 25,000 tons per annum, of Fiji's total copra production (estimated this year to reach 36,000 tons) is going through the mill. This does not greatly increase the value of the copra crop so far as the growers are concerned but it does substantially increase the amount of money from copra that remains in Fiji, and it does give greater stability to the industry generally.

The Fiji mills produce margarine in addition to oil and meal. That is not planned yet at the Rabaul mills. One does not know why. Butter is very dear and not abundant, and the consumers of Australia and Europe probably would be very glad to get larger supplies of margarine. Probably, politics enters into the picture, somewhere. Butter-producers in Australia represent a lot of votes and butter interests just naturally hate margarine.

The Carpenter interests have not indicated the cost of the new Rabaul establishment. One well-informed man thinks it is not less than £250,000.

It is interesting to note the way in which Carpenter interests, over the years, have moved slowly and steadily from the purely copra business which contains many elements of uncertainty, to the safer harbour of copra-milling. Sir Walter Carpenter in the 'Thirties, was personally responsible for the establishment of copra-crushing mills in Canada which provided a safe market then for a proportion of South Pacific copra. Then came the Fiji development, when mills were established by W. R. Carpenter & Co. (Fiji) Ltd.; and now we have the new installation by Coconut Products Ltd., which is a New Guinea section of the Carpenter Group.

(*Continued from Previous Page*)

Fijians. And that means the Council of Chiefs.

PLANS AND PROPOSALS

In his opening address, to the Council, the Acting Governor made some interesting statements:—

Over £133,000 has accumulated from deductions from amounts earned by Fijians from copra production, and this will be spent on Fijian social welfare projects.

Income from banana production by Fijians has been substantial and satisfactory. These growers are to establish a sawmill, for the making of banana-cases.

Much was hoped from experiments in pineapple production, now being carried out by the CSR Co. on Fijian lands in Macuata, Vanua Levu. Success would mean employment for many Fijians, and the establishment of an important industry.

The estimated Fijian population on December 31, 1951, was 132,889 — an increase in the year of 2,916.

A survey of Fijian forests was proposed "with a view to their development on sound economic lines".

Close examination of the machinery governing native reserves was proceeding, to see if it were possible to provide better facilities for making lands available for settlement and development.

NEW GUINEA TRAVELLERS

Well-known people who left Sydney on the July BULOLO included (reading left to right, top to bottom): MR. and MRS. CHARLES SULLIVAN, who are on a pleasure-business trip to the Islands. MRS. JIM PETERSON, who returned to her home in Lae, after having received medical treatment in Sydney. MR. and MRS. L. E. ASHTON, who were returning home to Lae, after a tour of the Near East. MR. V. B. PENNEFATHER, well-known owner of Tokua Plantation, Kokopo, New Britain, was on a visit to his many friends in the Islands.

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Review of the World Copra Market

AN American commentator, analysing the fall in Copra prices from $240 to $120 (£54 Aus.) per ton, cif, San Francisco, lists the following causes:

- *World supply has practically caught up with demand.*
- *Coconut oil has been largely displaced in USA as an edible fat by soya bean, cottonseed and peanut oils, which are cheaper.*
- *Soap manufacturers (who use 90 per cent. of the coconut oil production) have been able to reduce their consumption of coconut oil by a third by substituting new synthetic detergents. Moreover, when tallow is cheaper, they change their recipes to more tallow and less coconut oil.*
- *USA, which pre-war took 90 per cent. of Philippines copra, is now taking 50 per cent. The balance is seeking a market elsewhere. Out of 50 Philippines provinces dependent on copra, 29 in June were suffering slump conditions.*

The above factors, plus a sharply increased supply from Indonesia, have reacted upon all free markets, especially European. British copra producers who are under the MOF 9-years contract, made in 1949, are not affected. Their rates, however, will almost certainly be reduced 10 per cent. from January next.

Barring a world catastrophe, such as war, it is possible that the copra market, in the coming year, will react favourably to the following conditions:

- *Europe will cease consuming its copra stockpiles, and will begin buying again.*
- *The removal of the USA processing tax probably will sharply stimulate American consumption.*
- *Economic recovery of Western nations, and the eagerness of all countries to buy a good foodstuff like coconut oil, should increase consumption.*

But there are two unknown factors: (a) The lowest price at which Indonesia's and Philippines' masses will continue to produce copra: and (b) the extent to which the international combine, Unilever, is equipped and ready to take advantage of the conditions described. Because of Unilever, real competition among buyers has been largely eliminated in the world's markets.

INDONESIA'S GROWING COPRA PRODUCTION

THE weight of Indonesian copra, hitting the world market, is an increasing factor in depressing the world price.

Indonesia, after being more or less out of the market since 1941, began exporting again in 1951, and in the first five months of 1952 a total of 154,241 tons of copra was shipped away—28,354 tons in May.

It was estimated, 20 years ago, that the Netherlands Indies supplied 40 per cent. of the world's copra. In the 'Thirties, the total copra brought into the world's market was around 1,000,000 tons per annum—and the Netherlands Indies provided about 400,000 tons of this. About 200,000 tons came from the Philippines, and most of the remainder from Ceylon and Straits Settlements. It is indicated, therefore, that the export of 154,000 tons in five months may mean that Indonesia is getting back towards pre-war production.

British Producers Lucky

Mr. B. Lowe, who arrived in New Zealand in July, had been in charge of the Eastern Samoa copra fund and trade scheme. He stated that Western Samoa and British Islands Territories were now "exceedingly fortunate" to be under the British Ministry of Food Copra Contracts. Eastern Samoa copra had fallen in price this year from $260 to $130

Do You Remember?

PIM entered its third year of life, just 20 years ago, with Devil Depression still in control of affairs in the Islands. Copra prices were low, Papuan rubber producers feared for the industry, fruit prices were ruinous. But necessity was trying to mother some inventions: several people were madly trying to interest the public in growing sugar in Papua; Tahiti was trying to manufacture pineapple and orange juice for export; coffee planting was urged upon the planters of NG, and two Australians, Messrs. Murphy and Batsos, were distilling Massoi oil near Madang—it came from a tree that was said to be related to the cinnamon tree.

Extracts from our issue of August, 1932:

We warned that a Sydney company calling itself Tropicane, Ltd., was attempting to sell bonds in a sugar-cane enterprise in Papua.

The prospectus of the company stated that they would acquire 10,000 acres of land in Papua, from each of which they estimated they would obtain four tons of sugar which they would sell for about £12 per ton (including a preference). Estimated income was £480,000 per annum; expenses £255,000; which was to leave a handsome profit of £225,000. Practical sugar men, said PIM, claimed that these figures were ridiculous.

* * *

"Burns Philp (SS) Co., Ltd., have acquired the interests of the South Sea Pacific Co. at Pago Pago, American Samoa. The concern, a German company, went into liquidation some years ago."

* * *

Someone was committing burglaries in Nukualofa, Tonga, and leaving behind melodramatic I-did-it notes signed, "Lone Tiger". It was subsequently discovered that Lone Tiger was the leader of a band of criminals already inhabiting Nukualofa gaol. They broke out of gaol, broke into shops and took their spoils back to the gaol with them before morning. The local police department announced that "an official inquiry will be held".

* * *

Elected members of Fiji's Legislative Council were locked in deadly combat with the Governor and Government members on the question of civil servants' salaries. Elected members wanted to prune said salaries to meet the "present emergency". They pointed out that salaries had been slashed in Kenya, Malaya, Gold Coast, etc. The Governor, Sir Muchison Fletcher, denied that there was a "present emergency"—or at any rate, an emergency caused by economic troubles. He believed that Fiji was economically one of the soundest places on earth and such financial troubles as they had were due to hurricanes, droughts and floods in 1929-31, and not to the Depression.

* * *

"General Hart, Administrator of Western Samoa, on an official tour of Savaii, was completely ignored by the local people, who are pro-Mau in overwhelming majority. When General Hart sought more friendly relationship with one important Chief, the Chief insulted him."

* * *

We advertised three coconut plantations for sale—one in Fiji, one in Papua, one in New Hebrides. All were just coming into bearing; one was of 500 acres, one 900 acres and one 2,000 acres. Each had a homestead, gardens, sheds, fruit, vegetables, permanent water, cattle and sounded like small pieces of tropical heaven. The prices? £1,000, £2,000 and £2,500. Generous terms were offered.

* * *

Because of a disasterous fall in the price of Islands fruit, Fiji, Samoa and Tonga were trying to arrange a quota system for supplying bananas to New Zealand. The Dominion's requirements were assessed at 20,000 cases a month. It was suggested that Tonga should supply 3,000 cases, Samoa 7,000 and Fiji 10,000.

However, as growers were getting something like 1/- to 1/6 per case, the independent Islanders were declining to ship fruit which, in turn, was hurting the shipping companies where it hurts most—in the pocket.

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per ton. The Eastern Samoan copra industry was also feeling the ill effects of the Pacific Coast shipping strike which had halted shipments of copra from the Pacific.

USE OF MILITARY TITLES IN ISLANDS GOVERNMENT

THE use of military titles in connection with Pacific Islands administration is often a source of worry to newspapers. Some officials insist on using them; others, who are entitled to designations of high rank, prefer to be addressed as civilians.

The late Administrator of Papua-New Guinea was much better known as a Professor than as an Army officer; but he was accorded high military rank because of administrative and training work in Australia early in World War II; and after 1945 he was always called "Colonel."

The Assistant Administrator, D. M. Cleland (referred to by Colonel Murray in his mid-July statement as "a person highly experienced in organising successful post-war election campaigns.") saw active service in the Middle East and actually has the rank of Brigadier (which is higher than Colonel). Some people now refer to him by his military title—but it seems he prefers plain "Mr." for a non-military job.

Furthermore, Mr. Cleland was second-in-charge of ANGAU (a military organisation) in Papua-New Guinea in the latter part of the war, and did an outstanding job on the early Production Control Board. As Minister Hasluck pointed out, Colonel Murray's sneer at him was hardly justified by the facts.

Thomson-Macey Wedding

MISS PEG THOMSON, daughter of Mr. and Mrs. D. Thomson of Bougainville, NG, was married in Sydney on August 2, to Mr. Lem Macey, who has just returned from Macquarie Island where he was a radio officer. He was also a member of the first expedition to sub-Antarctic Heard Island in 1947.

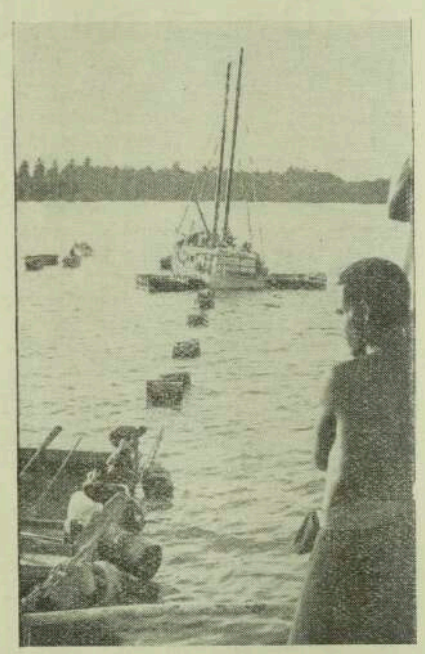
Monsignor J. Hannan, who also knows Bougainville, but who is now stationed in Melbourne, flew to Sydney to perform the ceremony.

The Rev. and Mrs. George Carter, of the Methodist Mission in BSI, who returned to NZ at the end of February, expect to return to the mission field in November. Mr. Carter is continuing his studies at the Methodist Theological College in Auckland during his furlough.

Muliama Rescues Matoma From BSI Reef

THE *A.V. Matoma,* recruiting vessel for Lever's Pacific Plantations Pty., Ltd., was successfully pulled off a reef in the Russell Islands near the Company's headquarters at Lingatu by Burns Philp's *M.V. Muliama* (Capt. Brett Hilder) on July 16.

The *Matoma,* whose engines had been giving trouble, went up on the reef three weeks earlier, when she was returning from a voyage to the Santa Cruz Group, having taken supplies to Tikopia where the Polynesian inhabitants suffered severely from the storm which battered the island in February.



A photograph taken of Matoma from the Muliama during salvage operations. The reef fell away sheer to 150 fathoms under Matoma's stern.

—Photo by W/O E. Miles.

Two attempts to get the vessel off had been made earlier by the *A.K. Evaleeta* without success.

The reef on which *Matoma* went up falls away sheer into 150 fathoms of water, and strong currents made it difficult for a rescue ship to avoid joining *Matoma* on the reef. In some quarters it was regarded as doubtful whether she could be refloated at all.

An additional hazard existed in the fact that *Muliama's* engines had been giving trouble—she had to put into Brisbane for attention on t way to Honiara. But during the s vage operations no engine troub were experienced.

Capt. Hilder and the *Matom* master, Mr. E. A. Palmer, usi underwater goggles, swam round t ship's hull and noted the position the niggerheads among which s was resting. The first attempt get her off was unsuccessful as t towing cables broke; a second tempt on the following day usi all the gear available including a chor chains succeeded in refloati her. The *Matoma* was badly da aged by the reef but is repairable BSI.

The *Matoma* was bought Lever's in 1948 from Mr. J. Thu ton of New Guinea who built as a touring ship to carry suppl and recruit labour for his plantatio

Muliama's owners and crew n become entitled to compensati money for their job of salvage.

How much and when is known, however, and proceedi may be protracted as we understa that the case will have to go bef some UK Court that deals with A miralty and Divorce. The reason this unholy (and apparently un lated) judicial mixture is obscure Captain Hilder gives it as his opin that it "probably has something do with the late Lord Nelson."

Compensation for salvage of v sels at sea is usually severe. But this case the amount will proba be based on what Matoma was c sidered to be worth at the time was dragged, damaged, from reef.

THE P-NG ADMINISTRATI

The next (third) session of Legislative Council of Papua-N Guinea will commence on Mond October 6.

The Secretary of the Territo Department (Mr. C. R. Lambe and the Assistant Secretary of Division of Industries and Co merce (Mr. Willoughby) atten the Planters' Conference in Rab early in August and, after visit the Madang-Sepik districts, they turned to Port Moresby on Aug 10 and spent a week there.

COSTLY SEARCH FOR OI

Since 1948 the interests enga on oil search in Papua and N Guinea have sunk seven wells, w out success.

The General Manager of Vacu Oil Co. said in Brisbane last mo that the New Guinea oil search far has cost £4,250,000.

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Island Travellers

orthbound on the MV Tofua from kland, NZ, July 31, were the follow-ing (top to bottom):—

Mr. and Mrs. A. H. Cashel. Mr. Cashel is Pacific Sales Manager for Westfield Freezing Co. They travelled to Apia.

Mr. and Mrs. W. J. Girling and Mr. and Mrs. A. E. Cashmore. Mr. Girling is Governing Director of the Blenheim, NZ, firm of Girlings, Ltd., and Mr. Cashmore is Director of Cashmore Brothers Timber Co. of Auckland.

Mr. and Mrs. S. Thomas and Lindsay returning from seven months leave in NZ. Mr. Thomas is Principal of Vatukoula Fijian School, Fiji.

Constable and Mrs. H. Williams and Allison, were bound for a new appointment at Niue Is.

Sister J. Sawyers and Mr. F. Reid. Miss Sawyers was taking up an appointment at Suva War Memorial Hospital and Mr. Reid was paying a holiday visit to his native land.

Mr. and Mrs. B. B. Loughnan were to visit friends at Lautoka. Mr. Loughnan is a Christchurch, NZ, solicitor.

Mr. and Mrs. C. A. Jackson were making the round trip. Mr. Jackson, is a former seafaring employee of the Union Co.

TERRITORIES TALK-TALK

By Tolala

NO doubt about Western influence in Australia's Islands territories. In one issue of the "S.P. Post" one reads:

Two natives being committed for trial on a murder charge.
A native woman slashed by another with broken glass.
A seven year old child charged with murder (eventually discharged).
Two murder charges, a rape case and an attempted carnal knowledge case cropped up during a circuit court at Daru and Kikori.
A "peeping tom" case.
Van smashed by illegal driver.
Police called over an alleged gun incident between two Europeans.

Is it a question of increased crime or a greater vigilance on the part of the police? Or. perhaps, more publicity is being given to offences committed in these one-time peaceful Isles. Whatever the cause, it is no feather in our Western cap.

:: :: ::

Heinrich Rudolph Wahlen would probably be a very disappointed man if he were to return to his old stamping grounds (PIM, July, p. 17) for Time and "Progress" have wrought so many changes in the last 40 years. There is only a handful of Europeans who remember him from personal contact, but among many of the natives his name remains as one of the legendary Big Mastas, who will never be forgotten, even as Governor Hahl, who was known by the most respectful name of "Patuan" to Rabaul natives, and loved by them all. Contemporaries were Thiel, Timm and Kuhn, of big commercial ventures, who wielded considerable power. One reason was, of course, the long distance and infrequent communication with the Vaterland. They had to use their own initiative.

:: :: ::

An old Rabaul identity in Romola Willmott, who was for some time Mine Hostess at the Cosmopolitan Hotel—known in earlier days as Ah Chee's—hit the headlines in no uncertain manner at the end of last month when she passed on a few suggestions to the Liquor Commission concerning equality drinking for the sexes in Sydney hotels. She certainly had something, and broke new ground at the Inquiry.

:: :: ::

About the same time another well-known NG identity (at least he was accepted as such) was making air history. Captain Ken Jackson, an old WRC Airlines pilot into Rabaul, was Chief Pilot of the Qantas Constellation pioneering the new air route from Sydney to Johannesburg, in South Africa, (via Cocos Is. and Mauritius)—and he is just the man for such a job. Older residents will remember the time when he had to put his DH86 down "in the drink" off Siccacui plantation, when he was attempting to reach Kavieng drome on finding Lakunai strip closed by bad weather. A good cove, Ken.

:: :: ::

And talking of old air-men, I see that Orm Denny, one-time of Guinea Airways, has changed his Sydney executive job with Qantas to become area manager for that firm in NG. He will receive a warm welcome from his old friends in the Territory.

:: :: ::

Three American women who "live by miracles" will be on their way to NG soon. They have the idea of recording bible readings in native dialects. They start out with only a small sum of money, so it is reported, but "we just pray to God and He sends what we need." Many Islands people have a name for the type of individual who parks himself on unsuspecting planters and missionaries for indefinite periods—and it has no connection with miracles. I hope the American ladies are not in that class. Every primitive country has had its share of travellers on the cheap, but I think NG has had more than its quota. Years ago I remember hosting one such female wanderer, who claimed she had trecked across Africa with

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nothing more than a walking stick as a defensive weapon. I can quite believe it.

:: :: ::

Let's hope both the ink and the gum on the new P-NG stamps are of good quality, and better able to stand the climate than some of the old issues turned out for both Papua and New Guinea. The 2/6 issue should please Sir Edward Hallstrom. It depicts a NG Highlander, armed with bow and arrows, herding a flock of sheep.

I notice from July 25 issue of the Moresby Post that B4 Resident, J. J. Gilmore, has not by any means lost his capacity for writing interesting letters. His contributions to the old Rabaul Times were invariably pungent and provocative and he retains his skill in hitting the nail on the head. He is criticising Bishop Strong's remarks anent J. K. Murray, and suggests that cobblers should stick to their lasts.

:: :: ::

The latest development (Aug. 4) in the Hasluck-Murray snarl appears in the "SMH," where Minister Hasluck contributes a lengthy apologia entitled "New Guinea Presents Governmental Knot." It is a recapitulation of the well-known conditions prevailing in the P-NG, with occasional subtle innuendoes, and does not add to the Minister's stature . . .

One statement, "The Legislative Council for the Territory was inaugurated during my term as Minister", is a trifle egotistical, if nothing else. If my memory serves me aright the Papua Act, 1905 made provision for a Legislative Council in Papua, and in TNG a similar body was launched in 1933 when Charles Marr was Minister.

The facts that TNG was a self-supporting Territory before the war, and that Papua received less than £50,000 a year as a subsidy, are not mentioned.

A couple of days prior to the publication of the "Knot" article Murray was quoted, over the ABC, describing the "potentialities" of P-NG and its ability to furnish all Australia's tropical requirements. We've been beating that drum for the past two decades, but it doesn't seem to get us anywhere. In the old German days, some of the world's best cocoa was grown on Witu Island, and Wilde's coffee grown at Wau was second to none.

The latest government move is to have a "world expert" investigate the "possibility" of large scale rubber production in P-NG. Most people know rubber has been growing in various parts of P-NG for years; and between 1933 and 1936 over £76,000 was spent by the Australian government in grants to Papua to encourage the industry. Before the war, 18,000 acres were planted in Papua, producing a little over 1,000 tons, while NG produced a mere 95 tons from its 2,500 acres. Skilled labour for tapping is one of the main troubles.

:: :: ::

Incidentally, talking about rubber, I see that the Lolorua Rubber Estates, Ltd., is paying a 20 per cent. divvy for its first year's operations. So it *can* pay.

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Mercy Plane for Man Refused Bulolo Passage

A SPECIALLY equipped Qantas plane arrived in Brisbane from Port Moresby on July 23 with dangerously ill Daryl Martin, 23, on board.

He is suffering from a heart condition and has been in Moresby Hospital for the last two months. In January, 1951, he was working on a rubber plantation close to Mt. Lamington. After the eruption he drove a tractor into the danger area and rescued natives. It is said that he strained his heart during that time.

When he became ill, he expressed a desire to return to his family in Brisbane. Moresby doctors said that it was too dangerous for him to fly. They tried to arrange transport for

Martin, after he arrived in Brisbane, with his mother.

him on the Bulolo, but passage was refused by the Bulolo's Master, Captain S. Rotherey.

The Captain's refusal, in the circumstances, caused some resentment in Port Moresby.

Martin was accompanied in the Qantas plane by a doctor and a nurse who stood by ready to administer oxygen. The plane made the 1,300 mile journey at under 1,000 feet.

Interviewed in Sydney when the Bulolo returned in mid-July, Captain Rotherey said that the ship's doctor had examined Martin and pronounced him unfit to travel. He said that he (the Captain) could have been "up for manslaughter or anything" if he had taken Martin on board and he had died at sea.

Captain Rothery is now making his last run to P-NG. In September he transfers to BP's Singapore Service.

NAURU MERCY FLIGHT

In mid-July, a Qantas plane flew from Port Moresby to Nauru to take off Mrs. R. A. Scott, wife of the assistant harbourmaster, who was seriously ill with an asthmatic condition.

Dr. John Gunther, Director of Public Health in P-NG, went on the plane to attend Mrs. Scott on the journey back. A nurse also made the trip.

The plane flew almost at sea level on the way back because height made the patient worse. It had been hoped to take her to Australia but she was too ill to continue the flight and was admitted to Port Moresby hospital.

Qantas sent the plane to Nauru after an appeal from the island's Administrator.

Judge of the Fiji Appeal Court, which will hold a session this month, is **Mr. T. T. Russell,** at present of Auckland. He was a Resident Magistrate in Fiji between 1936 and 1940.

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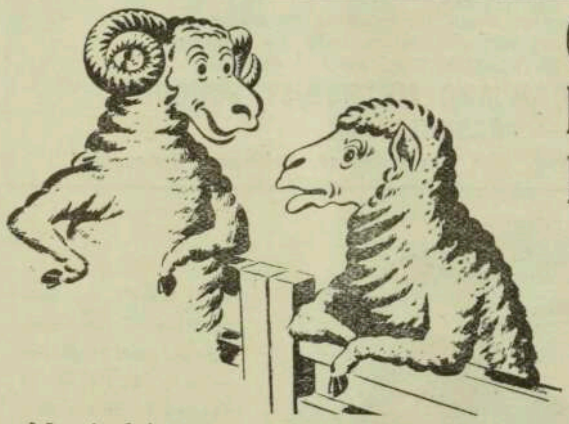

Guess what? Mary's had a Little Lamb!

Also "just arrived" is the new Aspax Pocket Atomiser, 3 inches overall — Price 14/6.

Mary's doing very well, "thank you very much," as also are all—Asthmatics, Bronchitics, Catarrhics and Hay Feverics who are fortunate enough to be using.

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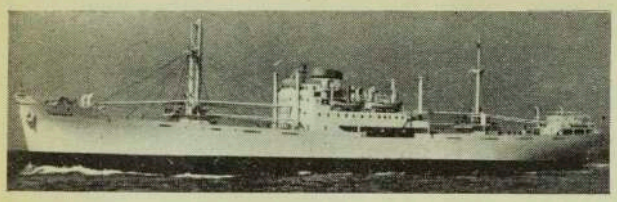
Box 58, Prahran, Victoria, Australia.

New Norwegian Ship in Pacific



The new Norwegian motor vessel Thorsisle (General Steamships Corporation, San Francisco) which is now in regular service between North American ports and Tahiti, Samoa, Fiji, New Caledonia and New Hebrides. It replaced Thor I and carries passengers, freight.

Australian engineers are now building a lighthouse on a half-mile wide rocky outchop, 20 miles east of Thursday Is.

Six American helicopter pilots were in Sydney en route to Dutch New Guniea in July. Three helicopters will follow them to Sorong, DNG, where they will use them in oil survey work.

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HISTORY OF HOME-BREW IN TONGA

"I NOTE recent references to the manufacture of 'home-brew' in Tonga," writes Count F. T. Goedicke van Asten, from Auckland. "The Tongans are not to be blamed for that. There are good and bad people in Tonga, just as in any other country—I lived there for 68 years, so I should know.

"I was proprietor of the Nukualofa Hotel for 9 years. When a native came in with a liquor permit signed by the doctor or the head of the police, and produced 8/-, he got his bottle of whisky or gin. I saw very little crime and less drunkenness.

"Then the Nukualofa Club and the Tonga Club were established, with liquor licenses, and the old system went by the board, and the natives could no longer get liquor in that way, under strict control. The consequence was, quite naturally, that they made home-brew.

"If they would make it as it should be made, it would do little harm. But their practice has been to use a mixture of paw paw, pineapple, sugar or sugarcane, rice, hops, coconut milk and any kind of liquid that contains alcohol, such as Florida Water, with a dash of methylated spirits to give it additional interest. After drinking this horrible concoction even the kindliest Polynesian is ready for any kind of lunacy."

New Inter-island Ship for Fiji

A new ship will shortly go into the inter-island service in Fiji. She is 555 tons gross, will be the largest ship operating within the group and will be called *Ai Sokula*.

Her master, Captain H. Simpson and a crew were recently flown to Sydney to take her to Suva where her passenger accommodation will be modified for Fijian conditions.

She is owned by a W. R. Carpenter subsidiary and from Suva it is expected that her regular schedule will include Savusavu, Taveuni ports, Natewa Bay, Naitamba, Mago and Cicia.

Mr. J. L. Criens, of Burroughs, Ltd., arrived in Fiji recently to take up residence as Service and Sales Representative of the Suva Branch. The new branch office, situated at the Bank of NSW Chambers, is now in operation.

Mr. Chas. Barrett, eminent Australian naturalist and author, is holidaying in Rabaul with his son, Mr. Don Barrett, MLC.

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Champion-Little Wedding

A wedding of New Guinea interest was celebrated in the Congregational Church, Chatswood, NSW, on July 19, when Jan, elder daughter of Mr. and Mrs. H. W. Champion, formerly of Port Moresby, Papua, was married to Mr. Don Little of Dalwogan, Queensland.

The ceremony was performed by the Rev. B. T. Butcher, assisted by the Rev. F. G. Searle. Mr. Butcher is President of the NSW Auxiliary of the London Missionary Society and is an old friend of the bride's father; for many years he was a missionary in Papua. The bride, bridegroom and best man are all Arts Graduates of Sydney University. The bride was attended by her sister Margaret, who is now doing Arts III at the University.

A reception was held at Girraween, Killara.

Radio-New Zealand Changes

New Zealand's Minister of Broadcasting has announced that alterations were being made to the aerial system of Radio-NZ, Wellington, which serves Islands listeners.

Due to ionispheric conditions which affect radio broadcasting, Radio-NZ will be forced to use lower frequency bands during the next few years, to provide a satisfactory service to the Islands. New aerial systems for these lower frequencies are now being prepared and will come into operation next winter.

Monsieur Jean Djabian, lately meteorologist and radio operator at Bora Bora, French Oceania went to New Zealand on vacation, and perhaps to find employment, in May. He had a distinguished record in the RAF 1940-46, is a Chevalier of the Legion of Honour, holds the Croix de Guerre with 2 bars, the Medale de Resistance, Medale Coloniale, the 1939-45 Star, and the Africa Star. M. Djabian is one of those who chose to fight with the Allies by stealing an aircraft and flying to join the RAF in the Middle East.

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The marriage of **Miss Patricia Wynette de Mey**, of Queensland, to **Mr. Kenneth Fox** of Honiara, BSI, took place at the SDA Church, Honiara on July 26. The newly married couple will live in Honiara where Mr. Fox is with K. H. Dalrymple Hay Pty., Ltd.

Mr. Lester Hawkins, a Sydney male nurse, left Sydney with his wife and two children in July for the Chimbu Valley, New Guinea Central Highlands. For the Seventh Day Adventist Mission there he will train natives in dentistry and medical work.

Nephew Slays Uncle in American Samoa

AN American Samoan schoolboy Josefo Atamatu, who in a family row over land rights shot hi uncle, was recently found guilty o second degree murder and sentence to 20 years' imprisonment.

It was alleged by the defence tha the uncle threatened to kill the fathe of Josefo, whereupon Josefo bor rowed a shotgun and waited for hin beside the road. When his uncl came along after returning from a walk he stepped out and shot him

PARENTS CRITICISED

The Commissioner of the Wester Samoan High Court, Mr. A. B. L Tattersall, commenting recently o evidence before the Court in a thef case, said that a serious feature o the recent increase in crime agains property was the way in whic parents and Chiefs apparently con doned thieving by young people an children. They even ate the food stuffs which they were fully awar had been stolen instead of punishin or reporting the offenders.

The Commissioner criticised thi attitude and appealed for more co operation with the authorities.

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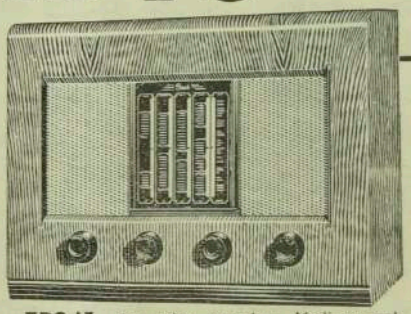

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THE WPHC NOW UNDER A NEW CONTROL

From Our Own Correspondent

SUVA, July 20.

FOR many years the Western Pacific High Commission avoided publicity like the plague. At times itinerant journalists at Suva, knowing no better, would attempt to penetrate the fastnesses of the wooden warren in the Government House grounds which is the High Commission's headquarters, only to be rebuffed—courteously or bluntly, depending on the intruder's manner of approach.

Inquiries about the British Solomon Islands, Gilbert and Ellice Colony, the New Hebrides, Pitcairn or Tonga were clearly unwelcome. The Commission seemed to live in a sort of inpenetrable purdah.

It has been pointed out that its apparent horror of publicity had robbed the WPHC of well-deserved praise for the success of some of its difficult projects. For example, very little has been made public about the transfer of people from overcrowded to empty islands in the Gilbert and Ellice Colony. More has been heard of the migration of the Banabans from Ocean Island, but that was only because they came to Rabi, in Fiji.

There was a brief flutter in 1950, when Suva was startled by an Acting High Commissioner who, with the help of some New Hebridean policemen who happened to be training with the Fijian police, suddenly began to hoist and lower the WPHC flag with due ceremony at sunrise and sunset, and waved another (rather smaller) flag from the bonnet of his car. This surprising demonstration was never explained.

But now a new era appears to be opening. On July 11, in Suva, the new High Commissioner for the Western Pacific (Mr. R. C. S. Stanley, CMG, OBE) officially put out the Welcome mat for the Press, and said he wanted to provide information about the WPHC and its work. He told the journalists that early in his career he was on the staff of the *Brooklyn Eagle*, New York, and later was in the London office of Reuters.

Questioned about the transfer of WPHC headquarters from Suva to Honiara, he said that the change would not be made for several months, owing to accommodation and other difficulties at Honiara.

MR. STANLEY ON FIRST TOUR

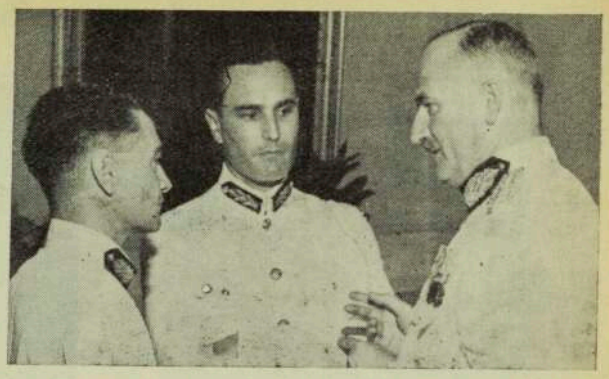
Since the separation of the posts

★

Photo taken during the ceremony at Government House, Suva, in July, when Mr. R. C. S. Stanley took the oath of office as Western Pacific High Commissioner. Shown (left to right) Mr. B. A. Doyle, Attorney General for Fiji; Mr. H. A. C. Dobbs, First Assistant Secretary, W.P.H.C.; the new High Commissioner.

—Photo by Public Relations Office.

★



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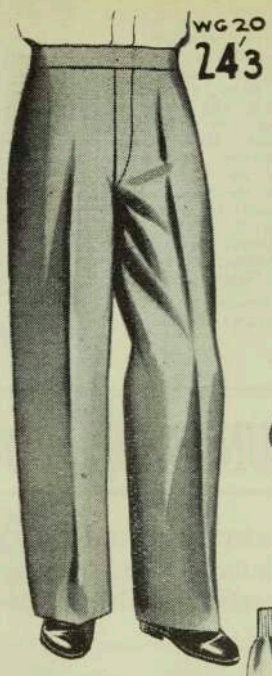

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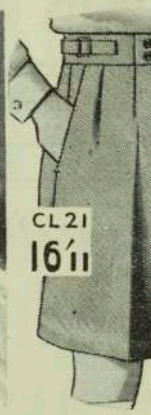

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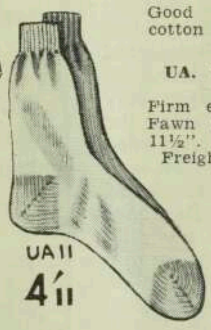

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of High Commissioner for the Western Pacific and Governor of Fiji, the WPHC territories have been limited to the British Solomons, the Gilbert and Ellice Islands and the New Hebrides Condominium. The conduct of British relations with Tonga, and the administration of Pitcairn, Ducie, Oeno and Henderson Islands, have been transferred to the Governor at Suva.

Mr. Stanley, with his wife and daughter, will leave Suva about August 15 in the RCS *Nareau* for a tour of the WPHC territories. He expects to reach Vila about August 21, and Honiara on September 6. He will spend about 30 days in the British Solomons and will then go to Ocean Island and to Tarawa, where the *Nareau* will arrive about October 4, returning to Suva about October 20.

CHANGE AFTER 75 YEARS

DURING an impressive ceremony at Government House in Suva on July 2, when the newly-arrived High Commissioner for the W. Pacific, Mr. R. C. S. Stanley, took the oaths of office, some interesting history of the Commission was given.

Mr. H. C. A. Bryant, who had been acting as High Commissioner, said that the post of High Commissioner of Western Pacific was established in 1877, and thenceforward it was held by the Governors of Fiji. Sir Arthur Gordon, being then Fiji's Governor, became the first High Commissioner. That system had continued for 75 years; and was now changed by the decision to make the Commissionership a separate office.

Mr. Stanley, as High Commissioner, is addressed by the courtesy title of "Your Excellency."

The new Governor of Fiji, Sir Ronald Garvey, KCMG, who will arrive from Auckland by *Tofua* early in October, will be the first Governor of Fiji, for 75 years without jurisdiction over Solomons, Gilbert and Ellice Colony and New Hebrides.

NEW MM LINERS

LAST month we reported the launching from a French yard of the new and attractive Messageries Maritimes liner *Caledonien*. A sister-ship, the *Tahitien*, has also been launched.

These vessels are the first of a series of 21 of the same class to be built in France—eight to operate under the Messageries Maritimes flag. They each have an overall length of 549 feet, a beam of 67 feet 7 inches and a gross tonnage of 10,750.

The first two launched are equipped with twin Burmiester & Wain oil engines operating on crude oil, each of 6,000 hp. They will carry 71 first, 84 tourist, 86 third and 122 fourth class passengers at a service speed of 15 knots. (See photo PIM, July, p. 29).

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Air Tahiti's Pilot Injured

ACCORDING to incomplete information received by letter from Tahiti, M. Pommier, Air Tahiti's only pilot, was very seriously injured and their small float-plane destroyed when, on or about July 14, the aircraft, failing to come out of a dive, crashed on the reef opposite Papeete, between Motuuta and Fareute Point.

The aircraft was a small one used for local flying — not the larger Grumman which has maintained connection with the Cook Islands until recently.

SEA-FIRE DRAMA

From Our Own Correspondent

MORESBY, July 26

JULY's sea drama, featuring a fire aboard the *MV Manugoro* defiance of the Master's orders by absconding members of the native crew, and a difficult tow to port through heavy seas, seems likely to fizzle out in anticlimax.

The *Manugoro* with 2 officers, 15 native crew and 34 native passengers, was carrying timber and rubber from Kikori to Moresby when she caught fire. Because of the fire, the engine could not be stopped, and some fir fighting equipment below dec could not be reached.

Captain James Ritchie praised t help he got from Engineer Col Long and a loyal native, Ivi. I was blown overboard when the shi refrigerator exploded at the heig of the fire, but Ritchie turned t ship about to rescue him. Th manoeuvre encouraged the flame but Captain Ritchie said, "You cou not leave a man to drown."

Some of the crew had other idea Ritchie saw several natives attemp ing to lower the ship's only lifeboa He ordered them to desist. Th ignored him. Ritchie instructe Long to stop the boat casting o When Long grasped one of the r taining ropes, a native drew a knif Ritchie went to Long's aid, and t native slashed at him, and then c the line which held the lifeboat the blazing ship.

The lifeboat stood off for a whil before rowing for the coast. T natives landed near Kerema (abo 145 miles west of Moresby) and r ported to the authorities. The shi burning superstructure fell ove board, and enabled the crew to g at and put out the fire.

A Qantas Catalina, captained Fred Fox, from Moresby, locat the *Manugoro*, at 6 p.m. on Satu day, July 12, about 18 hours aft the fire started.

Captain Fox saw about 20 peop huddled in the forward part of t vessel. The rear section had be burned to the deck. He return to Moresby and the Civil Aviati trawler CA70 set out to aid t *Manugoro*.

Meantime, the *MV Doma* hea special broadcasts from 9PA Mor by, and found the *Manugoro* a took her in tow on Sunday mornin to Kairuku. CA70 then underto the tow from Kairuku to Moresb

The natives who escaped in t lifeboat were brought to P Moresby, and questioned by the H bour Master, Captain Hawley.

It is doubtful if any serious char can be made against them. Th were casual employees engaged coastal waters, and did not sign a ship's articles. There is doubt a charge of stealing the boat cou be sustained.

Mr. W. Rodgers, representative W. Kopsen Pty., Ltd., well-kno Sydney suppliers of shipchandle for the Islands, left Sydney by on August 2, on a business vi to Papua and New Guinea. He w return to Australia in la September.

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RAAF Dakota Gets Away From Finintegu

Four Months in Central Highlands Mud

AFTER almost four months, the RAAF Dakota that bogged down at Finintegu, NG, on March 28 managed to pry itself loose from the mud and take off for Garoka on July 21.

While Mr. Kent Hughes, Minister for Works and Housing, was on a fact finding tour of P-NG in March, the crew of the RAAF Dakota that he was using landed at Finintegu in the NG Central Highlands by mistake.

The plane became bogged and the Minister and party stranded. A small plane took the official party, one by one, to Garoka but an attempt to get the Dakota into the air only put her further into the mud, the nose dipped and the props were damaged.

As the wet season was in full swing it was estimated that it would be some time before the plane could be rescued—an estimate that proved correct. There has been some fine weather there recently however—sufficient to make the airstrip hard enough for a take off.

Apart from this Airforce aircraft being out of action for 16 weeks, we have heard of no other results from the Ministerial visit.

More MP's Wander Around New Guinea

ANOTHER party of Federal Parliamentarians has been to Papua-N Guinea. This was the second tour arranged by Territories Minister Hasluck, who wishes Members to familiarise themselves with P-NG conditions.

This tour included visits to East Papua, Bulolo and Manus. Assistant Government Secretary, Mr. Claude Champion, was in charge. Pressmen tried to induce him to comment. He replied that he was going on leave very soon. The implication was that he had earned a break.

Back in Australia, reporters sought interviews with the travellers. Some would not comment. Those who did made the obvious and platitudinous remarks that one usually hears in such circumstances. (Cont. Next Page)

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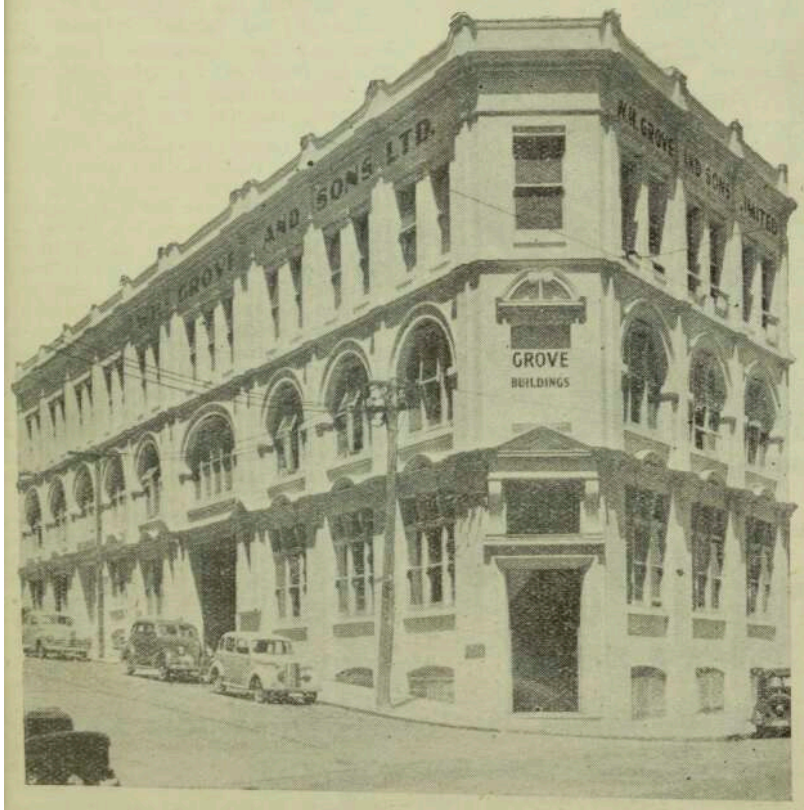

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The Australian taxpayers pay for these Parliamentary jaunts.

The Minister's idea is quite sound in theory. The trouble is that, even if the Members formed some worthwhile opinions in relation to the Territories, they would have no effect. All Territories decisions are made in Cabinet and Party rooms and the individual opinions of non-Ministers rarely carry any weight.

NG WOMEN'S CLUB
Completes Another Year

While inflation has caught up with many societies and clubs in Australia and forced them to economise or look elsewhere for revenue the New Guinea Women's Club of Sydney, which has just completed its 11th year, is still in a most fortunate financial position. The balance sheet presented at the annual general meeting in July showed that the Club's credit balance at June 30 was £334.

In addition, an amount of £31 remains in the special Prisoners of War and Civil Internees' Fund, although this fund has practically fulfilled the purpose for which it was set up in the late war years.

In her annual report, the President Mrs. M. L. Foxcroft, said that during the past year country membership had increased and that the club had continued to be a happy meeting place for renewing friendships and exchanging greetings with those now resident in New Guinea.

During the year, the Club had participated in two ceremonies at Sydney Cenotaph—on the occasion of the Fall of Rabaul anniversary on January 23; and again on June 29, which is the closest Sunday to the July 1 anniversary of the sailing of the Montevideo Maru. In addition, Mrs. Forsyth represented the Club at the Anzac Day dawn service and placed a wreath on the Cenotaph on members' behalf.

The Club had despatched Christmas parcels to New Guinea people now living in the United Kingdom; had made grants of assistance to the extent of £22 from the general fund and to £15 from the Pow, etc., Fund; had made donations to the W. Cook fund and others; and through Mrs. Edwards and others had continued hospital visiting and the sending of flowers to NG patients.

During the year, as well as the regular Thursday morning meetings, the Club entertained on a number of occasions including the children's and adults' Christmas parties which were, as usual, very successful.

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COL. MURRAY AND THE FUTURE OF N. GUINEA

Some Quotations To The Point

Also see article on page 43 of this issue.

WHEN, in a statement he made in Brisbane soon after departing from Papua-New Guinea, Colonel J. K. Murray said that Australia might lose New Guinea as the Dutch lost Indonesia, by putting economic exploitation before native welfare, he stirred up against himself some well-informed criticism.

For example, here are some comments by Osmar White, of Melbourne Herald, probably the best-informed and soundest daily newspaper reporter who has recently visited the Territories. This is from an article in Melbourne Herald on July 15:

I HAVE been to New Guinea three times since the war—the first time in the difficult days of re-establishment, the last time when the post-war order had been well established.

On each occasion I left the Territory with the strong impression that Colonel Murray's administration had so far been unsuccessful and that it was, indeed, unlikely to succeed. This impression was based on a number of factors:—

- Colonel Murray had antagonised a large proportion of European residents by an unnecessarily tactless insistence on a "natives-first-last-and-all-the-time" policy.
- His refusal to accept advice from, or to support, Government officials of many years' experience of the country, had greatly weakened the public service by forcing the retirement or resignation of many excellent men.
- The efficiency and dicipline of the New Guinea administrative departments were low. The men under Colonel Murray all too often respected his sincerity but doubted his capacity.

The only thing Colonel Murray seemed to do with force and consistency was to expand native health and education services as far as his budget allowed, encourage the Missions, shield the natives as far as possible from contact with commercially - minded Europeans, and prevent at all costs even a limited alienation of native lands.

Seen at a distance, this appeared admirably humanitarian, but to those who knew the country and something of its complex social and economic problems, it looked dangerously unrealistic.

The Ward policy, as interpreted by Colonel Murray, tended to lock up all of Australian New Guinea as a "native reserve"—to make it an anthropological museum.

There are perhaps two million natives in Australian New Guinea. Spending from £5 to £7 million a year on their health, education, preservation, pacification, and administration, how long will it take to raise them from a stone age culture to a modern political autonomy?

Colonel Murray would never admit that his ideal objective was impractical. He would never admit that the only way to give the peoples of New Guinea a chance to

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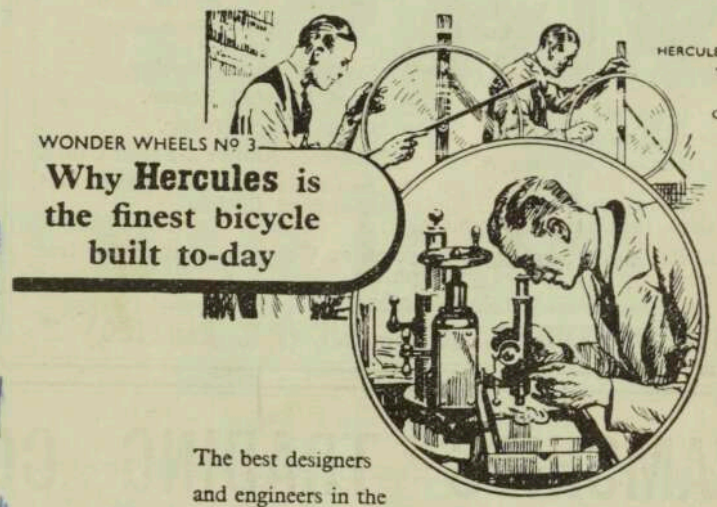

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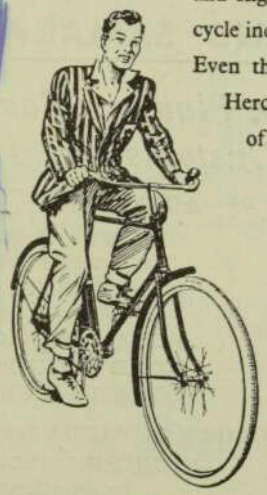

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survive in a fiercely pressing modern world was to develop the country's economic resources vigorously and accord to its inhabitants a fair share of both responsibility and profit.

Colonel Murray would never admit that failure to do this would invite—or, indeed, provoke—a steady infiltration of surplus population from Asia and the eventual absorption or extinction of primitive peoples unable to compete with the newcomers.

It strikes most independent and informed observers of the New Guinea scene that if we are in danger of losing New Guinea, we will lose it far more quickly to the Javanese, Chinese, Japanese and Indians, who have need of its spaces and natural resources, than to gallant, frizzy-haired autonc mists of a couple of centuries henc

WHAT COLONEL MURRAY OVERLOOKED

Letter to the Editor

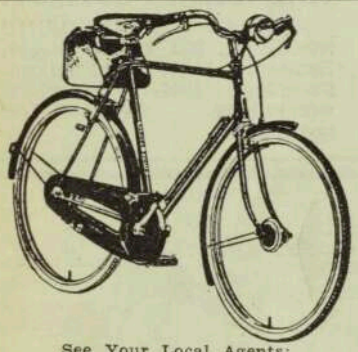
COLONEL MURRAY, in his fare well speech, repeatedly re marked that the main reaso why the Dutch failed to hold Jav after the war, was that the soci and political advancement of i population had been lagging behir the country's economic developmer

For general information abo pre-war conditions in Java, I wi quote a few lines from a repo by an extremely unwelcome visite to Indonesia in the early stag of the war:—

"The Dutch are for the native They make them self-supporting, that they lack nothing. With th help of their first-class scientif knowledge they have developed th Netherlands East Indies, promote the people's welfare, supplyir them with food, clothing ar shelter. The result is that th place may be called a paradis with a world record for density population."

The author of this flatterir comment was Lieut. - Gener Reikichi Tada, Imperial Japane Army, and his report was publish during the war in the Tokyo pap "Chugorong".

According to this the avera Indonesian cannot have been t



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happy, even if he were aware of ing a subject of a foreign- ntrolled government. If this was ie, however, what could then count for those widespread riots er the war?

For this we have to consider the ects of 3½ years of Japanese upation, during which a rilishly ingenious type of propa- nda was carried out. With typical ning it was directed not so much vards the older generation, but inly to the youth of the ages ween 10 and 20. Those people re flattered, enlisted in home- rds (Heiho's), entrusted with rding European internment ps, taught how to torture, and octrinated with racial hatred, iously anti-Allies and anti- nocratic.

Unfortunately when "peace" broke , it was two months before any ps arrived on Java. Meantime, Japanese commander in Java, direct disobedience of his orders, to it that arms and am- nition were handed over to those onesian organisations which, ing the occupation, had been aborating with Japan.

ue to the late arrival of any ctive authority, anti-European s (in which the organisers had veniently forgotten about the cked" British and Americans, who were now concentrating the weakest European power, the ch) had broken out all over a. They were in full swing n the first troops arrived.

y a supreme irony of fate, anese-indoctrinated and trained tary organisations found them- es suddenly acclaimed, the world , as defenders of liberty and right to self-determination.

have deliberately stressed the anese share in the Indonesian lution, because Colonel Murray not mentioned it at all. Facts be ignored, but not done away . Any picture of post-war lopment in Indonesia, which es out the Japanese share in s incomplete, and misleading.

I am, etc.,
D. de GRAAFF.
t. of Agriculture,
Moresby.

---

iss Beryl Ruth Oliver, daughter he Rector of Mursley, Bucks, land, was married on June 28 Mr. Gordon James Slater, an ralian journalist now resident ondon. Mr. Slater is a son, by ormer marriage, of Mrs. E. ond, now of Sydney and lerly of Kokopo, New Guinea. re the war Gordon Slater was ember of the Burns Philp staff abaul, and was one of the few escaped westward through the Britain jungles when the Japs ded.

MR. J. B. WRIGHT

Mr. J. B. Wright, recently Secretary to the Government of Western Samoa and now Secretary to the NZ Islands Department visited Rarotonga by NAC plane in mid-July, before going to New Zealand to take over his new job in Wellington. His visit to Rarotonga coincided with the visit of the special Military Mission from New Zealand which was making a "fact-finding tour" of various Pacific Groups.

It was announced at the Anglican Synod in Wellington, NZ, in July, that the Pacific hurricane relief appeal fund had amounted to £2,588 NZ. It is expected that the target of £3,500 may be reached as more contributions are still expected.

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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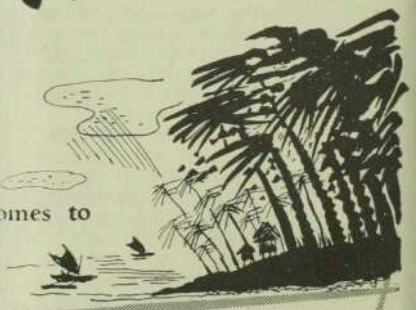

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COCONUT SELECTION IN WESTERN SAMOA

BEING a basic foodstuff and the major source of wealth of the area, the coconut is the most important crop in the South Pacific. Considerable interest therefore attaches to the recorded work of plantation rehabilitation and coconut selection now being undertaken in Western Samoa by the New Zealand Reparation Estates, a plantation enterprise owned by the New Zealand Government.

Since the experience gained will be of value to other territories in the region, the South Pacific Commission is, at the invitation of the New Zealand Government, associating itself with this work. A brief report on the work to date, by Mr. D. R. Eden, General Manager, of NZ Reparation Estates, is here re-printed from the quarterly "Bulletin" of the South Pacific Commission:

The area to be planted is approximately 200 acres of old coconut land, situated at Vailele plantation, in Western Samoa, and approximately three miles east by road from Apia. The land is gently undulating, and lies about a quarter mile inland from the east coast. The elevation is from 60 to 100 feet above sea level.

The soil is a stony clay loam with good crumb structure. It is weakly acid pH 6.2 to 7.0. A typical profile taken by Dr. L. I. Grange, Soil Surveyor, in 1938 was:—

6 in. dark brown silt loam with crumb structure.

18 in. moderately free light brown silt loam.

20 in. dark brown compact silt loam.

36 in. light brown compact silt loam on rotten basalt.

With the aid of a Fordson tractor and a twin-disc plough, ploughing was commenced after the area had been cleared of its old palms in November, 1951. The top soil was found to be heavily packed and very hard, and the discs penetrated only three inches at the first ploughing. Cross ploughing and subsequent ploughings gave an average furrow depth of six inches.

Twenty-five acres were sown under Mauritius bean *Mucuna aterrima* seed in mid December, a ton of seed being used. The seed germinated in seven days. Growth was rapid, and the land was fully covered by the vines at mid-January, 1952.

The vines will be ploughed under in June 1952, or as early as flowering commences. After this the area will be lined out and planted under selected seed nuts.

The area will be planted in squares with thirty-feet spacings, giving 48 palms to the acre. This will allow accommodation for 9,600 selections

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in the 200 acres. Each palm, when planted, will bear a number, and this number will be repeated on a plan with notes setting out its territory of origin and other necessary information.

When further supplies of bean seeds are received, seven further blocks, each of 25 acres, will be treated, until the whole area has been planted.

A coconut nursery has been established on Vailele plantation near the manager's homestead, using pure white coral sand, nine inches deep, and of sufficient dimensions to house 3,000 selected coconuts.

Plantings in this nursery to January 17 last included 1,376 coconut selected from palms planted in 193 from specially-selected local seed and 315 coconuts selected from larg palms (as opposed to dwarf) plante by the Estates in 1932 from Malaya seed material; in all, a total of 1.69 selections. Some of these seed nut may be rejected later for malform ations in growth, or if growth is nc vigorous or becomes abnormally re tarded.

Selections have been made fror palms originally planted from loc ally-selected or imported seed. Th seed nuts are taken from palm strong in all members, heavy bearer carrying their fruit on short stalk with an evenly-distributed head loa of nuts. The fruit we have selecte is medium in size, oval in shape bu evenly rounded at the median bulg thin husk. Specimens opened di close the inner shell to be nearl spherical, and the average thickne of kernel as .52 in.

Unfortunately, no individual pal records have been kept over the years of maturity, but the averag yield of copra per acre over the 8 acres planted from selected loc seed nuts in 1931 has been estal lished at approximately one ton.

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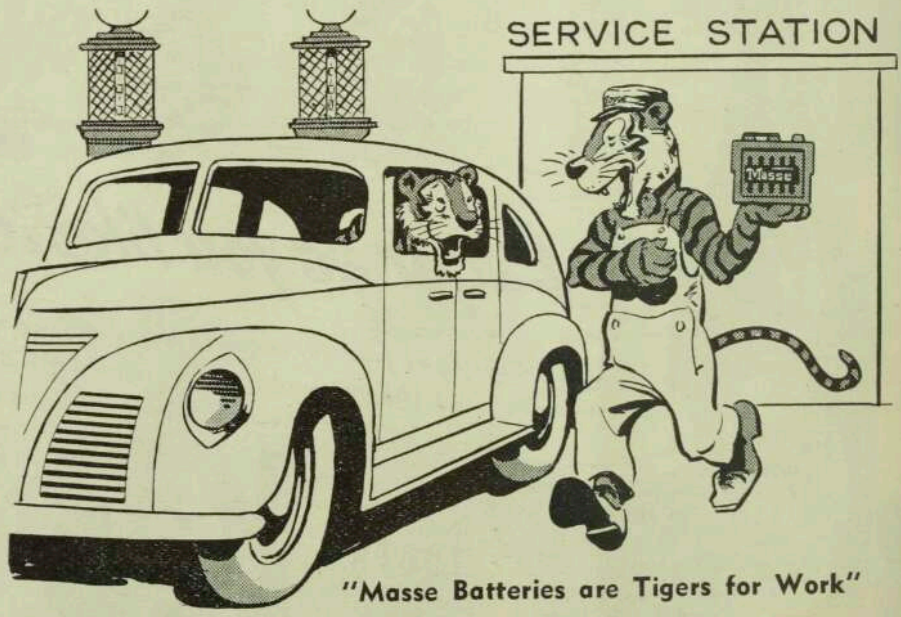

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NEW GOVERNOR IN AMERICAN SAMOA

Colonel Phelps Phelps, the very energetic American Army man who became Governor of American Samoa after the US Navy Administration was withdrawn, some 18 months ago, has been appointed American Ambassador to the Republic of Dominica, in Central America; and Mr. John C. Elliott, Government Secretary in American Samoa, has been appointed Governor.

Governor Elliott is a Californian, and a very capable man in his early thirties. His selection is popular in the Territory.

Governor Phelps had not enjoyed good health since his appointment to Samoa. Last April, he left for USA to get medical attention, and to urge upon Washington the need for giving Eastern Samoa special help to tide it over economic difficulties created by the removal of the naval establishment. Mr. Elliott since then has acted as Governor.

The Navy transport *President Jackson* arrived at Pago Pago on July 19, and left for Honolulu two days later with no less than 906 passengers—352 dependants of Samoan Navy personnel who are following their men to Hawaii, and 553 other Samoans who are going to Hawaii and United States. There were memorable scenes of farewell as the transport departed—seldom if ever before had so large a section of the native population been moved away overseas.

MORE FRUIT FROM COOK IS.

FIGURES given by Mr. C. Ross Walker, manager of Fruit Distributors Ltd. (who handle all citrus, bananas and pineapples entering New Zealand under an arrangement with the Islands Department) show that whereas last year only 9,000 cases of oranges were exported from the Cook Islands, already this year 53,463 cases of oranges and other citrus fruit had been shipped and a further 6,000 cases would be shipped before the season ends.

The first 900 cases of tomatoes—which are shipped directly by the growers to individual importers—arrived by the *Maui Pomare* early in July. Growers receive about £3 per case for these winter tomatoes, whereas oranges are worth only 8/- to the growers.

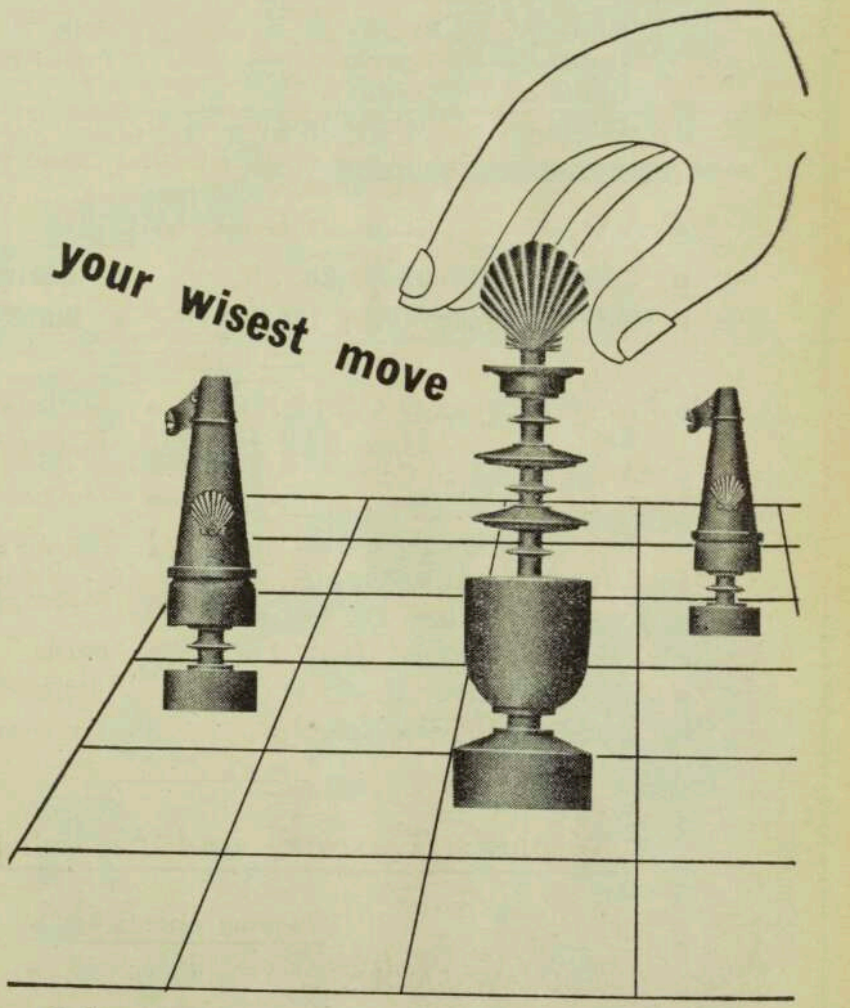
LMS CENTENARY AT PENRHYN

THE celebration of the centenary of the establishment of the London Missionary Society's station on Penrhyn (Cook Islands) took place there during the first week in July.

Visitors attended from every island in the Cooks, travelling by the Society's vessel *John Williams VI*, which made a round of the Group. and by the inter-island vessel *Charlotte Donald*.

The celebrations were attended by the Resident Commissioner, Mr. Geoffrey Nevill, who also took the opportunity afforded by the *John Williams VI* to pay his first visit to all the Northern Group islands. This can rarely be done on a single voyage from Rarotonga in the inter-island vessels. The *John Williams VI* made a special call at uninhabited Suwarrow on the run south in mid-July.

The NZ Air Service Licensing Authority announced in July that Tasman Empire Airways had been granted a five-years license for a non-schedule passenger and goods service to the Chatham Is. (400 miles east of Lyttelton, NZ). The next scheduled flight is for November.



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WHAT COMES NEXT IN N. GUINEA?

By R. W. ROBSON

HOW MURRAY GOT OFFSIDE :: LAND AVAILABILITY NOW A VITAL FACTOR :: CANBERRA TIMIDLY AVOIDS BOLD STATEMENT :: WILL AUSTRALIA DEFY TRUSTEESHIP COUNCIL? :: SOMETHING PERTINENT ABOUT MISSIONARIES

WHEN, as he departed from Port Moresby and the P-NG Administratorship, Colonel J. K. Murray cut loose with a bad-tempered, querulous "statement," none was more sorry than I. Until then, he had behaved with restraint and dignity, under considerable provocation; and I thought he was going to leave Port Moresby with a certain amount of moral victory.

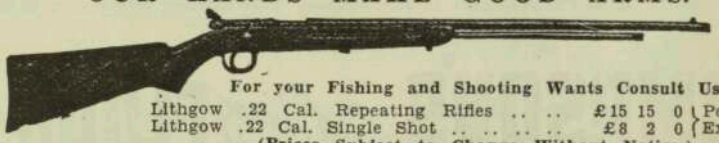
Even under the aegis of Socialist Minister Ward, Colonel Murray was not suitable for the Administratorship of a tropical sub-dominion like Papua-New Guinea; and, after Ward departed, and new political concepts dominated Territories planning, the squareness of the Murray temperament and outlook was seen to be completely hopeless in relation to the roundness of the hole into which he was expected to fit.

But, because he is a fine type of scholarly gentleman, quite sincere and honest within the limitations imposed by his politico-economic creed, he gained many well-wishers among his critics. They felt that the Minister in forcing Murray's retirement, was taking the only course open to him, if Papua-New Guinea is to play its proper part in relation to Australian economy and Pacific defence; but they really did wish to see the Administrator retire in circumstances which would be in accord with his fine character and the dignity with which he had filled his high office. That he failed to do so, of course, merely provided justification for some of the things that had been said against him.

We had called his Administration —the earlier part, at any rate—the Ward-Murray regime; and his retiring statement was conceived and phrased in the true Eddie Ward tradition. He was entitled of course to defend himself against official criticisms; but he could have chosen the time and the phrasing more happily and effectively.

The official criticism had not been aroused by Colonel Murray himself. It came because certain Mission organisations, foolishly and with sad lack of judgment, had rushed in to attack the Minister and the Government for seeking the Administrator's retirement. Stung by some of the lopsided statements made by the missionary leaders, and quite properly resenting the attempt by the latter to interfere in what obviously was a

"OUR HANDS MAKE GOOD ARMS."



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delicate matter of Government policy, the Minister attempted some defence of his attitude; and in doing that he could not avoid making some reflections upon the fitness of Colonel Murray for his office.

Naturally, Colonel Murray wanted to reply; but in the manner and timing of his reply he delivered himself completely into the hands of his critics and ill-wishers.

Since then, there has been a series of attacks on the late Administrator. All the things in his favour had already been said when he departed; the things now said against him are too many to bear recapitulation.

Within a week of his departure, two writers in the South Pacific Post, Mr. Norman White and Mr. A. Bethune, expressed themselves without fear or favour in relation to the Administrator's shortcomings, and to missionary "interference." Elsewhere in this issue we have reproduced an article by Melbourne Herald's Osmar White, probably the best-informed writer on the daily press in relation to Pacific Islands affairs. It sums up, admirably, the case against Murray.

The two aspects of this affair I wish to discuss here are (a) the chief underlying cause of Colonel Murray's retirement, and (b) the stand taken by certain Missions in relation thereto.

THE fundamental differences between the present Australian Government and Colonel Murray became focussed in one matter to which there has been no direct public reference. It is the availability of land.

When Australia took over the New Guinea Trusteeship—we can forget all previous history—the first plank of the Ward-Murray policy was "New Guinea for the New Guinea natives." The old labour laws were drastically revised; old European private enterprise was hamstrung and new enterprise was discouraged

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schemes of native education and health, to cost Australia countless millions, were introduced; war damage compensation was paid to natives on a scale literally fantastic. How much of all this represented Ward-Murray love for the natives, and how much expressed the ideas of uninhibited Socialist planners turned loose in a primitive world, we could only guess. And we all guessed.

It is possible that, if the world had returned to normality, the Ward-Murray plans would have been proceeded with until they collapsed—as all Socialist enterprises collapse—and even had there not been a change of Government.

But the world did not return to normality. Long before the Ward-Murray regime had run its course, and while the pro-native anti-private-enterprise policy was becoming snarled up in its own contradictions, a new outlook in relation to New Guinea was being forced upon Australia.

Russia refused to disarm; set up her confederation behind the Iron Curtain, to prepare for World War III; and proceeded to organise a Communist Asia, to challenge America through the Pacific, while directing the ideological struggle in Europe and Africa. So far as Australia, New Zealand and all the South Pacific Islands are concerned, New Guinea now has one vital and dominant purpose—it must be prepared as our first barrier against the Asiatic Communist power, southwards-thrusting through Indonesia. That is so plain to see that even the Australian Socialists accept it, and have said so.

WHETHER the Ward-Murray native policy in New Guinea is right or wrong now does not matter—it no longer can have priority. Priority must be given to the clamant need to prepare New Guinea as the South Pacific's first defensive barrier. To the extent that a native welfare policy can be integrated with this, plans for the natives may be implemented. But if there is conflict between native welfare and South Pacific defence measures, then native welfare must be set aside. Self-preservation still is the first law of nature.

Even as the Australian Government moved swiftly towards the preparation of New Guinea for its defensive role—training of native units, establishment of bases, encouragement of an economic development which would provide essential supplies—the Ward-Murray Socialist set-up was collapsing. Plans to keep all distribution under State control were the first to go; bit by bit, the ownership of all shipping by the State was abandoned; only the sale of produce still is State-controlled. Native labour laws have been eased to encourage private employers; new enterprises have been tempted with all sorts of promises.

The establishment of new industries in the New Guinea archipelagoes, and the encouragement of European settlement, are planned primarily in order to give economic strength to the preparation of this area as a defence barrier against Asia. But it also has another purpose.

On Indonesian and Philippines standards, this huge area is capable of supporting a population of 50 or 100 millions, instead of the 1½ millions now estimated to be there. If Europeans do not occupy and

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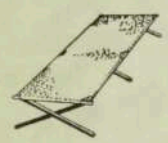

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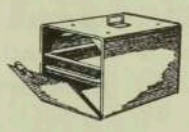

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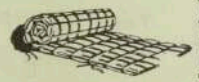

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develop this area, Asiatics certainly will. Asiatics will have no tender regard for the land rights of the 1½ millions of primitive natives.

The effective occupancy and development of the great islands of New Guinea, New Britain, New Ireland and Bougainville demand, not the planting of a few more coconut trees, but the encouragement of primary and secondary industries to move in on a very big scale. In the past year or two, the Australian Government has announced its readiness to assist the establishment there of enterprises based on timber, fibre, coffee, cocoa, tea, cattle, hydro-electric power, and various others—most of them sound and proved. But, while there has been much talk and endless publicity, there has been remarkably little real development.

That is because there is little land available—certainly not enough for any industrial movement on a big scale. And this is where we return to the subject of Colonel Murray and the Missions.

If the Menzies Government of Australia discloses one characteristic more than another, it is political timidity—it shrinks from making any bold announcement on matters of deep-seated policy if it thinks it thereby may give offence to a large body of voters.

This was shown in its complete failure, up to the end of July, to make any enlightening statement about native land rights in New Guinea. It knows quite well that its New Guinea area defensive policy cannot be implemented unless large areas of suitable land are made available for the use of private enterprise. But, because it is afraid of a combined yell from Socialists and Missions, it has refrained from making any declaration, and is engaged in hidden, under-surface moves with the idea of somehow making land available in the archipelagoes without upsetting anyone.

In the period between 1946 and 1950, Colonel Murray shifted his standpoint quite a lot in relation to native welfare matters; but there was one thing on which he was uncompromisingly stubborn—native land rights. On that, he would not budge an inch. For years, although the world was clamouring for sawn timber, and a score of enterprising Australians in New Guinea were clamouring for licenses to cut the almost limitless stands of timber there, there was no development. Port Moresby's official files will show why.

Eventually, the irresistible force of Canberra's New Guinea plans, which require a lot of land, met the immovable object in Colonel Murray's determination to preserve all land rights for the natives, irrespective of all other considerations.

There could only be one logical end to this —either the abandonment of all plans for European development in P-NG, or the removal of the Administrator. The Administrator went. (Continued on Next Page)

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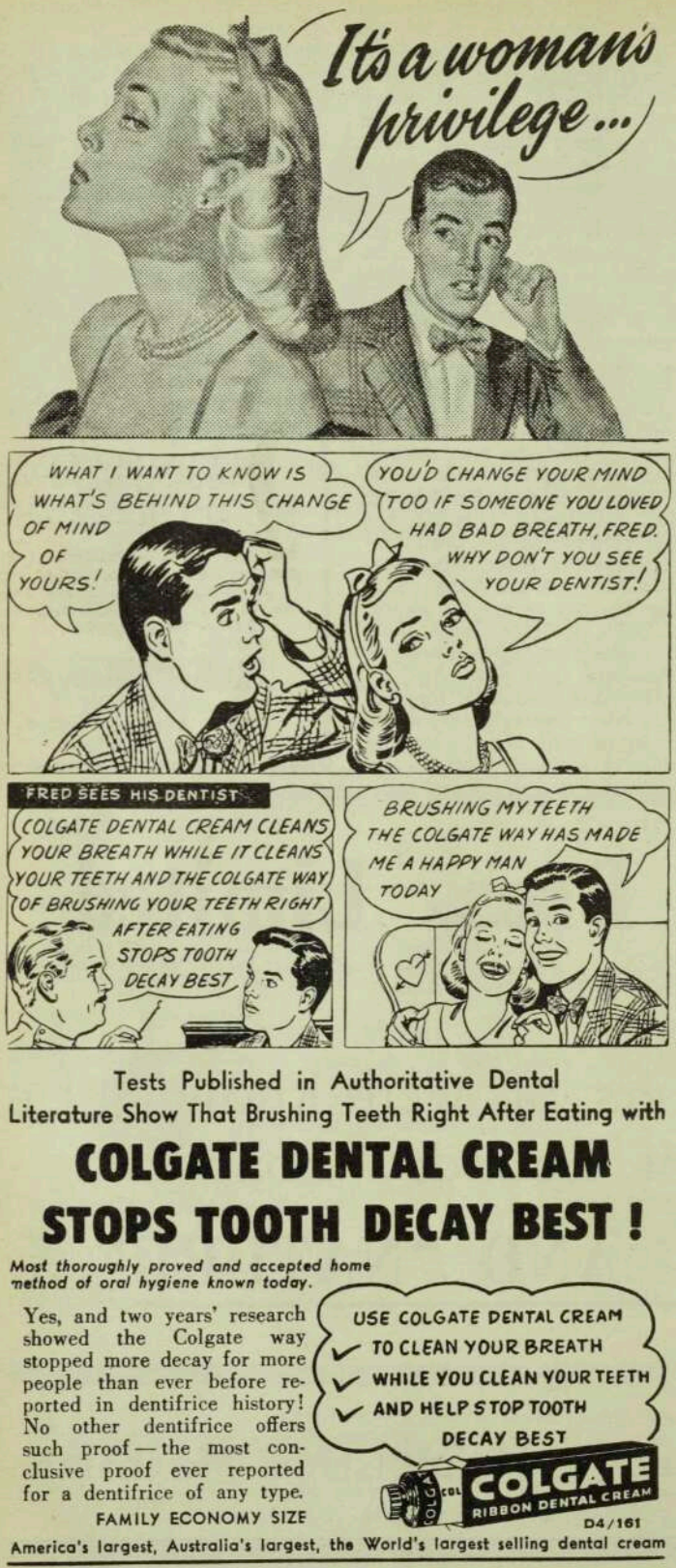

But even then Canberra's timid czars would not explain that this was the logical result of the land difficulty. They preferred to let certain Mission leaders broadcast the charge that a good, efficient and co-operative Administrator had been "sacked" in order to make room for a political favourite. The stupid Australian Government lost far more in kudos over this than if it had been completely frank in relation to its difficulties with Colonel Murray. It was afraid of the Socialists, and of the Trusteeship Council and of the Missions, all of which are completely one-eyed on the subject of native land.

HERE and there in New Guinea's limitless spaces you will find a settler in possession of land, acquired in the last ten years. In many cases he will tell you of the fight he had to make against some missionary or other, before he could get that land.

In such cases the "old hands," who know the natives, usually have negotiated with native headmen for the purchase of selected areas. If the natives agree, all such purchases must be vetted by Administration officials; and the latter generally try to hold the scales fairly, as between government policy, native needs and European plans.

But certain missionaries, members of sects not exactly noted for realism use their influence with the natives to oppose uncompromisingly all proposals to sell land to Europeans and many a plan to purchase has been killed accordingly.

All missionaries do not oppose settlement by Europeans. In relation to policies of native welfare, there seems to be as wide a divergence of opinion among missionaries as among the ungodly. (By the same token, there was no unanimity of view among P-NG missionaries concerning the retirement of Colonel Murray.) By the nature of their work most Pacific Islands missionaries are realists.

But, during his period of office Colonel Murray probably was closer to the missionaries than to any other class of non-official civilians in his area. The more strongly a missionary believed that New Guinea should be kept as a close preserve for the natives, the better disposed he was towards Colonel Murray.

It is impossible to generalise on the subject of mission work in the Islands. There are so many sects with different points of view; and the influence of the missionaries on the natives varies so definitely with the characters of the men in charge

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The influence of the great majority is good, however; in fact, the record of the Missions in the South Pacific Islands probably is equal to the best in the history of Christianity. Most of the Islands races have been saved from extinction by the missionaries. To-day, as for a century past, the missionaries provide most of the medical and educational facilities which the Islanders receive.

Therefore, we may not say that the circumstances surrounding the retirement of Colonel Murray reflect adversely upon the Missions, generally. Rather, we can say that when Mission leaders abandon their ancient rule of keeping out of politics, and get involved in public controversies, the effect is bad for the Missions.

The head of the Anglican Mission in P-NG, Bishop Strong, believing that Colonel Murray was being victimised by politicians, dashed in furiously to his defence, without waiting to learn the facts behind it all. The Minister, knowing what was behind it all, naturally resented the Bishop's "interference." Many of the P-NG public, knowing how ready was the Administrator to make common cause with some classes of missionaries against the legitimate desire of the Europeans to use native labour and native land for purposes of profit, were outspokenly cynical. The Methodists, who sometimes have been charged with too great an eagerness to bend public affairs in the Islands to the objects of their very large and successful Mission organisations, did not improve matters by also rallying to the support of Colonel Murray. Public reaction generally was summed up in the phrase: "Tell the Missions to keep out of political arguments."

* * * *

Meanwhile, the next moves are awaited with interest.

The Territories Minister can get

(Continued on Page 85)

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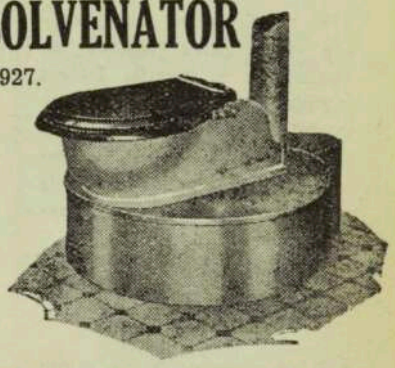

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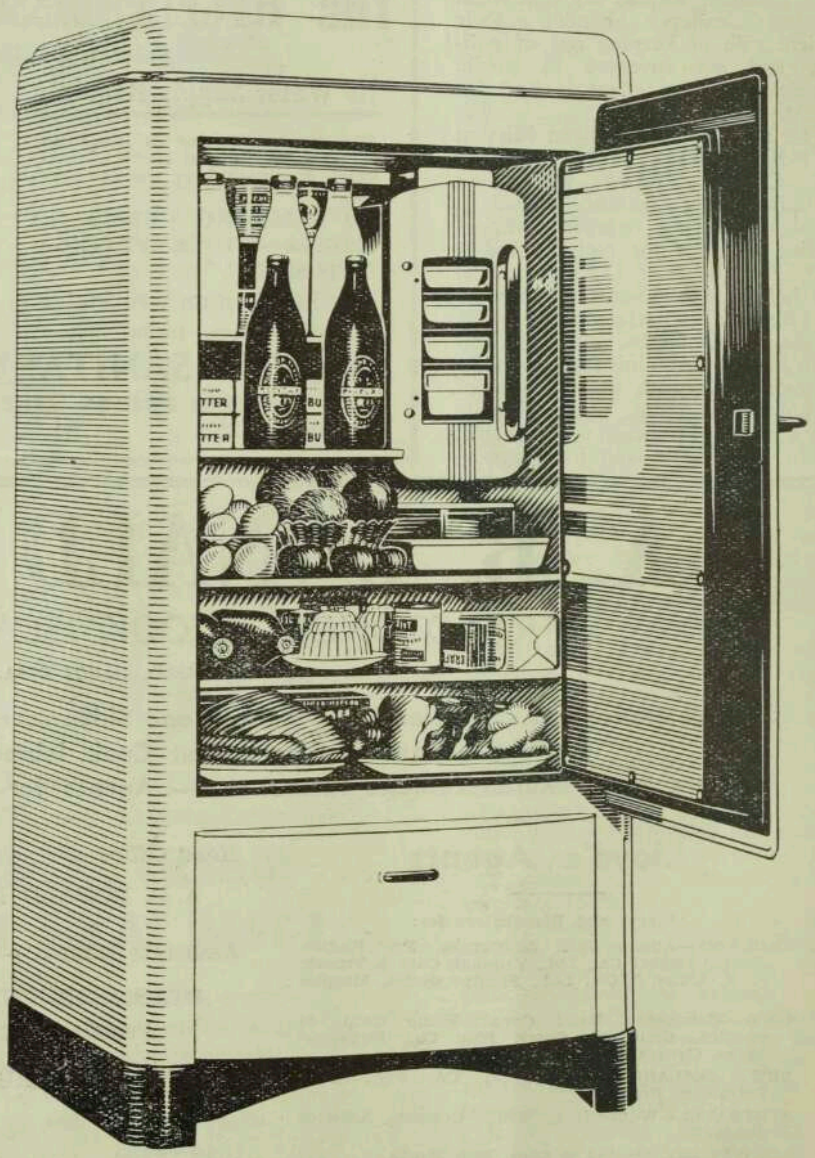

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Island Travellers

Island residents who arrived in Auckland, NZ, recently included (left to right, top to bottom):—

MR. GEORGE MOATE, son of Piri Moate, one of the leading citizens of Rarotonga. MR. TANGATATAI TAI, of Rarotonga, his son ANAU, and MRS. TANGATATAI. MOEROA and NGERE SADARAKA who arrived with their father from the Cook Is.

American author LORING ANDREWS came down from Rarotonga to settle in Auckland. He is well-known in the Eastern Pacific. MR. ANGUS M. MACDONALD, well-known Apia business man, who paid a short visit to New Zealand. MR. JEAN DJABIAN, from Tahiti who will spend some time in Auckland. MR. NIELSON who returned from Rarotonga after 4½ years there, mainly with the PWD. MR. BUNYAN CAMERON, of Rarotonga, who will work in New Zealand.

Mr. V. D. Stace, assistant economist on the staff of the Reserve Bank in Wellington, NZ will undertake a four months' economic research project on behalf of the South Pacific Commission. With headquarters in Noumea, he will investigate the monetary systems and credit facilities operating in the various dependent territories.

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Oversea Telecommunications, Ltd., has been carrying out tests, using Double Current Cable Code equipment, on a radio circuit between Sydney and Suva, preliminary to establishing a permanent service. The tests have been successful, and the service will be established when equipment and aerials are available at Suva.

The Sydney-Suva radio link, which was brought into effective emergency operation following the hurricane devastation in February, will not only augment the Australia-Fiji cable links but also connect with the third, or "C," cable channel between Fiji and Canada.

Mr. H. J. Sabben has been promoted to the post of Accountant, Fiji Customs Department.

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North N. Guinea Catholic Missions Rearranged

THERE has been some reorganisation of the Roman Catholic Missions in northwestern New Guinea (mainland). About 10,000 square miles, comprising mostly Sepik districts, have been taken from the Vicariate Apostolic of Central New Guinea and called the Prefecture Apostolic of Aitape, and placed in the care of Monsignor Ignatius Doggett, of the Australian Franciscan Fathers. Monsignor Doggett in an Australian, aged 44, a distinguished scholar, and in 1946 he led the first band of Australian Franciscan missionaries to New Guinea. There are 10 mission stations in his Prefecture, and the 150,000 natives there speak hundreds of different dialects—a difficult area.

The two Vicariates Apostolic of Central New Guinea and Eastern New Guinea will in future be known as Wewak and Alexishafen respectively, both under the Society of the Divine Word. Where before there were two Bishoprics (Central and Eastern New Guinea) there now will be two Bishoprics (Wewak and Alexishafen) and one Prefecture (Aitape).

The Rev. S. K. Lo, of the Methodist Mission to the Chinese of Rabaul, has been transferred to Darwin.

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PRICKLY CHARACTER OF FIJI'S INDIAN PROBLEM

Leading Residents Hesitate to Speak Freely

From Our Own Correspondent

SUVA, July 21

SOME unpleasant things about the Indian Community in Fiji were said in the New Zealand Parliament in mid-July, when South Pacific Commission matters were under discussion.

A Government supporter, Mr. H. Dudfield, reminded the House that Fiji was within the South Pacific defence area for which New Zealand is responsible; that the extraordinary way in which the Indians have outbred the Fijians was clearly a threat to Pacific peace; and therefore NZ should concern itself with the Fijian population problem.

He declared that while the loyalty of the Fijians to the British flag was never in doubt, the same could not be said for the Indians. The Indians —"the cuckoos in the nest"—were simply biding their time, believing that, by weight of numbers, they presently would be able to absorb and dominate the Fijian population.

WHEN Fiji's Indian problem thus boiled over in the New Zealand Parliament, the New Zealand Press Association cabled to a representative in Fiji for detailed "reaction" information from Suva. In effect, what was wanted was authoritative comment with the names of the people who made the comment.

After rounding up Government officials, memers of the Legislative Council, churchmen, and responsible private folk—Europeans, Fijians and Indians—the NZPA representative had reams of comment, ranging from the diplomatic to the volcanic; but not one of the score of persons approached would permit his or her name to be published along with his or her comments.

This insistence on anonymity is a very significant thing. Nothing could illustrate more clearly the stickiness of Fiji's predicament, or the precariousness of its inter-racial balance. Responsible people are afraid of becoming involved in a situation dominated by racial hates. The Colony's leaders in various spheres were willing to give their views on the Indian problem, but only as anonymous individuals.

Those opinions showed overwhelming European and Fijian support for New Zealand's doubts about Fiji-Indian loyalty. Time has not dimmed the resentment caused by Indian disloyalty and sabotage in the war, and it is held that there is no proof of Indian change of heart in the event of a future conflict.

The Indians retort that bygones should be bygones and that nobody has the right to allege that to-day they are anything but "loyal British subjects."

Most of the Europeans consulted referred to Mr. A. A. Ragg's gradual Indian repatriation plan outlined in the June PIM. The consensus of opinion was that although London was unlikely to adopt any scheme of the sort (with or without Indian agreement), Mr. Ragg deserved top marks for being the first responsible person to have the courage to deal with plain facts.

Indians, on the other hand, regarded Mr. Ragg's plan as another unforgivable affront, to be resisted to the last ditch if anybody should back it up. No Indian offers any possible

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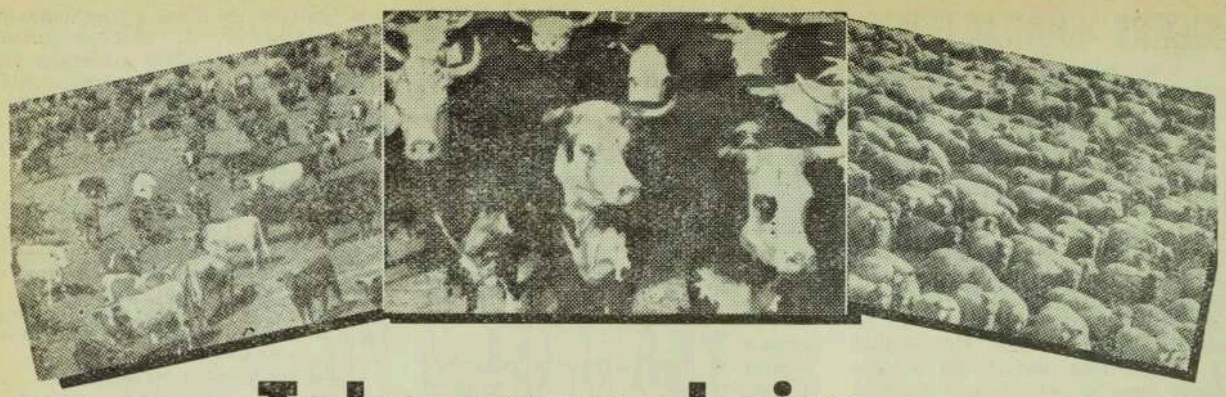

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30-oz. Gooseberries.
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solution to Fiji's nightmare of Indian over-population, or attempts to explain how Britain is to honour her pledges to the Fijians if the Fijians are finally swamped by the Indian birth rate.

One way and another, Fiji's Indian problem seems insoluble. And to leave it at that implies acceptance of inevitable tragedy.

FERMENT OVER FIJI'S POPULATION PROBLEM

SUVA, July 25.

MR. A. A. RAGG'S repatriation scheme, for the Indians in Fiji, as outlined in the June PIM, and the bomb neatly dropped in the New Zealand Parliament on July 18 by Mr. H. Dudfield, have left Fiji almost audibly abuzz with European, Fijian and Indian discussions. Discussions in corners, that is, not in the open.

Mr. Dudfield spent about three years in Fiji with the New Zealand troops during the Second World War. And nobody gets more resentful over the prospective swamping of the Fijians by aliens than New Zealand ex-soldiers. Apart from that, in the war and post-war years Fijians in the Dominion have built up an impressive force of goodwill towards the Fijian people. To-day, Fiji and the Fijians get more publicity in the New Zealand press than any other South Pacific island territory or people.

Despite the great strength of Australian interests in Fiji, there is no question that in recent years the Colony has moved closer to the nearer Dominion. Geography, defence and swift air communications have a lot to do with it, but the key factor is the wartime legacy of genuine respect and mutual liking between New Zealanders and Fijians. A New Zealand paper commented recently: "To-day Fijians are welcomed throughout the Dominion with enthusiastic affection." It gave the reasons for this as the Fijian war record, the Fijian cricketers, Rugby players and Empire Games athletes, and the splendid records of Fijian students and other temporary residents in New Zealand.

In the meantime, Mr. Ragg is carrying on. In the "Fiji Times" he points out that the Acting Governor, when addressing the Council of Chiefs on July 22, referred to the steady increase in the Fijian population (now estimated at almost 133,000), but in doing so gave "only the bright lights and omitted the sombre shades."

Tabulating the increases among all races except the Europeans (who decreased by 274 to 6,227 in 1951), Mr. Ragg stresses that while the estimated Fijian increase in 1951 was 2,993, the estimated Indian increase was 4,907. Further, the Fijian increase percentage was only 35.35, while the increase percentage of the alien races totalled 64.65.

"This," says Mr. Ragg, "indicates that the Fijians and Europeans are on the highroad to political and economic elimination by their ever-

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decreasing proportion in the total population, and yet nothing effective has been done to correct this manifest injustice.

"Furthermore it is tragic to think that those whom we have covenanted to protect are losing their country by peaceful invasion and yet we are sending our boys (Fijian and European) to fight aggression overseas."

Australian engineers are now building a lighthouse on a half-mile wide rocky outcrop 20 miles east of Thurstday Island.

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PACIFIC CRUISES BY FRENCH SHIPPING LINE

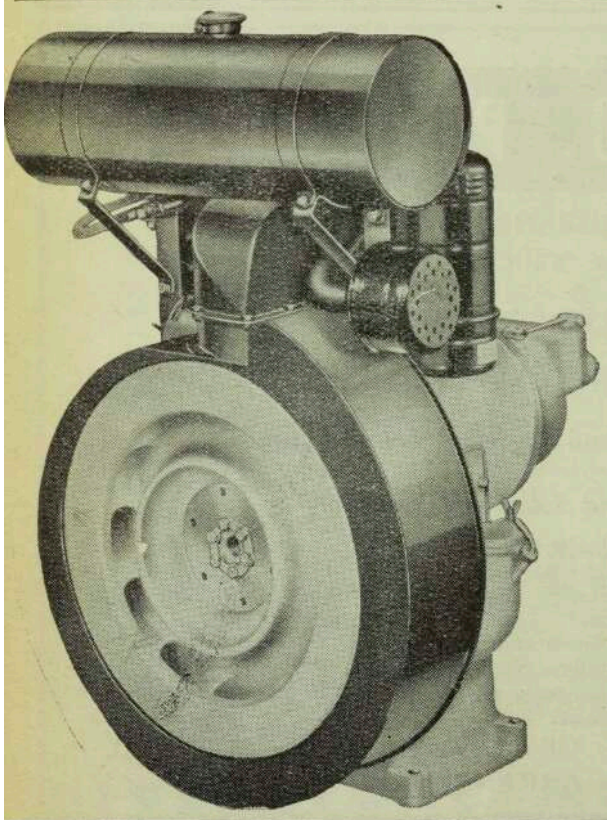
MESSAGERIES Maritimes Shipping Line expects to enter the Pacific Island cruise field when their new liner *Caledonien* comes into the Marseilles-Sydney service later this year.

At first the new liner will operate in conjunction with the Company's present *Eridan*, but later with the new *Tahitien*, when it comes into service—probably next year. Both new liners are of 11,000 tons and each can carry over 400 passengers in three classes.

The cruise will last about two months, will start from Sydney and call at Brisbane, Noumea before reaching Tahiti where a change to the south-bound liner will be made.

This will be travellers' first post-war opportunity to indulge in regular Pacific cruises, and should be of considerable interest to tourists who prefer leisurely sea-travel.

M. Jean Djabian, lately meteorologist, radio operator, and Agent Special at Bora Bora, French Oceania, arrived in New Zealand by TEAL Solent early in May, on holiday.



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Palmer-Lock Wedding

At St. Christopher's Naval Chapel, Devonport, Auckland, NZ, on June 24, Dalma Agnes Margaret, only daughter of Mr. and Mrs. H. O. E. Palmer of Tarawa, Gilbert and Ellice Islands, was married to Mr. Alfred John Lock, of Stanley Bay, Auckland.

The bride wore a gown of pale pink slipper satin with broderie anglaise yoke and mittens. She was attended by one bridesmaid, Miss Elvira Haynes and a flower girl, Jean Palmer.

A reception was held at "Greydene", Takapuna.

The bride's parents are well known Islands residents, having lived for some years in Levuka, Fiji, and are at present stationed at Tarawa in the Gilbert Islands (Mr. Palmer returned to Tarawa soon after his daughter's wedding).

The photograph shows the bride and groom at their reception.

When **Mr. Roy I. Kimmel,** commercial counsellor at the American Embassy, Wellington, returned from a vacation trip to Tahiti in July with Mrs. Kimmel, he said: "Tahiti is one of the most delightful places we have visited. There is no colour discrimination whatsoever, the people are happy and contented, a holiday there is not unduly expensive—in fact Tahiti is a wholly delightful place for a holiday".

Malaria is Spreading in S-W Pacific

WHEN Dr. R. H. Black of the Sydney School of Tropical Medicine returned to Sydney in early July after a 4-months survey of malaria incidence in the S-W Pacific islands, he said that the disease had spread in the last decade.

He put the spread down to the fact that many isolated communities that had anopheles mosquitoes but had been free from the disease, had been contacting areas where the disease was rampant and taking it back home with them.

He said that to treat the disease as it occurred was not enough and that governments would have to be prepared to undertake wholesale schemes of mosquito control work.

Dr. Black made his survey for the South Pacific Commission.

With the comparatively low price offering for local copra not much is coming to hand for shipment from Santo, New Hebrides. The Italian copra ship **Orizia**, which usually stays weeks in Santo to load, stayed only a few days on her last voyage. (New Hebrides copra goes to Continental buyers—planters are not covered by any long-term selling agreement).

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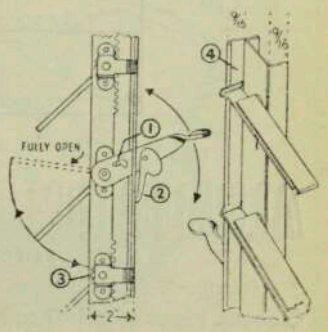

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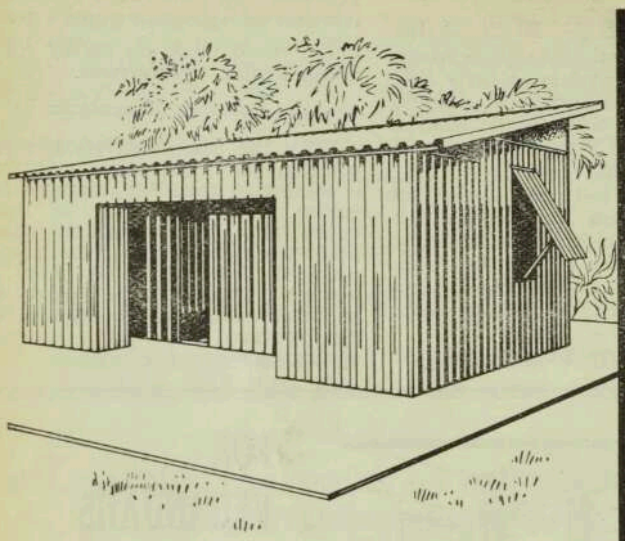

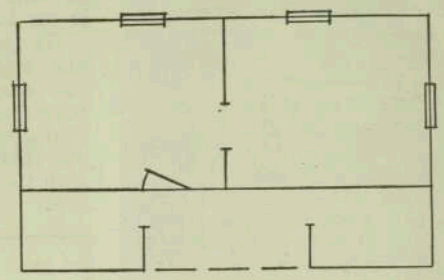

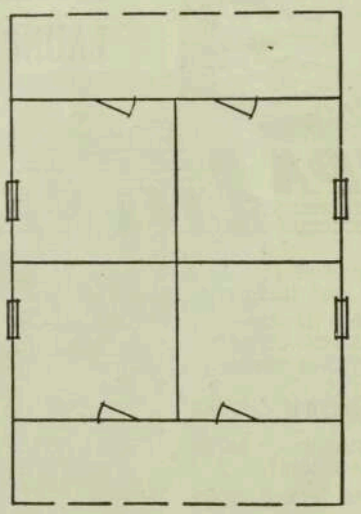

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WHY DO NG CHINESE NOT LEARN ENGLISH?

Letter to the Editor

AN article in your May issue, "How Came the Chinese in New Guinea," suggests that a wise Administration "might make use of the New Guinea Chinese." As usual, there is no mention that the Chinese, or any other of our brethren here, might make themselves useful.

Mr. Mackenzie expressly mentions "traders, planters, artisans and professional men." Considering the difficulties in acquiring sufficient land to settle our returned soldiers, it is questionable whether we want any more planters; whilst a trip round Chinatown, where every hovel is also a trade store, raises the question of indiscriminate ladling out of licenses.

Pre-war, the Chinese artisan was respected as a useful member of the community. But these ranks have thinned, and there is no proper apprenticeship system for to-day's youth. The Chinese may not be wholly to blame for this.

But who and where are the Chinese professionals, past, present and of the future, beyond a handful of teachers? No amount of propaganda seems to have so far awakened in the Chinese a desire to have their own doctors, lawyers, nurses or teachers. The teachers mentioned above have had to be brought in; the student-teachers have not the academic foundation to reach professional status.

Again, Mr. Mackenzie states: "They could help in the task of settling and governing the country." Mr. Gabriel Achun, chairman of the New Guinea Chinese Union, when farewelling Colonel Murray on behalf of the Chinese people, thanked him for a "fair deal," but added: "Although there are aspirations that we Chinese still hope to attain." Listeners interpreted that sentence to mean representation on the Legislative Council; but (Australians might very well ask) why should a people be represented in the government of a country whose official language they will not trouble to learn. Are Legislative Councillors to be subjected to harangues in Chinese as well as Pidgin?

I suggest that the onus is on the Chinese to make of themselves respected and useful citizens. Everything possible is being done to help them to this end: they have their secondary schools, they work side by side with Europeans, and play in competition with Europeans. In all these spheres the language causes a barrier which only the Chinese themselves can hope to remove.

I am, etc.,

RABAUL B4

Mr. A. J. Elphick, Government Printer, who has been in Fiji since 1946, reached Sydney in July on long vacation leave.

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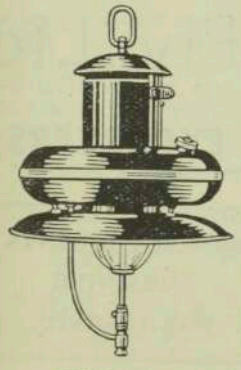

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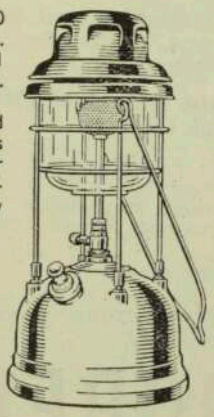

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Still Bomb Holes at Kihili

ONCE the most-bombed area of the South Pacific, the former mission station at Kihili, South Bougainville, still presents a scene of destruction. The Japs made a major airfield here for their Solomon Islands campaign in 1942-3.

A visitor from NZ writes: "A number of wrecked ships strew the beach near Kihili. Ashore, the whole mission station is being laboriously reconstructed. It is pitted with bomb holes. On the edge of the former Jap airstrip lie fragments of hundreds of planes swept out of the way after they had been bombed. The salvage men are still at work. There is frequent work for the officer whose job it is to 'delouse' bombs and other dangerous material."

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Rice Crop Failure Causes Concern in Fiji

SUVA, July 8.

RICE shortage threatens Fiji as a result of the failure of the crops in the western districts of Viti Levu, where about 5,000 acres of rice is unfit for harvesting. The failure is due to prolonged and unseasonal dry conditions after the January hurricane. The Government estimates that the total yield throughout the Colony will be down by about one-third.

Rice is a staple food of Indians, Chinese and other traditional rice-eaters. It is also an important foodstuff for many Fijians and Europeans.

Farmers are being urged to plant increased areas of root crops to make up for the shortage of rice, and to conserve as much rice seed as possible for next year's crop. All Agricultural Stations are trying to accumulate seed.

It is unlikely that Fiji will be able to import rice from Australia, where the crop has also been a partial failure this year, and rice imported from Saigon is now an exorbitant price.

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SALVAGE PROFITS UNDER TAXATION FIRE

AUSTRALIAN commercial speculators, who entered gaily into the highly profitable war salvage business in New Guinea in the years immediately following 1945, and expected to avoid Australian income taxation on their profits by operating through companies registered in Papua-New Guinea (where there is no taxation of incomes) have been severely hit to leg by the Australian High Court.

The Australian taxation authorities, on various grounds, claimed income taxation from Australian residents in respect of these war salvage profits, and would not accept the contentions regarding non-taxability of profits made in P-NG. The High Court, in two cases, found for the Tax Commissioner.

War Assets Pty. Ltd. (Messrs. P. F. Cody, John Wren, A. M. Westhoven and A. E. Baker) will have to pay tax on £50,354 in 1947-48, and £28,413 in 1948-49. (See PIM of April, page 14). These profits were made from Milne Bay.

George James Bell, interested in salvage at Torokina, Bougainville, will have to pay tax on £11,000. A company registered in Moresby had seven shareholders, of whom Bell was one; and each of the seven got a dividend of £11,000. Bell, a resident of Australia, was adjudged to have received that sum as income. There is no indication of what has happened to the other six shareholders.

Fijian Girl's Notable Rescue Feat

SUVA, July 25.

A FIJIAN parallel to the 19th century English heroine Grace Darling has received publicity as a result of a report made by Paster W. G. Ferris, of the Seventh Day Adventist Mission.

A 17-year-old girl, Lakalaka Sau, of Lakeba, manoeuvred a heavy canoe for five miles singlehanded against high wind and sea on July 4 to save three fishermen whose canoe had been lost in a heavy storm the previous day. She found the exhausted men on a small coral reef which they had reached after clinging to an isolated rock throughout the night.

Mr. and Mrs. Ron Curtis of Wau, NG returned from Australia in the June Bulolo.

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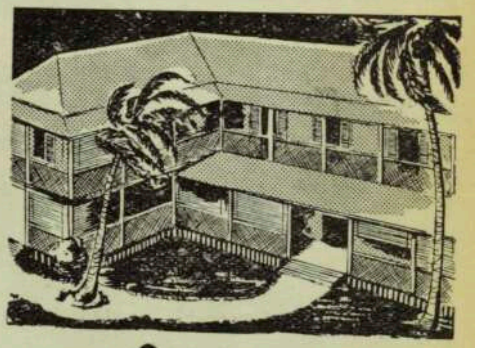

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MAGAZINE SECTION

Pick of the Pictures . . .

The Fijian Rugby Union Representative footballers who, between early July and mid-August, toured in New South Wales and Queensland, have had as much flattering attention from Press photographers as top-flight movie stars.

The photograph on the left (by courtesy of Sydney Daily Telegraph) is, we think, the best action photograph taken during the tour. It shows forward Aporosa Mudu in the air after kicking the ball during practice at the Sydney Cricket Ground.

On the right, two photographs of the Representatives' off-the-ground activities. In the top photo (by courtesy Sydney Morning Herald) Malakai Labaibure gets down on the floor with a young inmate of the Far West Children's Home at Manly. This Home accommodates kiddies from the outback who need medical attention in Sydney—the Fijians paid them a visit. In the lower photograph (again from the Telegraph) Sivaniolo Nauiago shows the Lord Mayor of Sydney (Alderman O'Dea) just how it is done. The Lord Mayor gave a reception for the Fijians on July 4.

ON THE CORAL ROUTE

By JPS.

"INDIA, did you say, sir?"

"Lord, yes; was yeahs out theah. Fascinating place, y'know! But no place to retah to, of course. Mamu! Fill these things up again, will you. Yours was a double, too, wasn't it, old man? Good!

"Yes, couldn't leave the tropics, of course, so decided Tahiti was as good as anywheah. That was a yeah or two back. Got hold of a little cottage at Taapuna, y'know. Been here ever since."

We were reclining in long chairs on the coolly pleasant patio of the Tropiques, facing down-harbour towards Fareute, where the last of the day's sunshine turned the bright dural of the big Solent at her moorings to gold. The heat of the day was over and Papeete at its best, with a little breeze rustling the palms, and the dull soothing sound of the surf breaking far out on the reef towards Moorea Island, coming in in soft waves.

"Yes, Colonel. I can understand why you've never left," I observed. "No worries here, I would say."

"Oh I wouldn't say that; I wouldn't say that, exactlah. Oh Lord, no! 'St'ordinary bunch of charactahs drop in heah, y'know. Not so much now —but a yeah or two back. Been quite a lull latelah, actuallah. Mamu! MAMU! There's a girl!"

"A lull. you were saying, Colonel," I prompted him, as Mamu returned with rum-punches.

"Yes, suicides I mean. Been very little doing since the War, actuallah." The Colonel was peering along the shoreline as though getting his bearings in the fast fading daylight.

"Yes, the blightahs seemed to be coming heah speciallah to do the job —suicide I mean. 'M, yes, it must have been just about theah," he said —indicating a general area of water about 50 yards away, in the direction of Moorea.

"Seemed to go in fashions, y'know. Fancied the rope for a while, then a later school switched to poison. Then they started messing up the reef —'str'ordinary bunch, reallah!

"Didn't actualah know any of them, reallah, until, damme sir, if old Ostrovsky didn't turn on a show. Forgotten just what he was—Czech, or some such—but quite a decent old scout, reallah. Walked with a slight limp. Ex-Armah man of course.

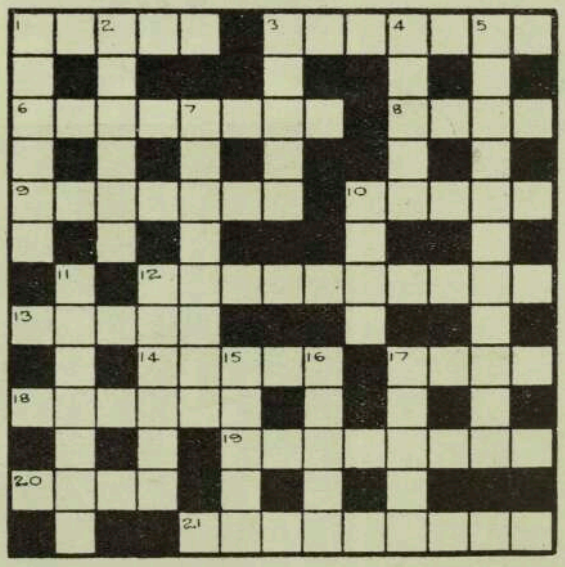
An expression of intense displeasure came over the Colonel's weatherbeaten, florid face.

"Can't understand the blightah. Damn poor taste, sir. Damn pooah! Used to have a round or two at the Yacht Club with him before lunch. Seemed happy enough. Of course, this place wasn't heah then. y'know. Had to go right on in to town. Passed here every morning, y'know. Drain that glass, old man; we'll get her again while the going's good . . .

"Yes, couldn't believe my eyes. 'Str'ordinary case, reallah. Right theah, sir. No mistaking Ostrovsky, of course. Always wore the left heel down badly. Bung up, sir—legs straight as a die—might have been on parade y'know. Trouser legs quite dry—but floating, mind you—just riding there on the swell—legs straight up. Amazing case! Would have been damn funny, except that he was ex-Ahmah, y'know. Damn disgrace reallah. Had him fished out as quickly as possible, of course. But the good Martinique rum was off by the time I got in to the Yacht Club. Damn pooah show, sir. MAMU!"

Crossquiz—No. 32

(Solution on Page 77).



ACROSS

1.—Who succeeded Washington as President of the USA?
3.—Who transmitted the first transatlantic wireless messages?
6.—What was the name of the first General of the Roundheads?
8.—What is the Lettic capital?
9.—Who wrote "Anna Karenina"?
10.—What Greek letter forms a triangular diluvial tract at the mouth of a river?
12.—What Christian bodies separated from the Roman Communion in the Reformation?
13.—What is the name of the platter used by Christ at the Last Supper?
14.—Which is the largest river in France?
17.—What is the inland sea in Russian Central Asia?
18.—Who patented over 1,300 inventions?
19.—Who had to sit, during a banquet, beneath a naked sword suspended by a single hair?
20.—Which inert gas is used for electrical lighting?
21.—What is the legal expression for division of real property between joint tenants?

DOWN

1.—Who was the author of "Little Women"?
2.—Which Greek god was the son of Jupiter and Latona?
3.—What peninsula is the most southern part of Asia?
4.—Who discovered radium?
5.—Who was the "Lady with the Lamp"?
7.—In which battle was Napoleon defeated by Wellington in 1815?
10.—What type of jockey handles musical recordings?
11.—Which Poet Laureate first practised medicine?
12.—Where in Czechoslovakia is a world famous beer brewed?
15.—Which Asiatic country has a total area of 1,808,679 square miles?
16.—Which 25 year old youth led the Irish rebellion in 1803?
17.—Where is the famous racecourse in Berkshire, near Windsor?

A RUBBER PIONEER

When Major E. H. T. Gough, at the age of 80, died at his home in Galway, Ireland, in May, the event seemed of little interest to Papua. But it was; because in his earlier life Major Gough was a planter in Borneo, and he pioneered the bud-grafting of rubber trees at Prang Besar. Millions of trees now growing in Southeast Asia, West Africa and Papua came from those first grafted by Major Gough.

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Tropicalities

GARY AND BARRY ARRIVE

JULY 21 was Faleolo's big day, according to a message from Western Samoa.

When the stars of the Warner film "Return to Paradise" arrived in Samoa by aircraft from Fiji hundreds of people surged through a police barrier to mob Gary Cooper—but the English star Barry Jones, aboard the same plane, was not even recognized. About 3,000 Samoans milled around the special plane that had brought them.

Warner Brothers have had to charter a small Panamanian ship, the *Maria Ines* to bring cameras and equipment to Samoa, owing to the Pacific Coast shipping strike. *Maria Ines* was expected at Apia during the last week in July. Filming was to commence immediately the equipment arrived on location.

There were some difficulties in the interpretation of the agreement with the people of Lefaga where the filming it to take place, but these have now been ironed out.

WANTS THE BARE FACTS

THE Folies-Bergere—straight from France, they claim—have opened in Sydney and are playing to capacity houses.

It is said that at least one application for preferential bookings has come from a New Guinea planter (due for leave) who wants a seat as near to the front as possible "because I have forgotten what a white girl looks like."

PRUNES GO NORTH FOR TOURISTS' BREAKFAST

STAYING at a Suva hotel, a member of an American film unit now in Fiji, complained bitterly that instead of tropical fruit for breakfast he was given prunes. It was explained to the irate visitor that Viti Levu happened to have had a hurricane.

Well, in other years, when there have been no hurricanes, I have still been served prunes for breakfast in Fiji—and those abominable little tasteless pieces of nothingness which New Zealanders call cornflakes. Has no one in those parts heard of Mr. Kellogg?—J.

FIJIAN FEMINISM

SIGN of the times: A team of Fijian girl debaters drawn from the staff of the Adi Cakobau School has cleaned up a men's team from the British Council Viti Club. The Subject: "The time is ripe for Fijian women to share equally with men in the management of our country."

The debate was lively enough, but the school roof nearly came down when, in the open discussion, a young schoolgirl bobbed up with: "Fijian women live longer than men . . . And I know this—you men are all selfish!"

CHIMBUS GET THE JIM-YAMS

ALL because of a yam, 300 Chimbus (natives from the NG Central Highlands) fought 200 Goilalas (Papuans) in early July. Casualties were one dead Chimbu and scores of minor injuries on both sides.

The battleground was Koitaki rubber plantation, 25 miles from Moresby.

A Goilala is alleged to have stolen the yam from a Chimbu.

THOSE PORT MORESBY LOOTING DAYS

AN appeal was made in Brisbane recently for the return of curios and artifacts stolen from the Port Moresby museum during that shameful period in 1942 when troops looted homes and buildings in the newly-evacuated town.

It is a guinea to a gooseberry that few, if any, will be returned. In most cases the novelty probably wore off before the soldiers returned home and the curios were likely thrown away—or exchanged for American cigarettes. Those that did get to Australia were no doubt shoved in the rubbish-bin years ago or thrown into a dark corner of the garage and forgotten. Australians rarely sustain their interest in such items.

No buildings in Port Moresby escaped the attentions of the soldiery—and the Americans were as bad as the Australians. The only difference was that the Australians got there first.

One resident, when he finally got back to what remained of his house, was astounded to find large square areas cut out of his flooring. It appears that an American unit had required floors for its tents and had gone to the nearest house and cut them out to size with a saw.

WANTED (FOR DOLLARS) CORSAIR PLANES

NEW Zealand war-surplus junk merchants reported in July that they have received inquiries from aircraft firms in the United States for the re-purchase of Corsair fighter planes.

The planes include many returned from Pacific Island operational areas by the RNZAF after the war and eventually sold for scrap. Many of the planes have already been completely wrecked, but a number remain in the Waikato area.

The explanation of this interest from America is said to be that certain American aircraft firms sold Corsairs to South America and elsewhere on the understanding that they would provide spares for ten years from time of sale. Such spares are no longer being made and the firms concerned are now combing the world's scrap heaps to provide their customers with the essential parts.

Anyone with a few Corsairs in his back yard can receive fancy prices for the individual parts—and in dollars.

WANDERING HAWAIIAN BROUGHT STEEL GUITAR TO NZ

THE Hawaiian steel guitar came to NZ per Henry Alexander Bishaw of Honolulu, who took up residence in Wellington about 1923 and commenced to train pupils. in the novel art.

The unusual tone of the instruments, and the ease of learning, made the first few years of this art-form very prosperous ones for the firm sponsoring the innovation.

There was no broadcasting then, of any significance; had there been, undoubtedly the Hawaiian instruments would have had even wider scope.

The "talkies" (and broadcasting in its current form) have, it is to be feared, vulgarised Hawaiian music; it now occupies the demode position that the Italian mandolin (another vogue of the past) has sunk to.

The gramophone companies have done notning to elevate it; and Tin Pan Alley, with nostalgic "tripe" about Hula Dream Girls and Ukulele Ladies, seems to have determined to make the thing a farce.

The final fate of the wandering Hawaiian—a giant of a men, nearly seven feet tall—is not clear. As far as is known, he did not return to his native islands, though the words "Bishaw ukulele-guitar setting" no longer appear on popular sheet-music.

Henry Bishaw was a master of his art, and is remembered by this writer with gratitude, for many enjoyable hours in our own Group with the instruments he loved so well, which the writer in turn popularised in the Cook Islands.—ETI.

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Sir Peter and his Papua

The man who Laid the Foundation Stone of the Territory

These old photographs—67 years old—are a link with an almost forgotten phase of the history of Papua. For them we are indebted to The Australasian Photo-Review, whose editor used them to illustrate an article on "The Great Lindt"—a German who adopted Australia as his home in the 60's and became the outstanding photographer of the 80's, an era which thought more of the miracle of photography than the blase inhabitants of the world of 1952.

The link between Lindt and early Papua was that Lindt accompanied Sir Peter Scratchley to Papua on the Governor Blackall, in 1885, as official photographer. All the photographs shown (with the exception of the drawing of Sir Peter) are Lindt's work.

Scratchley was in Papua only a few months, but he can be said to have at least laid the foundation stone—if not the foundations—of modern New Guinea.

MOST of us are accustomed to thinking that the history of modern Papua—or British New Guinea as it was first called—began with Sir William MacGregor's administration in 1888. But Sir William took over after BNG had been declared a British Colony. For almost four years before that, it had been a British Protectorate.

The distinction between a Protectorate and a Colony, which has almost disappeared to-day (for example the Solomon Islands are still a Protectorate while the Gilbert and Ellice Islands are a Colony, but both are in charge of the High Commissioner for the Western Pacific) was apparently more finely drawn in Victoria's day. It was, in effect, the staking of a claim.

The Australian colonies had urged the annexation of all of that part of New Guinea and the adjacent islands not claimed by the Dutch in 1828, for a quarter century before Britain brought herself to do anything about it. In April 1883 there occurred that well-known incident

H. O. Forbes at Hanuabada.

Governo

Sir Peter Scratchleys' Camp, Aroa River, Redscar Bay.

Bertha Lagoon.

Elevala Is., from Mission House.

when Mr. H. M. Chester, a Thursday Island official, on instructions from the Queensland Government, hoisted the flag at Port Moresby, and claimed the whole of the territory we now know as Papua-New Guinea for the Queen. This action was promptly repudiated by the Imperial Government.

However, by September of the following year there were second thoughts on the matter and the British Government informed Germany that they intended to establish a protectorate over an area east of a line drawn approximately from what is now Bogia, on the northern NG coast, to Orokolo on the Gulf of Papua, and all the Islands adjacent thereto. To appease Prince Bismarck, however, they agreed to amend this to the south coast of the mainland and leave the rest to negotiation in the future.

In early November, 1884, Major-General Sir Peter Scratchley was instructed "to proceed as Her Majesty's Special Commissioner to assume jurisdiction over the south shores of New Guinea." With his family he left England on November 20.

However, while London and Berlin had been exchanging diplomatic notes, someone was busy on the spot. On November 3, a German flag was hoisted at Mioko, Duke of York Islands, and a Protectorate proclaimed over what is now the New Guinea Trusteeship Territory. Without loss of time, on November 6, Commodore Erskine, of the Australian squadron, proclaimed a British Protectorate over what remained — present-day Papua. News of the German annexation caught up with Sir Peter when he reached Western Australia.

The Scratchleys arrived in Melbourne in January, 1885 and were welcomed notwithstanding the considerable public irritation at the Imperial Government's bungling of the New Guinea business. Sir Peter remained in Australia for eight months before setting foot in Britain's newest colonial enterprise.

Firstly, the Imperial Government had neglected to provide him with a ship. Secondly, he had to arrange the financial agreements between Australian States and the British Government—that is, find out how much could be got out of the States, then unfederated, to help pay for the prize they had so fancied.

Finally, the *Governor Blackall* was chartered from the Australian Steam Navigation Co. and refitted for NG work. (Sir Peter was to use her as floating offices as well as a floating Government House). And temporary (and unsatisfactory) agreement was reached on finance.

On August 13, 1885 the steamer, with the Commissioner and his party on board, left Sydney and arrived in Port Moresby on August 28.

MAJOR-GENERAL Sir Peter Scratchley was the son of an Indian Army doctor. He entered the Army via the Woolwich Academy, served in the Crimea, in India during the Mutiny and, in all, had spent over 10 years in Australia advising on defence matters. He retired from the Army with the rank of Major-General in 1882 and returned to London in 1883. When a Commissioner was needed for the newest of the British possessions in 1884, Sir Peter seemed a made-to-order choice.

It is recorded somewhere that he had got on well with the Australians and the State Governments, though his life was made difficult by continual changes of Government and policy in the six States which needed his services as defence advisor.

From his New Guinea diary, written for his wife and family who stayed behind in Sydney, we get some idea of the man. That the British were not God's chosen was a thought that apparently did not cross Sir Peter's mind. He had a full and adequate idea of his own importance and the respect that was due to him. He liked it very well when gun boats fired salutes in his honour, when ratings sprang to attention. He was pompous on today's standards. But he had other qualities as well. He was just, fair, kind; his powers were acute and he accepted as self-evident many of the so-called reforms of to-day.

It is interesting to note that he made it impossible for a person to land in Papua without a permit —in order to keep undesirables out; that he turned

Koiari village, inland from Bootless Inlet.

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thumbs down on what is now called native exploitation and land alienation; and stated that New Guinea (or Papua) was "admirably adapted" to the production of cinchona, coffee, rice, sugar, arrowroot, cotton, vanilla and tobacco, all of which the natives "might be taught to cultivate."

There is something in all that that is a distant echo of weighty pronouncements that have been made in the last five years.

But Sir Peter, like any good gentleman of Queen Victoria's reign, was also a realist—a quality singularly lacking in most of our planners today.

On board the *Governor Blackall* with him were Mr. H. H. Romilly, Deputy Commissioner of the new Protectorate; Mr. G. S. Ford, private secretary; Mr. G. R. Askwith, assistant secretary; a doctor; Lindt, as official photographer, and Mr. H. O. Forbes who figures in his diary considerably but whose business was not clear. Perhaps he was a surveyor—he was always photographed with a theodolite somewhere in the foreground. He had arrived by way of Batavia and was one of the few to whom Sir Peter made land available. Forbes is noted as having taken up land for a "station" at Sogeri. He also did some exploring of the Owen Stanleys.

The entire European population of Port Moresby at the time of the *Governor Blackall's* arrival consisted of Mr. Anthony Musgrave, Assistant Deputy Commissioner; the Rev. W. G. Lawes and the Rev. James Chalmers of the London Missionary Society; Mr. Lawes' son and wife; Goldie, a storekeeper; and Hunter "who had married a native" (and, one presumes, put himself beyond the pale).

Papua then, in 1885, was regarded as an unhealthy spot—with reason. The coastal belt was held to be more unhealthy than the inland but a particularly dangerous "miasma belt" had to be negotiated between the one and the other. "New Guinea fever" (malaria) was much feared and the connection between that complaint and mosquitoes not yet recognised. One wonders how Britain ever did make up her mind to acquire such a plague spot.

Sir Peter, not unnaturally, is always slightly preoccupied with matters of his own health. He records early in his voyage on the *Governor Blackall* that he walked up and down the small deck for 1½ to 2 hours each morning, for exercise. Later he rowed about in the ship's dinghy "wearing his rowing suit of flannel pyjamas." He reports that he always wore light clothes, but (prudently) kept a cummerbund handy "in case of chills."

HE describes his meals on board the ship as follows: "Sunrise—cup of cocoa—Van Houten's, the only decent kind. I make it myself with preserved milk. Before bath I sometimes eat a piece of melon or a banana. After bath, Anthony (his servant), brings up breakfast: cup of cocoa, two pieces of dry toast, two eggs and curry and sometimes fruit. I lunch at 1.30 on deck: salad, vegetables, fruit, pint of claret, no meat. Dinner takes place in the saloon at 7—soup, meat, curry, sweets, pint of champagne occasionally, pint of claret regularly, coffee."

Sir Peter is described as a man who ate and drank little. Possibly so, on standards of that day—but

(Continued on Page 72)

Sir Peter Scratchley.

Native house, Vanuabada, Kabade district.

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RECIPE CORNER

IT has been suggested by a woman reader in the central Pacific, that we publish readers' recipes, which use local ingredients, or ingredients that are readily obtainable in the Islands.

It has been our experience that Islands residents are rather backward in anything that calls for "audience participation," but if we receive sufficient suitable recipes we will be happy to publish one or two each month and to pay 10/- for each one published.

If you think the idea a good one, and have a favourite recipe, send it in with your name (not necessarily for publication) and address.

There is considerable scope for a recipe exchange of this kind—each year many new brides go to the Pacific Islands to set up house for the first time. Think of the sad fate of their husbands if some one does not show them how to disguise the flavour of the can, and to utilise the usually limited local produce to extract the maximum number of vitamins.

Here are a couple of recipes (from Aurora, Central Pacific, who suggested Recipe Corner) to start the ball rolling:—

ISLANDS FRUIT CAKE

2 tablespoons butter.
1 small cup sugar.
2 eggs.
2 tablespoons golden syrup.
1 small cup coconut cream.
½ coconut grated and dried in oven with a little sugar.
½ teaspoon salt.
1½ teaspoons baking soda.
2½ cups flour.
1 heaped teaspoon mixed spice.
2 to 4 cups dried fruit.

Cream butter and sugar, add eggs, syrup and coconut cream. Mix dry ingredients with the dried fruit and coconut, and gradually add to the beaten butter, etc. Put into well-lined tin and bake in fairly slow oven, 1½ to 2 hours. Test with a straw or skewer.

This cake has a delicious nutty flavour and makes an excellent Christmas cake.

MANGO CHUTNEY FOR CURRIES AND COCKTAIL SAVOURIES

1 lb sliced mangoes.
1 lb sugar.
¼ lb sultanas.
2 oz almonds.
1 pint malt vinegar.
2 oz garlic.
2 oz dried ginger.
2 oz dry chillies.
½ teaspoon salt.

It is most important to select firm, mature mangoes that are not fully ripe. These do not mush, and so the pickled slices can be used on toothpicks as savouries and in many other ways.

Peel and slice the mangoes; chop the almonds and sultanas; grind or finely mince the garlic, ginger and chillies. Mix with the vinegar and boil 20 minutes, stirring all the time.

To prevent evaporation of the liquid, pour on a little paraffin wax before sealing down the chutney in jars.

MALOLO

Father E. Tremblay, formerly of Tonga, who now is filling an executive position in Boston, USA, in the mission organisation of his Church, is preparing for the press a little book covering his many years of mission work at Haapai, Tonga.

He intends to include in his volume one or two poems by the late Mr. Masterton who, over 40 years ago, was British Consul at Nukualofa. Mr. Masterton's pen-name was Talefekau, *and his verses were published in* Sydney Bulletin, *which has given Father Tremblay permission to reproduce Mr. Masterton's poem* Tonga.

Another of Mr. Masterton's poems also received a lot of notice when it was first published by Sydney Bulletin *in 1913. Here it is:*

MALOLO

Malolo is Tongan; it signifies rest.
They've got it in plenty, these "Isles of the Blest".
The first word of kids and the last of the old—
It grapples them all in a sure strangle-hold.

Malolo, as dire as the "fate" of the Turk!
"Malolo this morning, to-morrow for work."
"To-morrow, to-morrow," but never, "to-day.":
They wait for an advent that comes not their way.

Malolo, Malolo, O musical word!
Especially so when by womankind purred.
Alluring as song of the siren that mocks
The sailor-man's crash on the Mermaiden's rocks.

"Come, rest on this bosom, my own"—it is here
That the warrior wanderer starteth to clear.
Once hark to her bidding, once drop to her mat,
Malolo may make you for ever lie flat.

In supine contentment, inglorious ease,
As one who has drunk of Life's wine to its lees;
As one who with nothing to worry about,
Unhinged, is a quitter, ignored, counted out.

Oh, run about, friend, though the sun may be hot,
If the shade is inviting, its promise is not;
Or, best, run away, there is safety 'way back
In the land whence you came, on the workaday track.

There is safety away from the lotus and palm;
There are hopes that can't stir in this back-water calm.
Are there deeds to be done, are there schemes to be planned
In a place by continual restfulness banned?

Malolo is neither for you nor for me;
Malolo is all that one ought not to be.
It makes any principles hard to endure,
And ends just in atrophy, speedy and sure.

Malolo, Malolo, I know you too well!
We start to enjoy you for "just a short spell".
A spell that grows longer and longer, until
We cannot escape, for we haven't the will.

Malolo, the creed of the done and the dead,
An epitaph meet for a race that is sped.
All those to whom effort gives lively disgust
Are summed up by Malolo, which signifies rust.

TONGA. TALEFEKAU.

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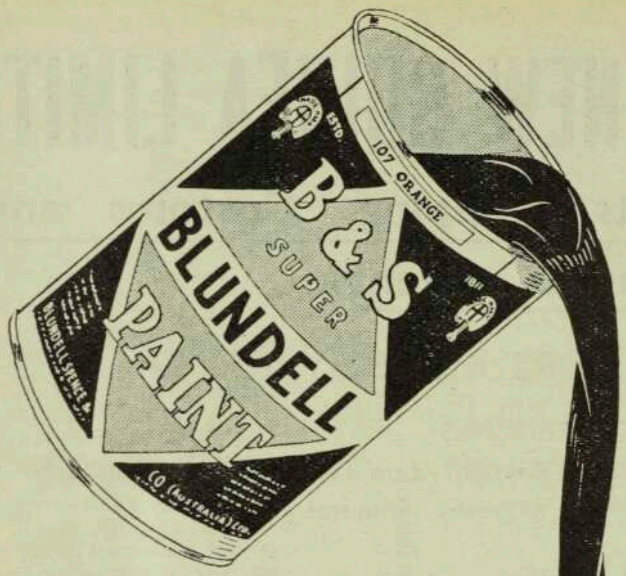

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(Continued from Page 69)

few Port Moresbyites to-day have the physical hardihood to make a pint of claret their regular mid-day tipple.

He was not impressed with his first glimpse of Port Moresby. "At present the country is much burnt up as there has been no rain for several months. (Where have we heard those words before?) The Mission Station is situated at the head of the harbour on low hills with the native villages at the foot."

At that time there were two missions in Papua—the London Mission Society, well-established, which found favour in Sir Peter's eyes; and the French Roman Catholic Mission which had "located themselves at Yule Island without authority," and which did not. The fact that they were French probably did not help matters.

One of Sir Peter's first actions was to despatch Musgrave to Yule Island to try to remove them to the Eastern end of Papua—reasons not stated unless it was believed they were poaching on LMS preserves by locating themselves 60 miles from Moresby. "If he succeeds," Sir Peter tells his wife, "he will have rendered an important service." He felt that the Catholics were not to be trusted, but when the mission fathers refused to be banished to the wilds of Eastern Papua he found that legally he could do nothing about it. The French Catholics remained on Yule—and are there to this day.

After the first week Sir Peter was able to report that he thought he could stand it for two years—but not for longer. Later, he tells his wife he could not bring her there: "The life is not suited to a lady, unless she has a calling for it like Mrs. Lawes. The surroundings are disgusting; naked barbarians (not savages, because, poor creatures, they are quiet enough if only fairly and justly treated) everywhere; dirty, without clothes and living purely animal lives, but with great possibilities for a better and more useful life in the future."

In early September he had gone westward as far as Redscar Bay where he camped ashore. By the middle of the month he was planning the future town of Port Moresby—a Residency, waterworks and botanical gardens (which Moresby has not got yet). "I attach much importance to planning everything from the beginning . . . one sees the lack of foresight in Australia in such towns as Brisbane, Sydney and others."

Sir Peter made one fifty mile trip inland from Port Moresby—just

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exactly where is not clear—but much of the time left to him was spent along the south eastern coast of the Protectorate where amongst other things he had to investigate numerous native murders of European traders. He leaves no doubt as to where his sympathies lie: "I am convinced that all the outrages are justifiable. I have heard horrible stories of the doings of the whites and, please God, I shall let the light of day into them. A righteous cause I am engaged in and that gives me zest in working it. . . I cannot feel any sympathy for such men. They go where they have no business to. They are a thorn in my side and I do not think the life of any white man should be risked in avenging their deaths."

He decided to establish a station on Dinner Island (Samarai) but did not think much of it. "It is an unhealthy place and not nearly so nice as South Cape."

Towards the end of October, again being on the south-eastern coast accompanied by a naval vessel, he visited Moapa (between the Kemp Welch River and Abau) and with some ceremony from the sailors, ran up the flag there. This was out of gratitude to Koapena, a chief of the district "a fine old fellow, over six feet high" who always treated Europeans well. After three rounds of blank cartridge as a *feu-de-joie*, a short speech, and three cheers for the Queen, a distribution of axes and tobacco was made to the natives. Koapena called for green coconuts for the visitors but Sir Peter found it "mawkish stuff" (probably in comparison with a pint of claret).

ON November 19 Sir Peter made his last entry in his diary. Two days later while on his way to Mitre Rock to inspect the boundary of British territory, he was taken ill

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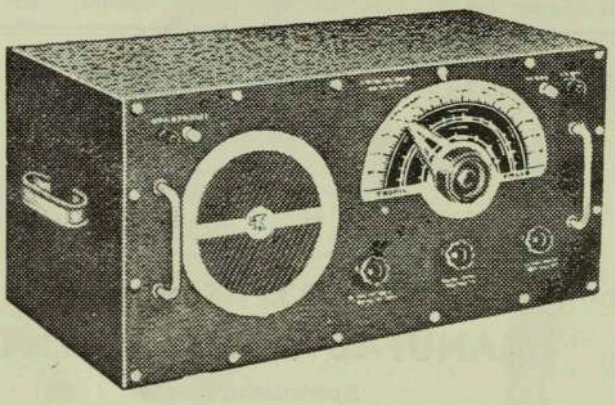

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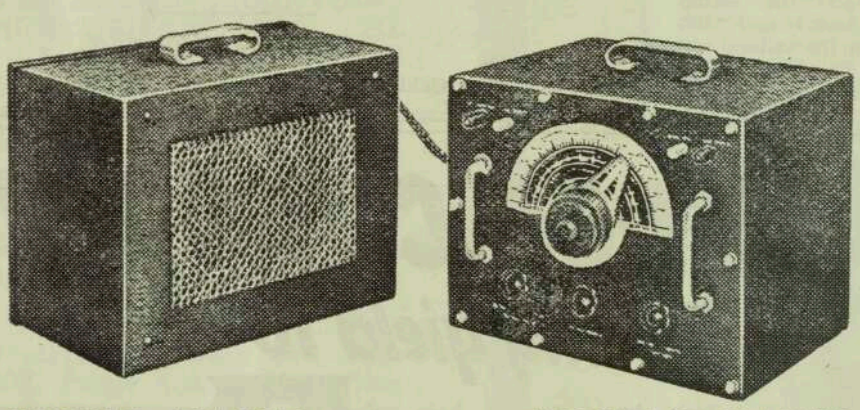

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aboard the *Governor Blackall*. At first it was thought that he had a bilious attack but it was soon apparent that he was suffering from the dreaded New Guinea fever. On November 25, the ship turned south and ran for Cooktown, arriving on December 1. Sir Peter became worse and the ship left the same day for Sydney but in the early hours of December 2, 1885, he gradually sank and died at sea.

So ended the career of Papua"s first administrator. A late Victorian gentleman, given to thinking of his breakfast cocoa and his underclothes, perhaps. But a man of energy also; and a believer in those ideals so shopped around by this last decade's reformers.

It is interesting to reflect that when Sir Peter visited his Papua, he went as Her Majesty's representative and as such was pleased to receive a 19-gun salute from a Navy ship and to see all yards manned in his and Her Majesty's honour. About 60 years later, the Hon. E. J. Ward visited his Papua, wading ashore with his pants rolled up and, metaphorically if not actually, slapping Brown Brother on the back. It would probably surprise the Honorable Eddie to know that the starchy Victorian Empire Builder, no less than he, also was determined on a fair deal for the Papuans.

POULTRY IN NEW GUINEA

BEFORE the war, Mr. C. M. Jacobson demonstrated that poultry-farming could be made profitable in New Guinea. He ran 4,000 carefully selected White Leghorns on his property in the Markham Valley, just outside Lae, and the industry was full of promise when the Japs invaded. The sequel was a complete wipe-out—part of the great battle of Lae, in September, 1944, actually was fought on Jacobson's plantation. After the war, he turned to cocoa-culture, and he has experimented with many things; and now he plans to return in a big scale to poultry-raising. The Territory presents no special problem, either in climate or in feeding. Eggs are worth 6d each in Lae.

Solution to Crossquiz
on page 66

A	D	A	M	S		M	A	R	C	O	N	I		
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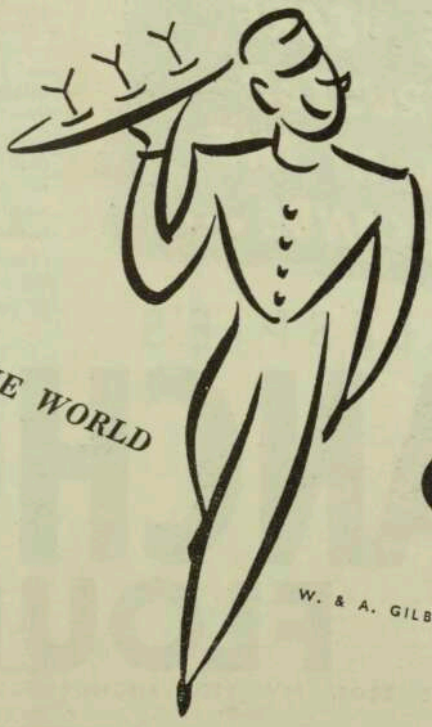

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The booked passengers of the north-bound July sailing of **Tofua** from Auckland included four pure-bred Saanen milch goats for the Niue Is. Administration. The goats (purchased from the Belgravia stud of Mr. V. C. Wallace Wright, Invercargill, NZ) will provide a good milking strain.

KEEN INTEREST IN NEW GUINEA CATTLE FARMING

MORE and more, the growing world demand for beef is directing attention to the cattle-raising possibilities of New Guinea.

The Australian Government insists that cattle may be raised successfully in the Territory, and has issued a pamphlet on the subject.

In public statements during August, the late Administrator, Colonel J. K. Murray (who formerly was a Professor of Agriculture) supported this view.

It has been reported that Mandated Airlines of New Guinea have entered into a contract to transport by air 120 AIS heifers from Queensland for the Lutheran Mission at Lae. The contract will entail 17 trips, at £700 per trip—which means that the Mission is spending £12,000 on transport, apart from the cost of the animals.

Mr. M. J. Leahy, MBE, of Zenag, New Guinea, has spent thousands of pounds of his own money in recent years in buying and transporting Australian cattle to his big farm on the plateaus above the Markham Valley.

The opportunities and the public interest are there; but nothing much can be done in the way of development until the Government announces some sort of a policy covering availability of land. At present, land for cattle-farming—or anything else—is not available, in quantity.

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IS THIS FINE BOOK ON EDUCATION A LITTLE PREMATURE?

THE first book based on the work of the Research Council of the South Pacific Commission has been printed in Melbourne, and was published in July by the Oxford University Press. It is the result of lengthy research by Mr. R. A. Derrick, MBE, AMISE, who is Director of Technical Training in Fiji. It is printed beautifully, illustrated by numerous charts, and well bound; and it is entitled "Vocational Training in the South Pacific". It supplies a blue-print for the technical training of young Islanders in all the 15 Territories of the South Pacific.

It would be an impertinence for a workaday journalist to attempt to review this book by a highly skilled professional man. The qualities of a book on any kind of secondary education can be assessed only by experts in that field.

But one does get the impression that the South Pacific Commission, in producing this fine volume at this time, is in some degree putting the cart before the horse. So far as publications in the field of social development are concerned, is not the Commission's first task the study of how best to provide this multi-language area with a means of acquiring primary education?

There are some 3-million people in the South Pacific area. More than 2-million of them are in the primitive Papuan-Melanesian section, where there are hundreds of local languages. Even in the Polynesian and Micronesian sections, where there is generally one language to each archipelago, the chief problem of education is that of providing the most effective medium of primary education. In the larger and more primitive area the difficulties in the way of giving the native masses even the simplest education provide the Administrations with their biggest problem.

To the outsider, looking in, it would seem that the job of supplying the natives generally with some means of acquiring the knowledge that will almost automatically lift the standard of native welfare transcends in importance all the other tasks of the SPC.

But that is not to say that Mr. Derrick's book represents any wasted effort. On the contrary, it supplies at least a blue-print for the vitally important work that must follow the establishment of a primary education system—the training of technicians, and especially native teachers.

In his chapter, "Synoptic Survey of Training Facilities and Needs", Mr. Derrick arranges "present and probable future training needs" in 13 groups, and the group designated to produce the village and primary teachers is given only ninth place, in apparent order of importance. It seems to this observer that, in view of the present conditions in the South Pacific, the training of native teachers on a coordinated plan, based on the general acceptance of the smallest possible group of common languages, should have first place. All the rest will follow, as a matter of course.

Nonetheless, the SPC is to be congratulated on this book, tangible evidence of the solid character of the work it is doing. It is being marketed at 30/- Australian and, if only because it contains the first authoritative survey of the technical education systems in all the Territories, no educationalist can afford to be without it.—RWR.

Mrs. E. A. Eves, of Lami, Fiji, celebrated her 80th birthday in early July.

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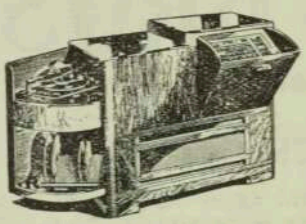

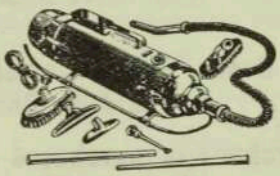

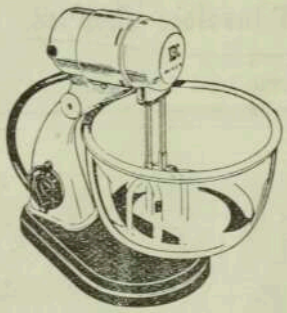

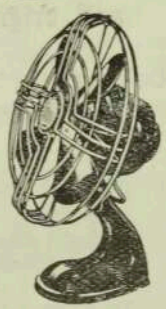

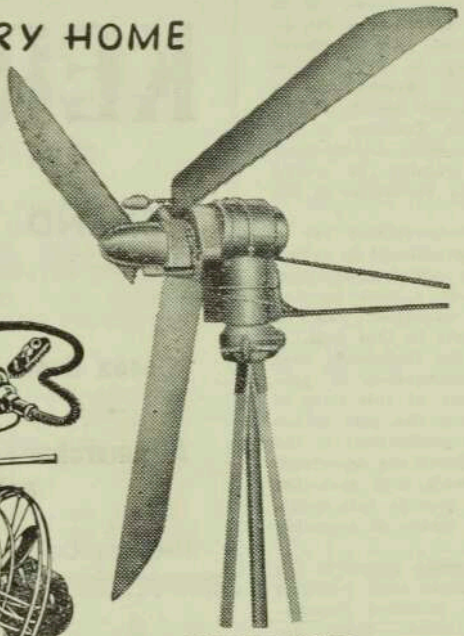

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SUVA WATCHES MAKING OF O'KEEFE FILM

From The Public Relations Weekly Bulletin.

THE CUSTOMS HOUSE, Suva was transformed on Sunday, July 20, into the manager's office of a nineteenth century Hong Kong bank. The occasion was the filming of the first scenes of *His Majesty O'Keefe*, which Warner Bros.—First National Productions Ltd., are making in Fiji.

Burt Lancaster, who plays the part of Captain O'Keefe, was prominent in each scene. Paddy Mulelly, well-known to Suva repertory audiences, played the part of the bank manager; while Bob Craigie (in normal life accountant at the Suva branch of the Bank of New South Wales) was the assistant manager, complete with black alpaca coat, wing-collar and side-whiskers.

Other members of the staff of Suva banks were similarly transformed and played the part of clerks in the Hong Kong bank. A group of Suva Chinese led by George Houng Lee, and several local Indian residents, in long coats and turbans, provided a colourful background to the scene. John Jackson, Bob Farquhar, Rick Morris and Graham Woods were among the Bank's customers.

An oil lamp stood on one of the desks; and, in vivid contrast, out of range of the Technicolour camera, were great arc lights, each with its own attendant. A microphone, suspended from a heavy boom, picked up the actor's words.

The camera and its associated equipment, weighing in all, four tons, moved along rails on the floor. Heavy power lines led to a mobile generator parked on the road outside.

Trucks with canvas covers acted as dressing rooms, or contained cases of equipment.

A small army of men and women swarmed over the scene to be filmed, and among the equipment inside and outside the Customs House. Make-up assistants mopped the perspiration that found its way through the actor's make-up.

In the streets outside, and on the Garrick Hotel verandah across the road, crowds of Suva people stood all day to watch the unfamiliar scene.

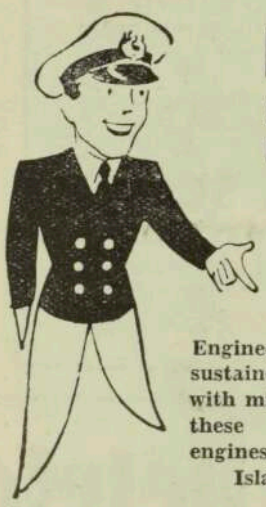
At the usual time the following morning, the Customs staff were once more back at their normal desks, and the banking signs in English, Chinese and Hindustani had been replaced by the familiar notices about Customs matters.

However, the shooting of the film went on, first at C. B. Hari's shop in Renwick Road, where Hugh McLardy, as a Hong Kong tailor, fitted out O'Keefe with uniforms.

Activity then moved to the Grand Pacific Hotel, where a part of the verandah had become a wayside cafe. Here James Crawford and Niranjan Singh, as the two wealthy Indians, discussed with O'Keefe the terms on which he might charter a ship.

Later, O'Keefe had more discussions, this time with an unscrupulous trader who wanted him to traffic in opium. These discussions took place in Williams and Gosling's office, transformed for the time being into a shipping establishment of the Hong Kong of the last century.

While filming was proceeding in Suva, work was going ahead on the big sound stage at Deuba, east of Suva. At Galoa, the young men's



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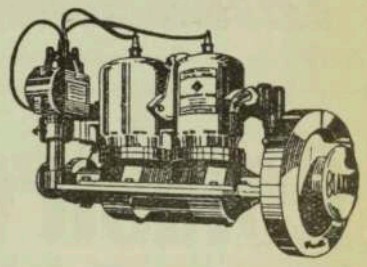

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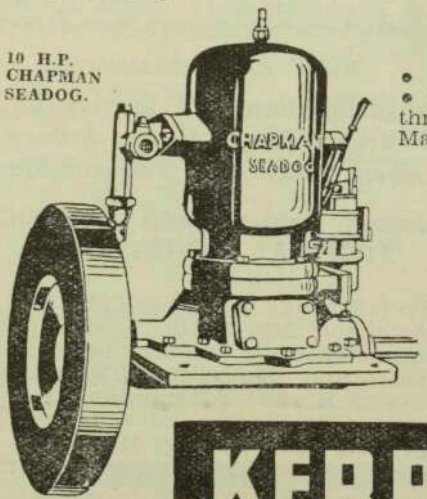

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council-house, a giant structure by Fijian housing standards, is taking shape. At Walu Bay, workmen under Mr. Alex Bentley's direction are spending long hours converting a Public Works Department barge into a most realistic-looking junk. Off the Navua coast, Fijians are rehearsing the scenes in which the canoes which were brought specially from Lau are to be used. Arrangements are being made for Fijian dances for the film.

Over 70 people are being employed on full-time work in connection with the film and there are numerous casual labourers and part-time employees.

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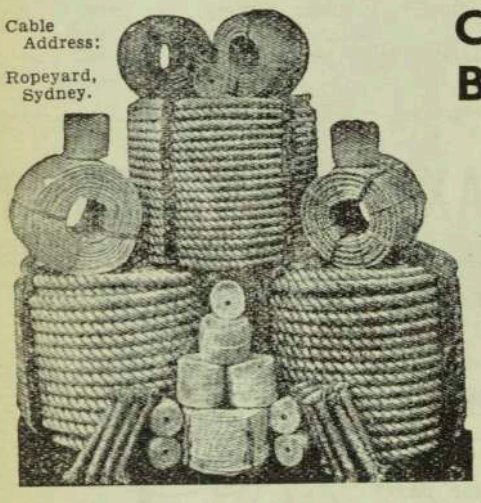

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PEABODY EXPEDITION TO THE SOUTH PACIFIC

UNDER the leadership of Captain Donald S. Marshall, a group of US anthropologists are making a study of Pacific Island communities for the Peabody Museum. Captain Marshall is at present at Tahiti where he is being assisted by his wife. Mr. George Sheahan Jr. is at the Marquesas where he is engaged in a survey of that Group. Mr. Wallace Patrick Strauss, MA, is to join the Expedition at a later date.

Two other members have been appointed recently—one, Miss Marianne Stoller, who has been working in New Zealand under a Fullbright Award and studying Maori art is to make a trip to Samoa and possibly Tonga, in the interests of the Expedition.

The Rev. Maru G. Check has been asked to supply information about the island of Niue, where he is resident Missionary for the London Missionary Society. Mr. Check studied anthropology under Dr. H. D. Skinner, of Otago University. It was under Dr. Skinner that the late Sir Peter Buck received his first introduction to anthropology, a sub-

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ject upon which he became world famous.

The object of the expedition is to observe the way in which the Polynesian people have reacted to European influences and to discover exactly how they are living to-day.

A number of American Universities, including Yale, are interested in the findings of the expedition, as also are the Auckland and Otago University Colleges through their Departments of Anthropology.

Tuberculosis Suspects In Crowded Suva

SUVA, July 25.

WHEN Fijian tuberculosis suspects in the outer areas are sent to Suva for X-ray examination, they are packed off in the usual blind faith of Government officials that all Fijians always have relatives everywhere who will house them, feed them and look after them generally until they reach hospital.

In practice this usually works out because Fijians, unlike most Europeans and Asiatics, regard it as a disgrace if needy or suffering Fijians are not looked after.

Accordingly, the TB suspects—most of them are pretty certain suspects—have to be crammed into the overcrowded huts and tenements of Suva, and the hosts are very well aware of the risk they themselves and their families run by doing this.

Judging by a vigorous Fijian protest, it appears that neither the Medical Department nor the apparently moribund War Memorial Anti-Tuberculosis Trust Fund Board (with a fund of £80,000) has yet thought about doing anything to end the scandal.

Yet leprosy patients, who are mostly non-Fijians, are provided with proper reception quarters while they are at Suva awaiting transport to the hospital at Makogai.

Changes in Overseas Telecommunications Commission's staff in August included: **L. K. Mitchell,** Supervising Technician, Suva to Cottesloe, WA; **D. B. Treliving,** Supervisor, Suva to Sydney; **J. O'Connor,** Radio Officer, Thursday Island to Townsville; **E. I. Hyde,** Radio Officer, Kavieng to Townsville; **R. H. Payne,** Telegraphist, Suva to Sydney; **F. C. James,** Senior Technician, Port Moresby to Applecross, WA; **J. W. Gray,** Radio Officer, La Perouse to Port Moresby; **J. Rodda,** Telegraphist, Sydney to Fanning Island.

NZ Footballers for Fiji and Tahiti

The names of the NZ Soccer team for Polynesia were announced on July 29. It will be captained by J. Newall of Wellington, a former Scottish professional, and managed by Mr. W. P. Smith, of Dunedin. The team will fly by TEAL to Suva on August 30; play Fiji; thence to Papeete on September 17; and leave there on the return flight on October 3. This first visit of a NZ soccer team to Tahiti has been made possible by the establishment of the TEAL service.

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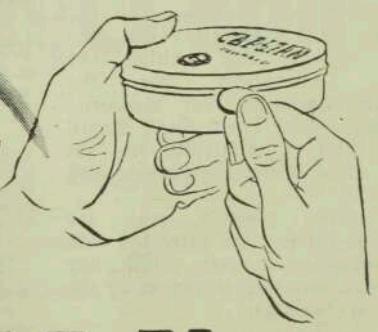

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What Next in NG?

(Continued from Page 51)

no further with his elaborate plans for the establishment of new industries in P-NG unless land is made available.

Murray, who opposed the alienation of native land, is gone. Will his opposition be maintained by the Mission bodies?

In view of the vital defence considerations involved, will the Australian Government defy the Trusteeship Council which, dominated more or less by Reds, is certain to oppose any policy changes affecting New Guinea lands?

Does the Australian Government possess sufficient "intestinal fortitude" to do the only logical thing—namely, take the necessary steps to remove New Guinea and the Bismarck Islands from "Trusteeship," and make of them an Australian Territory? Only in that way can we get an assurance that this area—the South Pacific's first defensive line against Asia—will be effectively guarded.

Miss Claire O'Sullivan who has been in Port Moresby for the past three years, returned to her home in Brisbane recently to marry **Mr. Norman McLeod**, an engineer, also of Port Moresby.

LEVUKA HAS EARTHQUAKES

SUVA, July 17.

ON July 8, about 6.30 p.m., Suva felt a very slight earth tremor, which was just sufficient to make hanging lights sway.

A week later agitated complaints started to arrive from Levuka. At 6.30 p.m. on July 8, Levuka had had what was almost an earthquake and had gone on having tremors, to a total of five, for three days. Yet press and radio had not done anything about it, and Levuka's aggrieved tone implied that, as usual, Suva would not notice anything of the sort unless it happened to demolish the Government Buildings.

Levuka's best shake was sufficient to rock buildings, move furniture and jolt a studious woman out of her chair.

Out to sea from Levuka, a fishing launch, in an absolutely flat calm, suddenly found itself down in a deep trough, until it was pushed up again with equal suddenness.

The reports suggest a submarine disturbance somewhere off the coast of Ovalau. Similar upheavals ocassionally occur off Kadavu where, about two years ago, an earthquake caused big landslips in the Mount Washington area.

PAPUAN MISSION PRINTERY

Some very modern printing plant is to be installed in the headquarters of the Roman Catholic Mission, at Yule Island, Papua. It includes the "Comet" model of the linotype, and a Heidelberg automatic press. M. Paul Roussel, from the Mission, is in Sydney at present, receiving instruction in the operation of the machines.

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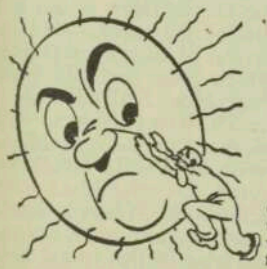

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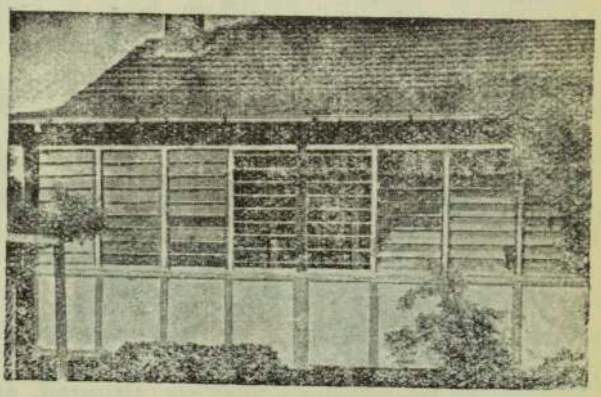

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NAC to Remain 100 per cent. Government Owned

NEW ZEALAND'S Minister of Civil Aviation, Mr. MacDonald, announced in Parliament during July that the New Zealand National Airways Corporation is to remain 100 per cent. Government-owned.

It will be recalled that when the present Government came to office it declared its intention of selling NAC, "lock, stock and barrel" to private enterprise.

But this turned out to be a case of the Socialist Government having once scrambled the eggs, they remained scrambled. Private enterprise was interested in the proposition—until the Leader of the Opposition, Mr. Nash, gave warning to interested parties that, so soon as his party returned to power it would immediately resume the airline—"Lock, stock and barrel!"

Nevertheless, the Government called for tenders, but later announced that no "suitable" applications had been received.

NAC employees also thought of going into the business themselves, co-operatively. The Government then endeavoured to reach an arrangement with private enterprise whereby the Government would hold 51 per cent. of the shares—but this scheme also failed to attract interest.

NAC, which pioneered the Island services from New Zealand with its Dakota aircraft, seems likely to withdraw from the Samoa-Cook Islands sector as soon as TEAL, which flies the same route, has established water-landing facilities at Western Samoa.

TEAL cannot land at Rarotonga in the Cook Islands, this island being dependant on a land-plane service—but elsewhere along the route to Tahiti, TEAL is able to provide a better service than the NAC Dakota service.

Mr. R. J. Minnitt, who is 39 years old, and has spent most of his official life in the British Colonial Service in Hong Kong, where he filled important posts, has been appointed Chief Secretary of the Western Pacific High Commission in succession to Mr. G. D. Chamberlain. Mr. Chamberlain left Suva for London in June.

Mr. and Mrs. Walter L. Thomas were in New Zealand from American Samoa during July. Mr Thomas is Assistant Director of Agriculture, Pago Pago.

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SUVA SLUM DEMOLITION BRINGS MORE OVERCROWDING

SUVA, July 8

SINCE the hurricane (most things are nowadays dated Before or After the Hurricane), the Suva Town Council has jumped at the opportunity to start the elimination of some of the worst examples of slum conditions.

This is commendable enough, but nobody has yet produced a satisfactory answer to the question of what happens to the people compelled to move out when slums are demolished. More than two years ago a visitor to Suva for the South Pacific Conference publicised the Suva slums as a "scandal." There was every justification for that.

No improvement was visible in the crammed tenements, huts and corrugated iron shacks before last January, when the big storm demolished some of them and caused even more appalling overcrowding in a good many of those which survived.

Slum landlords have argued that they cannot or will not rebuild because they are unlikely to be able to obtain higher rentals from low-wage tenants. They say that if condemned buildings are demolished by the Council they will make no further move.

There is no indication yet as to how the vicious circle will end. The Government has been building, mostly with local materials, housing for several hundred Fijian hurricane refugees and others at Samabula, but this scarcely touches the problem as a whole.

Mrs. Iris Thomas, proprietress of a Norfolk Island guest house underwent a serious emergency operation in the local hospital recently. It is expected that she will go to Australia for further treatment.

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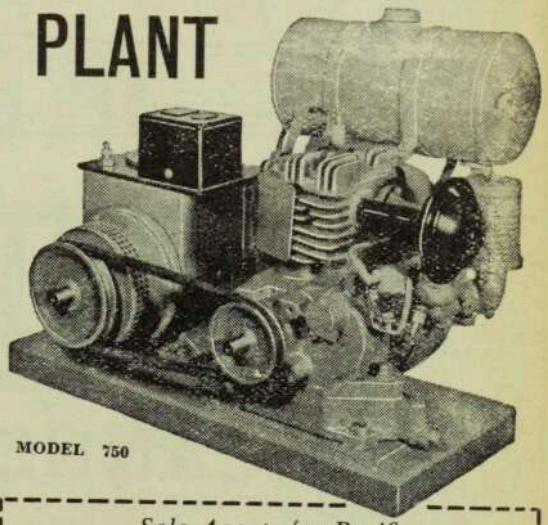
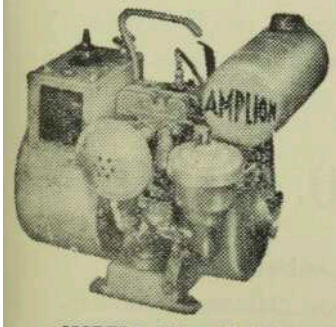


MODEL 750



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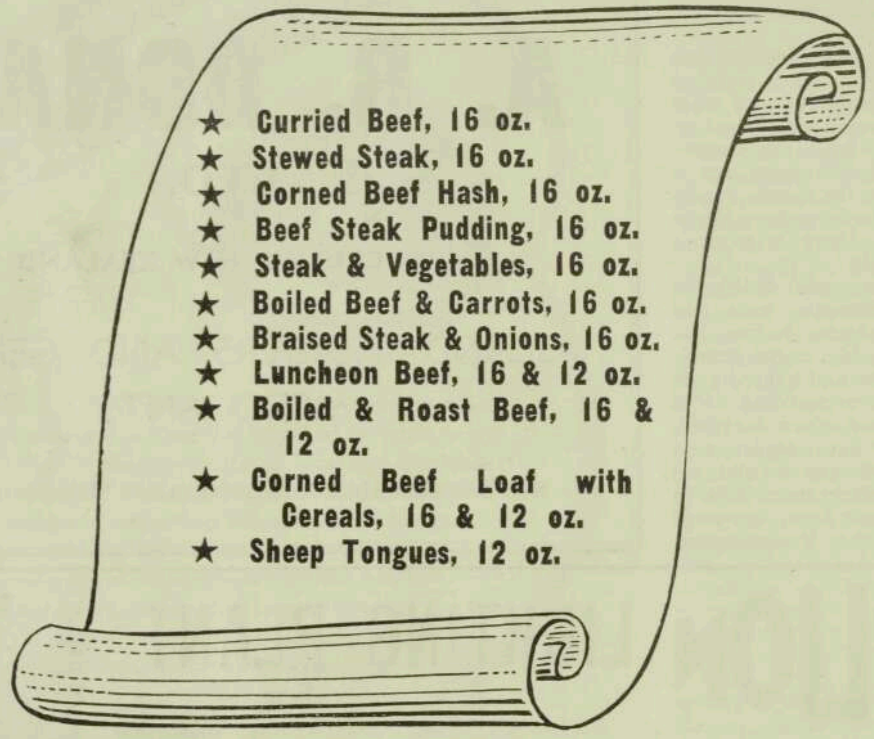

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ATIU NEWSLETTER

This is a summary of events on one of the less-publicised Cook Islands—Atiu—in July.

The flying-fish spawning season had just commenced—best time of the year for fishing. Seventy tuna were caught offshore one day. Then, between work on their tomato crops, the men were preparing to embark on the annual copra excursion to nearby uninhabited Takutea. The 40 men in the expedition hoped this year to harvest about 30 tons from the low-lying 400-acres island. Birds' eggs and young boobies would be part of the cargo on the homeward voyage.

The women were immersed in a coming baby show—and a concert-and-dance to raise funds for prizes. The Police Force—all two of it—had made special donations to the prize-money.

Across the road from the Resident Agent's house Miss Ina John threw a highly successful house-warming party, to open her new pandanus-roofed house, one of the best on the island.

Money is scarce on Atiu, until the tomatoes are ready—but that will be soon, now.

Santo Tries to Stamp Out Smuggling

THE Customs staff at Santo, New Hebrides, has been considerably increased with the result that there now is sufficient staff to handle the searching of all the weekly plane passengers' luggage upon arrival here.

The passengers are loaded onto a bus immediately upon arrival and are taken to the Customs Office so that they may be present when their possessions are searched.

This is an endeavour to stamp out illicit traffic in opium and watches and so forth. Most of the smuggled goods come off overseas copra ships.—V.W.

D. C. Alley Memorial Hospital Opened

A HOSPITAL has been opened in northern Bougainville by the Methodist Mission as a memorial to the late Rev. D. C. Alley, a former missionary at Teop, who remained at his post until the Japs arrived early in 1942 and who, later that year, perished in the Montevideo Maru disaster.

The official opening was performed in May by the Rev. G. I. Laurenson, president of the Methodist Conference of NZ, who explained that funds for the hospital had been raised in NZ.

Mr. Alley left a wife and two sons who had been evacuated to NZ.

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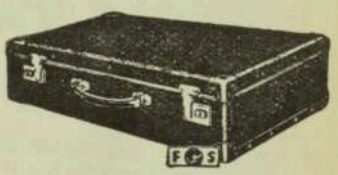

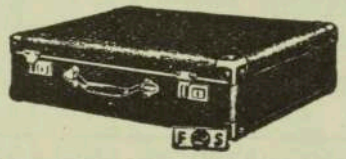

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Tribulations of Dairymen in BSI

ON one of its trips to the Solomons from Auckland, NZ, two years ago, the former Tank Landing Ship **Rawhiti** (since sold to Peru) carried a consignment of dairy cattle for Methodist Mission stations.

That dairyfarming in BSI is not all plain sailing can be seen from extracts from the report of the Rev. A. W. E. Silvester, who, with his wife, has been on Vella Lavella for 18 years—they intend to retire this year.

Mr. Silvester says: "There have been deaths among the cattle, but we have lost none by alligators. The young stock have settled in much better than the old, but three mysterious deaths from poisoning have caused us much worry.

"The Department of Agriculture in BSI rules out poisoning from plants as most unlikely, but we are sending two plants for inspection to enable us to secure final authority. There has been natural increase in our dairy cattle to offset our losses, so that the numbers remain the same.

"Three young heifers have been sent to Choiseul Island. Miles of fencing have been erected so that the cattle cannot get into native gardens.

"At the mission we have a good supply of fresh milk, although yield is not comparable with that of cows on NZ pastures."

Among recent visitors to BSI for the Methodist Mission golden jubilee celebrations was Mr. P. Rushton, an experienced dairy farmer from the Waikato district of NZ. He was able to give mission staff helpful hints about the management of the cattle.

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FUTURE OF 'MAUI POMARE'

WHEN *Maui Pomare* arrived in Auckland from the Cooks early in July the bush telegraph became active as to the future of the NZ Territories Department's very expensive old "orphan".

Most persistent of the rumours was that the next voyage would be the last.

The Department's branch office in Auckland, at mid-July, had heard not a whisper—and the Union SS Co., which operates the vessel, have booked passengers for at least three more voyages.

For some time past a syndicate of nautical men in New Zealand has been trying to negotiate a charter, or subsidised purchase of the vessel, subject to certain operational conditions.

It sems probable that at the end of the current season the *Maui Pomare* will change hands, or cease running to the Islands.

Most probable development is that the NZ Government will subsidise the Union Co. vessels *Matua* and *Tofua*, to provide the Cook Islands connection, which *should* be able to provide a much-needed better passenger service.

Mr. Harvey Turner, chairman of directors of Fruit Distributors Ltd., of Auckland, emphasises that additional fruit cargo space won't be required for several years, until the Cook Islands replanting scheme makes itself felt. The present need is for more passenger accommodation only. *Maui Pomare* has not been filled with fruit on recent voyages.

German Anthropologist in Tonga, Samoa

A GERMAN anthropologist, Dr. Koch, arrived in Western Samoa in June after eight months' study in Tonga where Crown Prince Tugi greatly assisted him in his scientific research work.

Dr. Koch, was sent out by the University of Goettingen in Germany, to study the history, social life and customs of the Tongan people.

The University of Goettingen sponsored the Apia Observatory during the German regime, providing the staff of the institution, of which the last Director was Professor Angenheister.

Shortly after they arrived in Brisbane, from Port Moresby, by the **Bulolo** on July 13, **Colonel** and **Mrs. J. K. Murray** motored to their new home near Cleveland, about 20 miles from Brisbane.

M. Jacques Villemot, who spent four months in Tahiti making films and photographs, held an exhibition of his work in Kodak's Salon Gallery, Sydney, in June, before leaving for France by the "Roma." French Oceania received some good publicity from M. Villemot's photographs of scenes and native life, which appeared in most of the leading Australian illustrated magazines during his several months in Australia.

Wiliame and **Ana Devo**, presidents of the Fijian men's and women's organisations, the Viti Cauravou and Matanisiga, are to leave shortly on a holiday visit to Australia and Malaya.

Mrs. Doris Booth, nominated Legislative Council Member for New Guinea, returned to Wau, from a hurried trip South several weeks ago and in early July was visiting Wewak.

Throughout the South-West Pacific

The development of the South-West Pacific Area has been fostered by the Bank of New South Wales since 1817. Today, comprehensive banking, travel and trade introduction services are provided in Australia, New Zealand, Fiji, Papua and New Guinea by over 800 branches and agencies of the Bank. Residents of, and visitors to the Islands are invited to avail themselves of the "Wales" complete banking service at the following points:—

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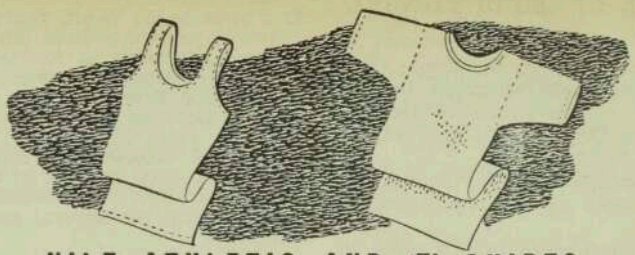

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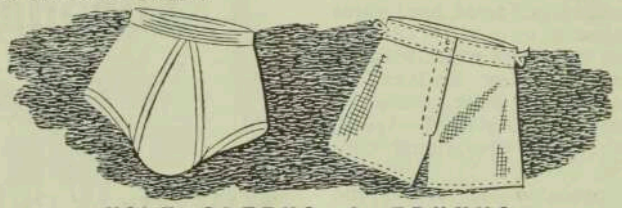

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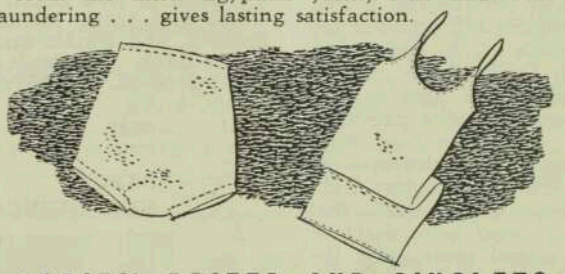

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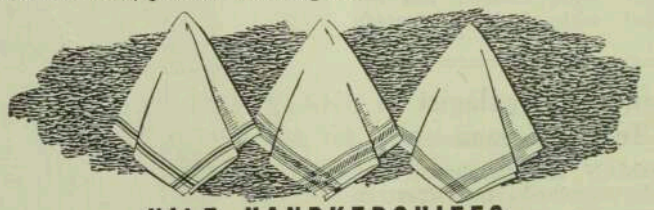

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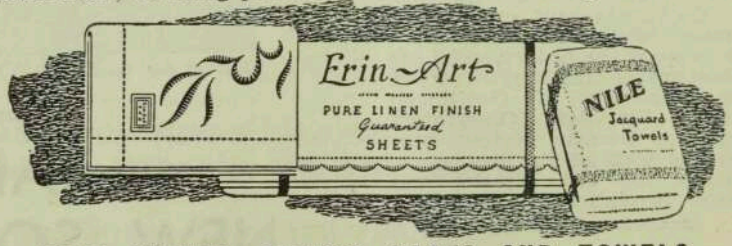

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NOTES OF INTEREST

Further changes in the ARRL weekly Sunday (GMT) programme from Voice of America stations are published in their latest schedule. Transmissions are now at 1045/1445/1915Z only. For other Ham broadcasts see February notes.

Conditions have remained at a low ebb during the past month and MUW's are expected to fall lower as the year progresses. However, so far as ZL was concerned, there were several notable breakthroughs on 20 metres, with W's roaring in, as of old, for short periods.

W.I.A's "Amateur Radio" reports interestingly from Dr. Rob Black VK2QZ/9. It will be recalled that he has been operating portable from the Trobriands for some months. Well, he has since been in the Solomons, and very active—call VR4AF. We quote from a letter of mid-May:—

"This delightful tropical island (Savo) is actually a volcano and feels like it . . . VR4AF . . . will be operated from various islands . . . I am visiting little-known Polynesian atolls which are visited about once a year. The malaria hunt is still on, but the end is in sight . . . We have another five weeks to go (thence back to Sydney). Conditions here are pretty good and the old Type 3/Mk.2 is doing nicely, with a car battery . . . ZL's are very strong . . . VK's not so good . . . I worked 250 contacts from the Trobriands—no Europeans or Africans—but I was not out after DX. En route to the Trobriands I met VK9GW, VK9MT and VK9XX at Samarai. He has a lovely site on the hill . . . One contact was with a research station on an ice floe at Juneau, Alaska . . . The antenna here gets itself tied to a coconut palm . . . I don't use an earth."

(Dr. R. H. Black, back from his anopheles-hunting excursions to the Trobriands and the Solomons, gave a talk to the Wireless Institute of Australia in Sydney on July 25.)

The same magazine also reports that VK9XK, Russ Coleston, will again be VK3XK by the time that this appears in print. Russ contacted 120 countries during his short term in Papua—and worked all VK districts except VK6 on 50 mc/s.

When a new team manned Macquarie Island some time ago the party included three Hams—VK-1-EM, Eric Macklin of Melbourne, VK-1-RG (ex VK5RG), Robb Gurr, and VK-1-RR Roy Arnell. They will be there until next April. VK-1-RG is already very active, and is now on with a 50 M/cs transmitter.

Clipperton Island, French Oceania's most distant outlier, 1,800 miles west of Panama, has a Ham these days—FO-7-AW—a Swiss, with the call HB-9-AW when at home.

Nothing further has been heard from Tom Davis aboard the yacht Miru—ex ZK-1-AN—since advice came via commercial channels that he had touched at Rapa Is. If the winds serve, next word is expected from Easter Is., 1,800 miles further east.

Twenty-metre stations recently heard active include KC6DX at Truk, KM6AX on Midway, KH6PA/KB6 on Canton, W-O-EGY/KJ6 on Johnston, KG6IG away up in the Bonins. ZK2AA on Niue is the most active Eastern Pacific station at present.

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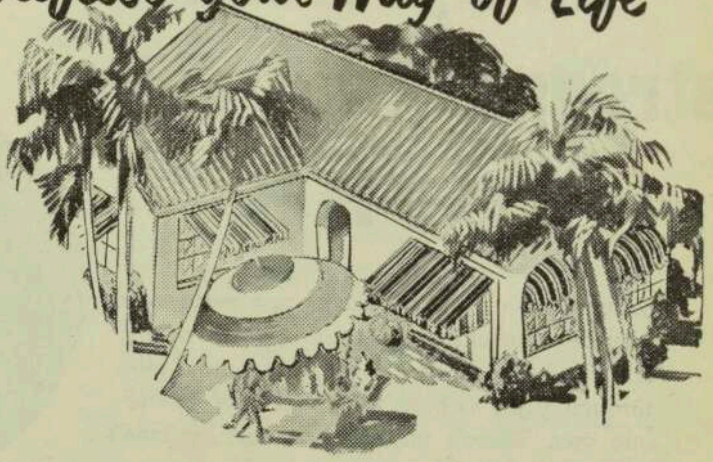

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FOR YACHTS AND SMALLSHIPS

In June we gave details of some useful weather broadcasts suitable for Pacific mariners who cannot read morse signals.

To that list may be added a broadcast for the Fiji Group on 7.5 mc/s at 0915Z from Nadi, and another for French Oceania waters on the same frequency at 0025/1825Z from Papeete. This latter broadcast is in the French language.

The Suva broadcast station on 930 kc/s also makes a weather broadcast for the Fiji Group at 0910Z in addition to the 0600Z broadcast previously listed.

EMERGENCY FREQUENCIES FOR SMALLCRAFT

We are frequently asked what frequencies are in use by Eastern Pacific coasts stations for voice contact with smallcraft.

Tahiti, Rarotonga, Apia and Suva do not maintain scheduled watch for smallcraft, but they will do so by prior arrangement.

For cases of emergency yachtsmen are strongly advised, when cruising in the south-eastern Pacific, to carry transmitting crystals for 7,000 to 7,500 kc/s. The Papeete post office station maintains watch during business hours with its outer island stations on 7,500 kc/s. There is also a Government "net" on this frequency in the Fiji Group. In the Cook Islands 7,000 kc/s is used, as also between Apia and the Tokelaus, and in the Gilbert and Ellice Is.

In case of emergency these channels are usually active at the International weather observation hours—0000/0300/0900/1200/1500/1800/2100Z, which are the best times to net in. The average yacht is incapable of tranmitting on 500 kc/s and these channels are your best bet when in trouble.

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SAMOA'S ACUTE FOOD SHORTAGE

Too Many Country Folk Crowd Into Town

From Our Own Correspondent

APIA, July 10

THE continuing acute shortage of Samoan foodstuffs is causing considerable concern to the Samoan Government and native leaders. It is a contributing factor in the wave of lawlessness in Western Samoa. It affects practically all the districts of Upolu and Savaii, where Samoan foodstuffs are systematically stolen from Breadfruit, Taro, Banana and Yam plantations. The high prices of imported food, particularly New Zealand canned meats, cause many burglaries in stations.

The Fono of Faipule (Samoan parliament) representing 41 political districts, in its June session asked for laws to enforce removal to their homes of a large number of Samoans —mainly young men who have drifted from outside villages to the Apia town area, and who are not performing any useful or essential work.

The Fono held that the large increase in crime against property is due mainly to this class of people, who possess no land and have insufficient means of support. The proposed legislation would reduce the number of consumers in Apia and at the same time increase the number of agricultural producers outside.

The High Commissioner agreed that the matter should be considered by the Legislative Assembly in August.

People started to drift into Apia when American troops were stationed there during the war, and their number has greatly increased since. Court records show that the overwhelming majority of criminal offenders in the Apia area are not permanent residents of Apia. It has been proved that prison sentences are not a sufficient deterrent for these people.

The Agricultural Department, seeking causes of the shortage of basic food crops, has investigated:

Weather conditions.

The will not to work of the younger people.

Population in villages where there is a shortage of food.

Migration of those who normally work in village gardens.

Whether there is sufficient land suitable for planting food crops in rotation, in the districts or villages where there is a shortage.

Whether compulsory planting of food crops should be introduced.

Whose responsibility it is to encourage the people to work their lands, to ensure a continuance of locally grown food supplies.

Whether there are any other territories in the South West Pacific where there is a comparable shortage of locally-grown food.

Whether there has been in the past 20 years similar shortage of food in the Territory.

The Department has no recollection of such a shortage. It considers that the fatalistic attitude of some Samoans, who live from day to day and are reluctant to provide for the future, is a contributory cause.

Mr. and Mrs. Roy Hagen, of Noumea, New Caledonia, were in Sydney on holiday in July.

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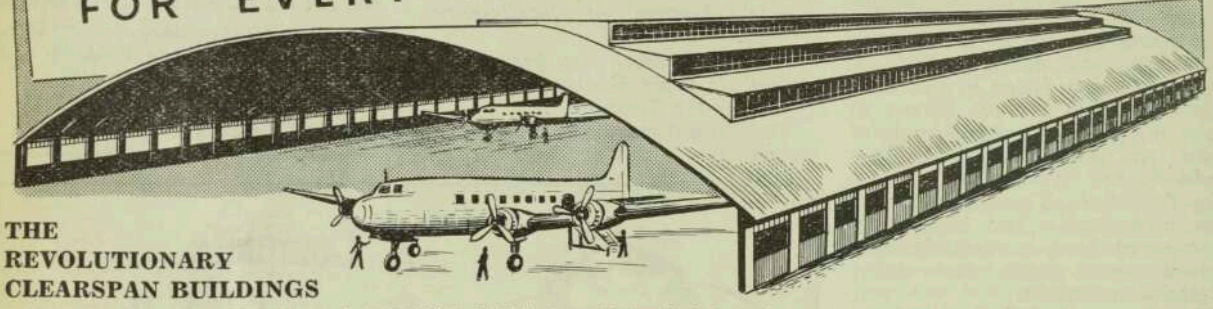

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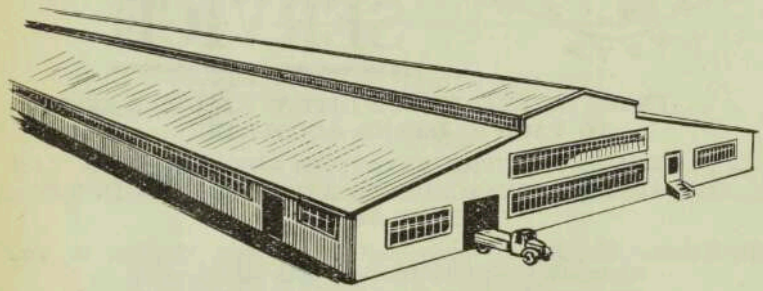

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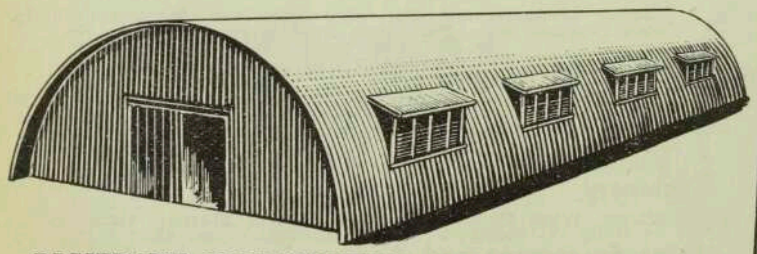

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In just four months No. 2 Airfield Construction Squadron, RAAF, has built on Cocos Island (Indian Ocean) a 10,000-ft. long airstrip capable of taking Super-Constellations, Stratocruisers or Comet jets. In addition it has constructed 600 square feet of hardstanding, 10 miles of roads, a jetty, a slipway, single and married quarters for Department of Civil Aviation staff, passenger lounges, rest rooms, control buildings, radio station, stores, work shops, water supply, sewerage and electrical installations.

There were 461 officers and men in the party and it took them the first 20 days after their arrival at Cocos to get their 7,000 tons of equipment and stores off the ship—there was no wharf or even a jetty then.

They were helped in their job by heavy equipment including bulldozers, graders, mechanical shovels etc., but it was a slick job in any language—the kind of thing we have forgotten in these latitudes since the Americans packed up and went home after the war.

Comparisons smell, we know. But compare the Squadron's efforts with the fiddling about that has gone on on Manus Island with the Commonwealth Works and Housing Dept. in charge of operations.

As a result of RAAF achievements on Cocos, Qantas Empire Airways was able to make its proving flight from Sydney to South Africa beginning July 25. It is hoped that the regular Australia-South Africa service will begin on September 1.

PUKA PUKA IS BUSY

PUKA PUKA (Danger Island), most off-the-track of the Cook Islands, which usually receives a visit from the outside world at most twice in a year, had two visits in June.

The trading vessel **Mahurangi** called to load copra at mid-month and the LMS Mission ship **John Williams VI**, with the Resident Commissioner from Rarotonga aboard, arrived on the 26th. Mr. Nevill's first visit to Puka Puka was the occasion of a special entertainment provided by the three villages.

Late in the month, **Mahurangi**, bound for Rarotonga, was again in the throes of one of her usual engine breakdowns. With one engine "out" and the other limping, she was making 2 knots towards uninhabited Suwarrow Lagoon for anchorage during repairs.

On the beach in Rarotonga they are saying "Some day Dick Brown will employ an engineer." The Fairmile has experienced engine trouble every voyage this year.

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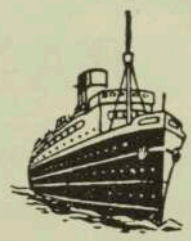
Yes, thousands who coughed and coughed, sneezed, gasped and wheezed with Asthma and Bronchitis, give thanks for their lucky discovery of Mendaco. Mendaco, a famous new American scientific medicine, starts immediately to circulate through the blood, quickly curbing the attacks. The very first day the 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.



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Miss Rae Underwood, daughter of Mr. and Mrs. A. C. Underwood of Randwick, Sydney, and first white child to be born in Salamaua, New Guinea, will be married on August 9 at the Sacred Heart Church, Darlinghurst, to Mr. William Murray of Sydney.

Sydney Commos' Concern For P-NG

SYDNEY'S Communist Party newspaper Tribune had this to say recently about the state of affairs in Papua-New Guinea:—

Australian workers rightly fighting for higher wages and increased margins should spare a thought for New Guinea natives, whose basic wage is approximately 28/ per week. They are exploited by the Government, missionaries and plantation owners who include world-wide monopolies.

A former New Guinea resident told Tribune that with the advent of the Menzies Government what little progress was being made in New Guinea had stopped.

Plans for new schools and additions to others have been cancelled. The same goes for hospitals which have to be seen to be believed.

Nearly all road work has stopped, sanitary and garbage services have been cut from daily to three times a week.

New Guinea natives need the assistance of the trade union movement to lift their standards.

Tribune's opinion is neither useful nor important except in that it shows how dangerous can be a little truth taken out of context and used for propaganda.

Tribune's informant might have qualified his statements by saying that the high-cost operations of the Department of Works and Housing (which is responsible for public works in the Territory) had made it economically impossible to carry out anything but a fraction of the work required in P-NG.

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NEW ADVISORY CCL. ELECTED IN NORFOLK IS.

THE annual election of members of the Norfolk Island Advisory Council took place on July 23.

Several members of the last Council did not seek re-election because of health reasons and a poll was necessary in three wards.

Messrs. W. A. Goddard and G. Quintall were elected unopposed in the Ball Bay ward.

In Kingston ward, Dr. K. L. Wise defeated Mr. W. N. Selby Newbald; in Cascade ward, Messrs. L. D. Holloway and W. M. Randall were re-elected; and in Mt. Pitt ward, Mr. R. Quintall, the sitting member, defeated Mr. H. H. E. Jones.

SANTO'S ITALIAN LABOURERS

M. CHARLES GRAZIANI of Santo, New Hebrides, who some months ago tried to solve his plantation labour problem by bringing in Italians, will not be the loser over his venture although the men refused to stay on the job.

Most of the men have been absorbed by the Condominium Government and are repaying the expenses incurred by M. Graziani. One or two have already made full reimbursement, which is only right.

A couple tried to "hop" the Italian ship **Orizia**, recently in port, but failed. The gendarme was on the lookout. A few, it has been reported, have returned to Italy, legally. Those who remain appear to be good types. One, at least, is contemplating matrimony so it seems as if the boys will be absorbed into the community.—V.W.

P-NG's New Stamps

AFTER a break of 10 years, Papua-New Guinea is to have its own postage stamps again. Before the war, of course, Papua and New Guinea, then administered as two separate territories, each had its own issue—that of Papua being much more attractive than that of the Mandated Territory. The combined territory will now share the new issue.

Judging by the only sample we have seen, they should be attractive stamps of considerable interest to world collectors. They depict native flora and fauna, native life and industries and will come in 15 denominations from ½d to £1.

They will be issued first on October 30—the anniversary of the re-establishment of civil administration after the defeat of Japan—and all the necessary arrangements have been made for collectors to have first-day covers.

All inquiries should be addressed to the Chief Postmaster, Port Moresby. The cost of the complete set will be £1/19/11½, Australian currency.

Anti Fruit-Fungus Experiments in Cooks

THE Director of Agriculture at Rarotonga reported in July that experiments are proceeding with nitrogen trichloride gas as a fruit-fungus destroying agent.

It is claimed that brief exposure to the gas is deadly to this mould which is a serious disease of stored fruit, and that it will reduce infection by 50 to 75 per cent.

PACIFIC ISLANDS YEAR BOOK, 1950

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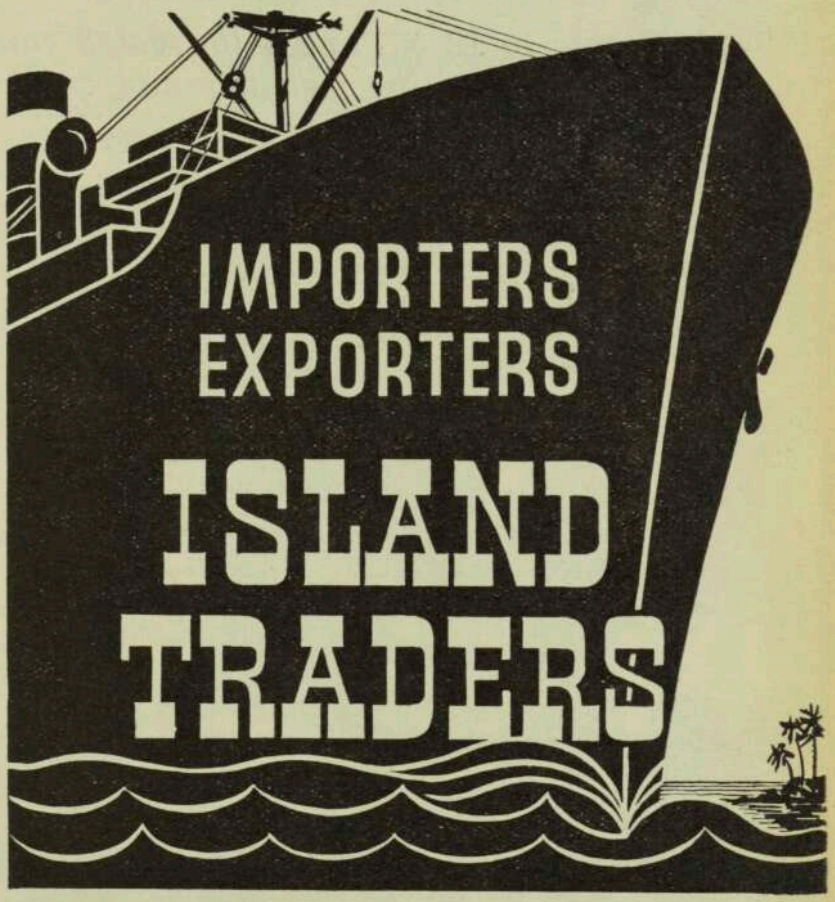

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Book Reviews

Life Begins at 40

IN a mixed bag of books and publications which have come to us for review recently, the prize for producing an oddity goes to an American called E. Orton Brower, who asks in 240 pages festooned with quotes, italics and black capitals, *Should Fatherhood Begin at* 40?

It appears—but we wouldn't be too sure about this — that Mr. Brower's theory is that if a man waits until mature middle age (when all his mental facilities should be fully developed), before he becomes a father, his offspring have a better chance of being mental giants. He bases his theory (we think) on the fact that Benjamin Franklin's father was 50 at the time Ben was born. Conversely, he says, immaturity of parents is an important factor in producing not only criminals but also international aggressors. Napoleon—whose papa was only 23 when he was born—is quoted as a notorious example. All admirers of Napoleon please note.

We did not find out whether he requires his mothers to be over 40 also—but possibly he has theories about that too—that the female is only the chosen vessel, as it were, and the sire everything.

However, it is hard to know exactly what Mr. Brower is getting at. This (it concerns the illustrious Benjamin) is a fair example of his style: "He had a kite—a simple toy—the paltry plaything of a child. He had a cord, a piece of string, a length of twine, perhaps no better than the common threads that have been spun since long before the Sphinx of Egypt and the Pyramids were even planned. And as it was convenient, he took a key—a common key.

"Two things indeed, were great and grand.

"Two things which Franklin had were of size tremendous. Two merely."

We leave you to guess what the two tremendous things were. We weren't able to find out ourselves.

In a biographical note it is said that the author's present hobby is photography. Pity he had not stuck to it. If his opus is supposed to be regarded as a serious effort of man-the-superior-being, then all we can say it that it is regretted that fatherhood had to begin at all.

For Lovers of the Sea—and Others

ALL those who love the sea and ships—and even those who have the stomach for neither—will enjoy the 1952 issue of *The Annual Dog Watch*, published by the Shiplovers' Society of Melbourne.

This is the ninth consecutive year of publication and among the 21 contributors to this issue are Sir James Bisset, who tells of an incident of the 1914-18 war; Clifford Hawkins of NZ who describes how the schooner *Huia* was wrecked on a reef off Noumea, in January 1951; Captain Warner who writes of sailors' homes and boarding houses. There are several articles with an Islands flavour; and Yvonne Helberg tells about the *Ship Captain's Medical Guide*—a how-to-do-it book of the sailing-ship era, priced 2/-.

The Captain is exhorted to "Use your best endeavours to induce the crew to wash the whole of the body every day," and told that "In all cases of poisoning you need not be surprised if the patient is not fit for work for several days."

There are also instructions for dealing with outbreaks of plague, smallpox, cholera and yellow fever—as well as fractures, gum boils and knife wounds.

Finally, a funny story from the same source: On a ship with beri beri on board, the crew died so fast and so frequently that weights for the shrouds ran short and coal was

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packed in with the bodies for the same purpose. The second mate—one of the few left on his feet—was sewing up the shroud of an old Irish seaman when the equally Irish bosun came along. "Ah, Paddy," said the bosun, addressing the corpse, "I've seen many a good Irishman go below, but you're the first I've ever seen take his own coal with him."

Dog Watch is 4/6 plus 6d postage. You may get your copy—or join the Ship-lovers' Society—by writing to Box 1169K, GPO, Melbourne.

Learning Gilbertese

ALTHOUGH the author, in a preface, says that it provides only an outline of the structure of the Gilbertese language, what appears to be a very comprehensive text book on the subject has recently been published by the Gilbert and Ellic Islands Colony Government.

It is called *The Structure of Gi bertese* and was produced after thre years of intermittent work by M Reid Cowell of the Colonial Servic As well as grammar, it contains e ercises to be done by the pupil, us ful phrases and English-Gilberte and Gilbertese-English vocabularie

The book was printed and boun in Tarawa.

Land of Walkabout

AUSTRALIANS are not note buyers of books, but within month or two of publication in O tober 1951 they had snapped u 10,000 copies of Colin Simpson story of the Australian aborigin and since April this year, when th second edition was published, the have been busily buying thousan more.

These figures show, firstly, whi Australia's recent — if belated — awareness of the original inhabi ants of the continent; and secondl that Mr. Simpson has produce something that the layman can g his teeth into. Most books abo the aborigines are scientific tom of much weight.

Simpson, better known for h ABC radio documentaries—partic larly his Walkabout series—calls h book *Adam in Ochre*, and apparentl conceived the idea of it when he wa recording something of the joi American-Australian Arnhem Lan Expedition of 1948 for the Austra ian Broadcasting Commission. Apa from its main theme, it gives a amusing and interesting account the daily lives in camp of the 16 so members of the expedition.

It is a magnificently produce book, quite frankly designed an written, on the accepted oversea pattern, for reader-appeal. This unusual in Australian books, th authors of which usually rely, n too successfully, on simple and nat ral narrative to get them over, an who despise the tricks of the lite ary trade. That Simpson's recipe successful is proved by the sales *Adam* in Australia alone.

The author is at present in Ne Guinea gathering material for companion piece to this book.

(Adam in Ochre, published by Ang and Robertson, price 25/-.)

Mr. Peter Wenke returned to Ne Guinea in July after three month leave spent in the Far East and Australia. Before leave he was wit District Services at Morobe but ha now been posted to Wewak.

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Oh Pooh!

Dead Chicks Make Pilots Swoon

AUSTRALIAN Customs and Civil Aviation authorities recently informed Australian chicken breeders that day-old chicks could not be carried in passenger planes.

Since the war a lucrative trade in day-old chicks has been built up between Australian breeders and the Pacific Islands—and even with places as far afield as India and Hongkong. They have travelled in passenger planes to avoid possible off-loading from freight-planes.

The ban was originally imposed on a recommendation of the Airline Pilots' Association—one chicken might die and the smell could disturb the passengers of cause a pilot to become sick and lose control of the plane, they said.

The APA does not object to chickens being carried in freight planes. Apparently the pilots of freighter - planes have stronger stomachs.

QEA Ltd., however, continued to carry chicks until the advent of a prohibition by Australian Customs Dept. on humanitarian grounds.

It is a sad reflection on the state of the nation that when any body of workers becomes "organised," service to the public becomes of secondary importance and petty bans are imposed on all and sundry just for the sake of imposing them.

This ban on chickens might, as yet, only be a funny story, but it seems a long way back now to the days of the pioneer bush pilots who carried anything from pigs to gold-dust and human freight, all in the one compartment, and landed on any piece of ground that was reasonably free of tall timber. If there was any swooning to be done then it was not done by the pilots.

LATER: We have now been informed that the Customs ban on day-old chicks travelling by plane has also been lifted—it has been proved that the chicks huddle together for warmth and keep happy.

Mr. G. G. Shepheard, organising teacher at Rarotonga, Cook Islands, has been appointed headmaster-in-charge, Niue Island schools.

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THE STORY OF A PLEASANT WEEKEND EXCURSION

P. MORESBY, July 20

ON Monday, July 14, a launc and a Norseman aircraft wer out looking for three men who wer out in a borrowed dinghy on Sunday Two were found at Fisherman's Is land, and the other two at Porebada three miles beyond the far reache of Fairfax Harbour.

Two of them, Michael O'Brie and Frank Anderson, on Sunday had a look around the airstrip whil James Davidson, having no shoe waited on the beach.

Davidson slept. On awakenin he saw their dinghy already som distance from the shore. He swar to the dinghy, boarded it, sat dow to recover his breath (while the ra drifted) and then attempted to ri the sail.

The other two returned to th beach to witness what they believe was their perfidious friend settin sail for the mainland.

Davidson had never sailed a boa before. Soon after his attempt t rig the sail the boat capsized. Neithe of the two men on the island coul swim as far as the boat. The boa drifted away, with Davidson clin ing to it.

O'Brien and Anderson, hungr and miserable, were picked up nex morning by searching police, in launch.

Davidson and the dinghy wer carried by currents to a reef abou 12 miles from Porebada. He wa sighted there by two native Rove Scouts, Morea Dairi and Dairi Geg who were out in a canoe fishin about 1 p.m. on Monday. The took him to the native Scoutmaster house at Porebada, where he wa fed and given dry clothes.

By now both police and Mr. W Wyatt, Junr., owner of the dingh were out searching—police in th Norseman and Mr. Wyatt on motor cycle to Porebada, where h figured the current would take th boat. He was right. He foun Davidson finishing his fifth cup o tea.

The police, in language notab for its restraint, have again aske the people of Moresby to try an avoid getting themselves lost o stranded during week-end excursion

---

Mr. and Mrs. E. T. Fulton, wit their two young daughters, Mar and Elizabeth, returned to the New Britain plantation from Mel bourne on the August Bulolo.

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FIJI'S LIQUOR HEADACHE IS LOOMING AGAIN

From Our Own Correspondent

SUVA, July 25

INTIMATION that the Government of Fiji contemplates reopening a controversial issue—the liquor question—was made by the Acting Governor (Mr. A. F. R. Stoddart) in his opening address to the Fijian Great Council of Chiefs on July 22.

Mr. Stoddart told the Chiefs that the question of amending the Liquor Ordinance by the removal of "certain restrictions" on the drinking of liquor by Indians was due to come up for consideration. He asked the Council of Chiefs to advise him whether the present restrictions on Fijians should be retained, relaxed or modified.

The present system starts out with virtually a blanket prohibition on Fijians and Indians alike, but exemptions — commonly known as liquor permits—are granted to a strictly limited number of Fijians over the age of 30, and to a much greater number of Indians, many of whom are surprisingly young. Most of these permits allow the holders to drink beer at hotel bars, but a comparatively small proportion include spirits, and a still smaller proportion permit the holders to buy bottled liquor.

At the top of the alcoholic tree are a handful of Fijians and Indians who are exempt from liquor restrictions to the same extent as Europeans.

This system, like most liquor systems in all countries, has a good many loopholes and leakages. Further, it perpetrates, in Indian political eyes, the most heinous of all crimes—discrimination between Indian and European. It is also cordially disliked by certain, but by no means all, liquor-trading interests.

IN 1947 the Government, which was suspected — rightly or wrongly—to be motivated by (a) a desire to appease Indian agitation, (b) a desire to please various unspecified "selfish interests" behind the scenes, and (c) a desire for more revenue, proposed in effect to remove the liquor restrictions on the Indians while retaining virtual prohibition for the Fijians.

This was described by a former Governor as removing racial discrimination and protecting the Fijians.

The proposal provoked an angry inter-racial controversy. It produced a petition to the Secretary for the Colonies (who referred it back to the Legislative Council) from the heads of all the Christian denominations. Also, the Government's plan was opposed by the licensees of all Suva's six hotels. In the Legislative Council situation became so volcanic that the amendment Bill was sidetracked to a select committee which, after two years of wordy internal conflict, got nowhere.

When the liquor Bill turned up again in the Legislative Council with the select committee's inconclusive report, in 1949, the war started all over again. The Fijians opposed it; all but one European opposed it; and the senior Indian member opposed it. (The senior Indian member made no secret of the fact that he was torn between the urge to back "equality" and the urge to protect Indian families' pay packets).

Of the five non-official members who supported the Government the four Indians did so on the grounds of "non-discrimination."

The basis of the implacable Fijian-European opposition was that the Government could not prevent large-

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scale bootlegging if liquor supplies were thrown open to all but the Fijians, and that the Fijians particularly in the villages, would become in many ways the economic victims of alien vultures. It was acknowledged that already certain Chinese, part-Eurpean, European and Indian bootleggers were doing well, but it was argued that this evil was small compared with the prospective opening of the illegal liquor trade to every irresponsible Indian in Fiji.

In the end the Government dropped its proposals and all went on as before.

FIJIAN permit-holders continued to be increasingly outnumbered by partially-exempted Indians, and this caused resentment. Indians with permits looked down their noses at Indians without permits; and that caused more resentment. Difficulties arose at mixed social gatherings at which nobody liked to ask who had permits and who had not, and more than one hotelkeeper was driven to retire by the strain of constantly separating wheat from chaff am customers—and under the eyes policemen who, as likely as not, no permits themselves and, b human, also cherished a grieva

Whatever the Government's proposals for the Indians may and whatever has inspired them seems unlikely that it can escap great deal of inter-racial acrim This time it is almost a certa that the Fijians will demand equa with the Indians in any changes are made—and hang the co quences.

The Government, of course, two possible alternatives—either drop all racial liquor restrictions to impose a permit system for races, including Europeans and p Europeans. An increasing num of Europeans see the second alt ative as the only possible way

On December 31, 1951, a tota 15,521 exemption permits were force. Of these, Indians held 11, and Fijians and other Islanders gether only 3,915. Details w

Indians—Restricted beer, 3, restricted liquor, 1,677; bottled b 565; bottled liquor, 6,122; full per 67; total exemption, 17.

Fijians and others—Restri beer, 2,507; restricted liquor, bottled beer, 321; bottled liquor, full permit, 17; total exemption,

In Moresby Some Have Meters, Some Have Wate

LATEST survey made in Moresby shows that Europe in the town use 100 gallons of w per day and natives about 50 gall Previous estimates were that figure would be about 300 gall per day per person.

Latest consumption figures based on readings from those hon factories, etc., which are now s plied with meters. Those hou holders who still have no me are charged at a flat rate of £9 annum (instead of the 1/- per 1, gallons by the meter).

In theory this is a fair charg but there are some anomalies. bachelor who lives by himself feet above sea level complains t his supply is intermittent and during dry weather it is off ev night. He sees no reason why has to pay £9 per year for pec down the hill to water their gar while he cannot get enough wa for an evening shower-bath.

Installation of meters is proce ing. When everyone has one, t the bachelor on the hill will pay what he uses—he hopes.

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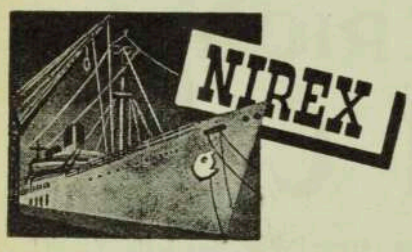

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Another Fiji Gold-Rush?

WHEN Mr. Lew Graham returned to Auckland from a business visit to Suva in July he showed the PIM representative a piece of jagged rock which appeared to contain flecks of gold. He had picked it up "somewhere in Fiji."

Just before again sailing for Suva in his vessel *Scot* (see "Small-ships News" elsewhere) on July 29, Mr. Graham showed PIM representative an assay report from the Thames School of Mines, that the sample was rich in gold and the area from which it came should be well worth further investigation.

"So by the time that gets into your August issue there may be another major gold-rush under way in Fiji," Mr. Graham remarked, with a wink. "But don't let it out before we get there."

CONGESTED HOTELS IN SUVA

SUVA, August 1

The accommodation problem in Suva, already acute, was made worse when the January hurricane put the Club and MacDonald Hotels out of operation. The Club has since been demolished, and the MacDonald is damaged and not available.

Unless they book well ahead, there is no place here for visitors. Many travellers are compelled to go out to the hotels in the distant towns.

Although there are many rumours about the erection of more hotels, there is as yet no sign of new building operations.

ITALIANS FOR NEW CALEDONIA

From Our Own Correspondent

NOUMEA, August, 7.

SEVENTY Italians—eight of whom are married—arrived recently in New Caledonia, and have started work at the chrome mines of Tiebaghi and Chagrin, in the north.

Inspector of Works Chatelain said that each worker was housed and paid 6,000 - 8,000 Pacific francs (£A.42-56) per month; but other reports say the wage is 4,000-5,000 francs. They may have to reimburse the fare from Marseilles to Noumea to their employees within the next six months.

The *Chung King*, expected in Noumea on August 17, is bringing another 150 Italians for the mining industry.

A reception at the home of **Sir Brian** and **Lady Freeston** at South Pacific Commission Headquarters, Noumea, following the recent marriage of **Miss Judy Wright**, of Sydney, to **Mr. Pierre Dememe** at Noumea Cathedral. The bride has been working for the SPC. The bridegroom is attached to the American Consulate, Noumea.

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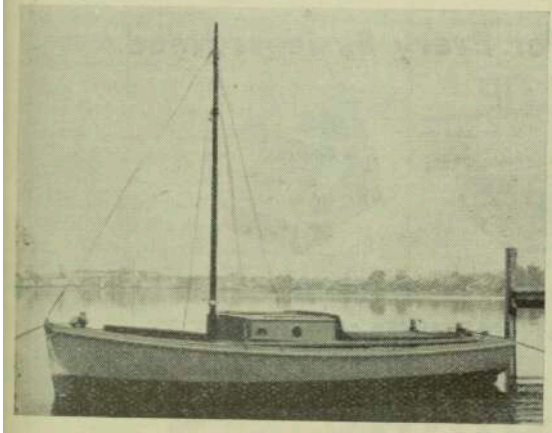

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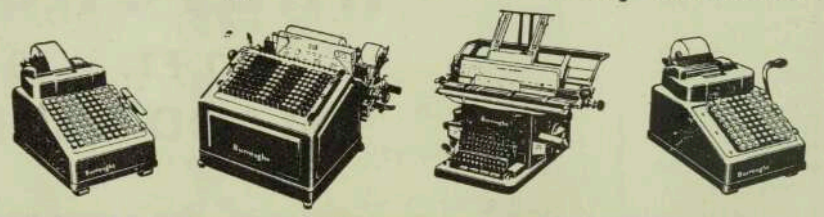

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Islanders' Medical Training

New Buildings for Suva School

From Our Own Correspondent

SUVA, July 29

AN important step in the history of the Central Medical School was taken on July 25, when the Acting Governor of Fiji (Mr. A. F. R. Stoddart) laid the foundation stone of the School's new buildings at Tamavua, Suva.

With the possible exception of the South Pacific Commission, at Noumea, the Central Medical School now is the most important single institution in the South Pacific Islands. Year by year, for many years, it has produced trained native men for medical work in all the tropical Territories east of New Guinea. These young men, carefully selected, are given a medical training over four years in Fiji, and when they qualify, they go back to their own Territories with the diploma of Assistant Medical Practitioner, (formerly called Native Medical Practitioner, or NMP).

The system has been of incalculable value in lifting native morale and in raising the standard of native welfare throughout the Islands.

The impressive ceremony of laying the foundation stone was attended by members of the Executive and Legislative Councils, the Council of Chiefs, students of the Central Medical School and a representative gathering which included the new High Commissioner for the Western Pacific (Mr. R. C. S. Stanley).

Tamavua is to become an important section of the new Suva Medical Centre, which, it is estimated, will cost £250,000 (of which £240,000 will come from Britain's Colonial Development and Welfare Fund).

The Acting Director of Medical Services (Dr. R. W. D. Maxwell) said that Tamavua would be a centre for medical and nursing training for Fiji, and possibly for the whole tropical South Pacific. Students would learn medicine, dentistry, sanitation, X-ray technique and the branches of modern medicine.

Dr. Maxwell added that the new Nurses' Training School at Tamavua had already been started. It was possible that there would be a new general hospital in the area.

Mr. Stoddart outlined the impressive record of the Central Medical School since 1883, when the idea was conceived of training young Fijians to work among their own people. The new building, he said, would be the centre of the School's main activities. The students would continue to receive practical training at the Colonial War Memorial Hospital. Further, the influx of students from the American Pacific Islands Territories (now being sent to Fiji for training) meant that some of the students would have to live in the present quarters near the CWM Hospital.

In his book "Britain and the South Seas," Sir Harry Luke, a former Governor of Fiji, describes the Central Medical School as "one of the biggest items in the repayment of the debt which the white man owes to the brown man of the Pacific."

Its students, totalling more than 80, are now drawn from Fiji (Fijians and Indians), Western and Eastern Samoa, Tonga, Cook Islands, Niue, Gilbert and Ellice Islands, Solomon Islands, Papua, Nauru, New Hebrides and the American Trust Territories.

The Central Medical School's first women students were enrolled in 1951. These pioneers are five Fijian girls of the type who, as competent nurses, have long been the mainstay of the hospital system throughout Fiji.

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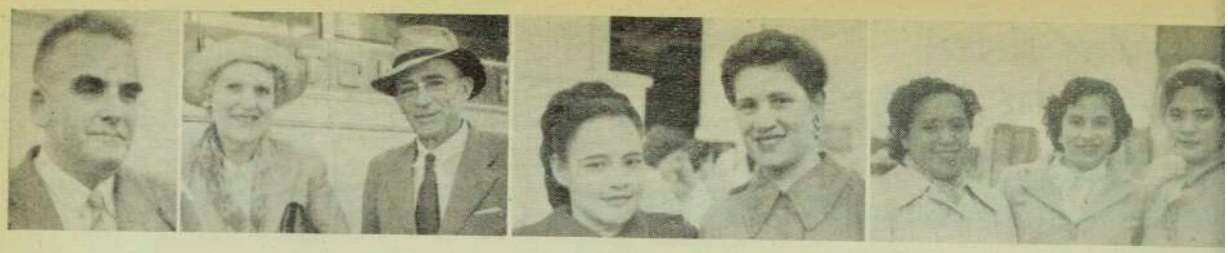

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Now in Auckland

Islands residents who arrived in Auckland in July included (left to right): J. B. J. RADFORD, who relinquished post after 12½ years in Western Samoa latterly as Chief Surveyor. MR. J. VAUGHAN, MC, retiring Chief Justice Fiji, and Mrs. Vaughan, who came so by TEAL. MISS PEPE LEOTA and M EDITH WEEKS from Apia on holiday Tofua. MISS L. KRUSE, MISS HARRINGTON, and MISS D. AH from Apia to visit friends.

Three well-known missionar recently departed from Vunapo Rabaul, on long leave—Fathers Hagen, A. Herzog and J. Krump Father Hagen, an Austrian, worked in the Bainings and Tala since 1935. Father Herzog, also Austrian, has been principal of i portant mission schools—especia the Teachers Training College, Vuvu. Father Krumpel, a Germ has done most of his work in New Ireland and Rabaul areas.

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Experts Look Over Papua's Rubber Industry

And Suggest Some Improvements

THE wild fluctuations in the rubber market over the last two years are indicated by the report on the Papuan rubber industry, issued recently as a Commonwealth Department of Agriculture bulletin. This bulletin also shows how long it takes these official reports to reach the general public.

The report was prepared after rubber producers in Papua had asked the Commonwealth, in 1949, to assist them in marketing their produce. At that time, Australian manufacturers were refusing to take Papuan first grade as such and the Port Moresby price was then about 1/3 per pound.

A general fact-finding investigation into the Papuan industry was begun by the Bureau of Agricultural Economics in October 1949 and completed in December that year. This report is the result of that investigation. However, the Director of the Bureau, in a foreword to the report in January 1952, points out that the circumstances had changed somewhat since the investigations were made and that due to stockpiling for defence, the price at Port Moresby was then 4/7 per pound and at one stage in 1951 had been 5/-.

Since then, of course, there has been another change in the position; prices are now down to around 2/6 per pound, Australian manufacturers are again having periods of haughtiness about accepting all that is available from this source, and many of the planters' troubles which are the subject of the report of 1949, are again raising their heads. In addition, plantation costs have risen considerably in the last three years.

The two aspects of the report of interest to Papuan producers are (1) the Bureau's finding with regard to the efficiency of the industry in the territory; and (2) the basis of the complaints levelled against the Papuan product by Australian manufacturers.

After considerable investigation, the Bureau arrived at 14.5d per pound as the average cost of producing 1 lb of rubber in 1949. They found that the industry was conducted with reasonable efficiency and energy although costs of production were higher than in Malaya, probably because of lack of labour or insufficient labour plus the official requirements for native living standards. Yields per acre are about 1/3 lower in Papua than in Malaya, one reason for this being that the trees are not of modern high-yielding types.

Manufacturers (in 1949) claimed that a better system of grading of Papuan rubber should be established. They said that Papuan No. 1 grade was inferior to the equivalent Malayan grade because of the presence of dirt and bark, lack of uniformity in colour, excessive moisture and unsatisfactory washing at the plantation.

They claimed also that deliveries of Papuan rubber to Australian manufacturers were slow and that manufacturers had been inconvenienced by irregularity of arrival.

The Bureau indicates that the manufacturers have some basis for their complaints and recommends better attention to grading, and to plantation treatment of the rubber before export. However, the Bureau makes the comment that during the scarce years of war, rubber manufacturers had to perform considerable improvisation, out of which sprang new techniques which in some cases now allow them to use second or third grade rubber, where before the war it was considered essential to use only top grade.

As far as the complaint re irregu-

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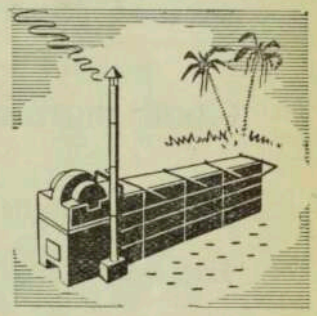

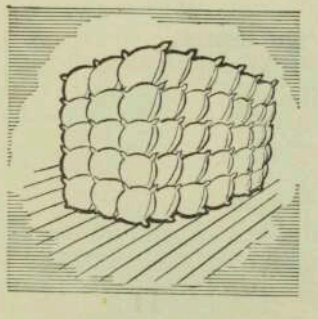

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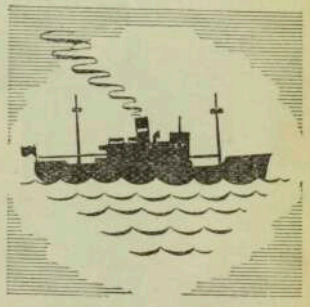

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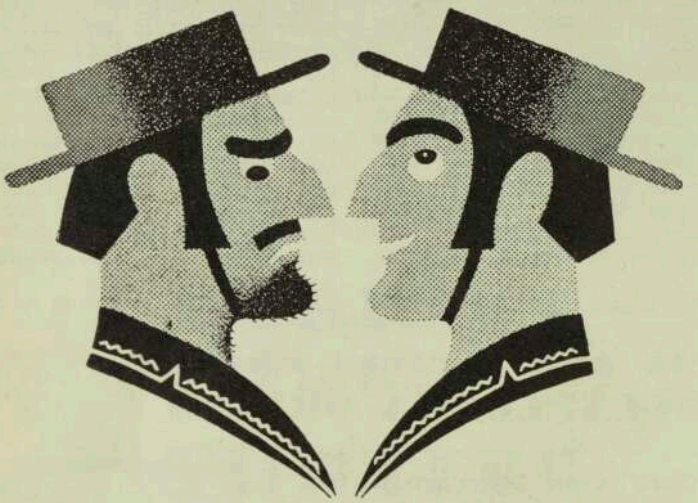

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Blue Gillette Blades

lar delivery is concerned — Pa
New Guinea did suffer from irr
lar shipping services up till 1949
since then shipping should be
quate for manufacturers' needs
be no more infrequent than f
Malaya.

FUTURE OF THE INDUST

Officialdom (and others) are f
of saying that Papua should be
to supply Australia's total rub
requirements. At present rub
from Papua is barely 1/10th
Australia's total rubber import
there is, therefore, great scope
improvement in this field, and jud
on these figures, it seems that
would be no great hardship if
Commonwealth guaranteed Pap
planters a market for their pres
production. However, as Pap
rubber is the first to suffer du
recessions in the industry, it se
obvious that there is room for
provement also in plantat
methods in Papua—it cannot
wholly a matter of prejudice
Australian manufacturers pr
Malayan rubber. All things be
equal, there should be room fo
10-fold expansion of the Papuan
dustry. Whether the provision o
guaranteed market for all Pap
rubber would help or hinder
production of better rubber, is
matter of opinion. Planters pr
ably believe that a guarantee wo
encourage the establishment of
plantations, planted to better st

Manufacturers could reply
the market is already there, w
open, if Papua could deliver
goods, and that if they are for
to take all the rubber the Territ
can produce, slip-shod plantat
methods and inferior rubber co
be the result.

RUBBER EXPORT FOR P-N

It was announced from Canbe
end of July, that an outstanding
pert on rubber growing will,
August, visit Papua and New Gui
at the invitation of the Comm
wealth Government.

The Minister for Territories, N
Paul Hasluck, said that the Gove
ment had secured the services
Mr. C. E. T. Mann, Director of
Rubber Research Institute of Mala
to advise on technical aspects
rubber planting in the Territory a
on measures which might be taken
expand the industry.

Norfolk Island has had a m
and showery winter, reports a lo
correspondent, but visitors a
local farmers would like to see m
of the island's famous sunshine

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More Island Travellers

Island travellers passing through Auckland in July included (left to right): MAJOR G. R. WARREN, aged 93, who returned to his home at Rarotonga, after 9 months in Sydney; he was farewelled aboard Maui Pomare by his daughter Phyllis and Miss Tara Tangi, of Auckland. GORDON F. RUSSELL, well-known in Fiji, took charge of the Cook Islands meteorological organisation in July. He flew to Rarotonga with Mrs. Russell. MRS. T. FLANNAGAN and PETER who returned to Rarotonga after holidaying in New Zealand. MISS R. E. V. MORRIS who sailed on the July Maui Pomare to marry Mr. F. S. Kidd of the Fruit Office, Rarotonga. MR. and MRS. T. W. MATHEWS who arrived from Vavau, Tonga, per Tofua.

TAHITI NOTES

A FORMER American L.S.T., which has been purchased by the French Government, arrived in Papeete on July 10. At a ceremony attended by the Governor (M. Petitbon) and leading citizens, it was re-christened **Porionuu**, by M. Jacquier. It will be used by the Public Works Department.

The luxuriously re-fitted Fairmile motor vessel **Philante** arrived in Papeete, in July, manned by her English owners (Messrs. Rusden and Baker).

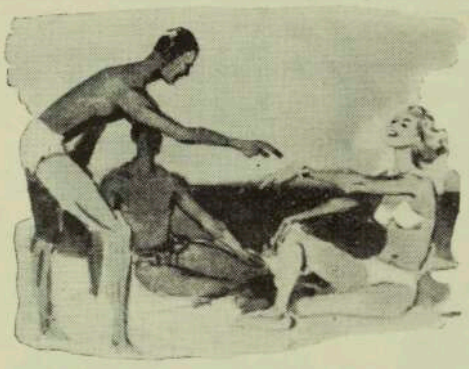
On June 7, M. Moriez Antoine, an inmate of the Old Age Home, Papeete, was killed, whilst crossing a bridge near Papeete, when the motorcycle he was riding ran under the rear of a heavy vehicle. Five days later, Caporal Chef Minguy Yves Marie, of the Military Department, was also killed when the motorcycle he was riding struck the side of this same bridge.

The small Dutch steamer **Zephyr** called at Papeete on July 10, en route to New Zealand, to be handed over to new owners.

Dr. and Mrs. T. Braun of the Lutheran Mission hospital, Madang, arrived in Brisbane at the end of July after one year's leave in their native America. Dr. Braun has spent 25 years in medical mission work in NG; Mrs. Braun, 27. During the war, with 152 other missionaries, Lutheran and Catholic, they were taken prisoner by the Japanese and were liberated at Hollandia in 1943 after horrifying experiences. The couple attended the sick and dying during their imprisonment. Dr. Braun has spent half of his recent leave studying the latest treatment of Hansen's Disease.

Dr. Olive Gill arrived in Sydney from England in mid-July en route to Papua where she will rejoin her husband, **Archdeacon Romney Gill.** She will do medical work at the Anglican mission.

Chief Justice J. H. Vaughan, of Fiji, has now left the Colony, prior to retirement. Mr. Vaughan arrived in Suva as Attorney General in 1945, and became Chief Justice of Fiji in 1950.



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Mr. and Mrs. Dyson Hore Lacey were in Sydney in July on their way to their plantation in New Britain where they will spend the rest of the winter.

The engagement has been announced of **Miss Elizabeth Mary Hutchinson** of Melbourne to **M. Jean Brock** of Noumea, New Caledonia.

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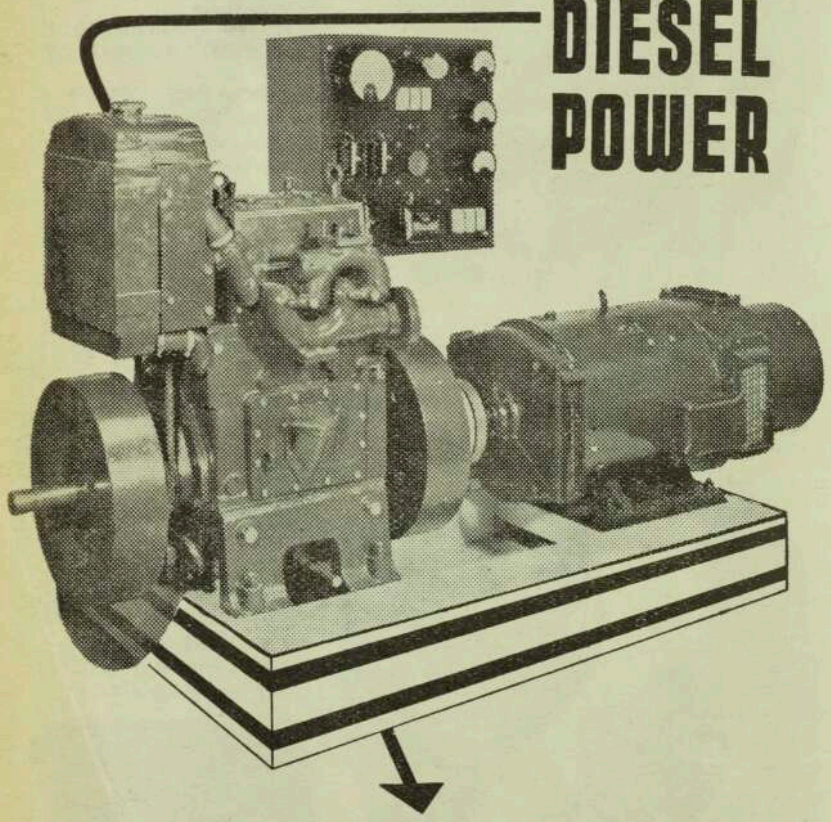

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MACKAY KERRY EXTENDS TO NG

THE Islands firm of Mackay Kerr Pty., Ltd., Sydney, under th energetic directorship of Mr. Coli W. Mansell, is further extending i activities with the establishment of branch in Papua-New Guinea.

Plans for the erection of an offic and store at Lae, on the NG mair land, have been submitted to th Lands Dept. for approval, said M Ralph Albrecht, who will manag the firm's New Guinea establishmen on his return to Sydney from th Territory early in August. The build ings are expected to be erected an ready for business by the end of th year.

The Co. will handle copra an shell for export, as well as conduct ing a general retail store caterin both for Europeans and for natives

More TEAL Passengers on Coral Route

TASMAN EMPIRE AIRWAY has had to set aside the 39 passenger Mk.3 Solent and use on of their 45-passenger Mk.4 Solent since their mid-June flight fron Auckland. Heavy demand for seat ing to Tahiti is the reason.

The company is still unable t give a date for the inauguration o set-downs at Western Samoa. Thes cannot commence until areas o shallow reef have been blasted fron the landing area.

Week-end Flights to Suva Is Recruiting Lure

THE RNZAF's new No. 6 (Mari time) Squadron, formed a Hobsonville, Auckland in July, i having trouble obtaining recruits.

Late in July it was announced, as an additional lure, that week-end return flights to Fiji may form part of the operational training.

The Squadron is to be equipped with the present No. 5 Squadron Catalinas from Lauthala Bay Fiji— as soon as that Squadron receives Sunderland replacements from En gland. At present No. 6 is equipped with one Sunderland—formerly the NAC's "Takitumu" well-known on the Auckland-Suva route — two Catalinas, and an Auster floatplane.

No. 6, as a training Squadron will provide the operational crews for No. 6 in due course.

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DEATHS OF ISLANDS PEOPLE

MRS. JULIA NORDMAN

The death on June, 15, 1952, of Mrs. Julia Nordman severed an interesting link with the early European phase of Tahiti's history. Mrs. Nordman's father, Isaac Thompson, first visited Tahiti as a member of the crew of the American whaler *Charles W. Morgan*. He returned to those seas in the American whaler *Julia;* and, in the Cook Islands, he settled on Atiu and married a woman of Atiu. When his son died, he went to sea again and subsequently remained on Maupiti, where he married Punaatuipeetau A Taero, a Polynesian princess. They later lived at Paea, in Tahiti. They had five children—the youngest a girl, whom Thompson named Julia, after his old ship.

The children of Isaac Thompson became well-known in Tahiti. In 1883 Julia Thompson and her friend Miss Tapscott (who later became Mrs. John Bambridge) went with Mr. and Mrs. Herman Meve to San Francisco, making the round trip in the barquentine *City of Papeete*. Soon after her return, Julia Thompson married Alex E. Nordman, who had become a chief gunner in the United States Navy, and who had settled in Tahiti. They had five children, of whom 3 survive—Mrs. Howard King, of California, and Edward and Oscar Nordman, of Tahiti.

BROTHER ALEXIS

Brother Alexis (Henkelman), M.S.C., who died at Yule Island in June had lived 83 years, and spent 58 of them in Missionary service in Papua. He was born in Holland and was trained as an expert pastry-cook. But he wanted to be a missionary, and he arrived in New Guinea in 1894 with a large band of young recruits—all of whom he survived. Port Moresby then consisted of six or seven European houses. Brother Alexis filled many jobs—sailor, printer, storekeeper, bursar, teacher, plantation manager. But he was best known for his fine seamanship as the skipper of the neat and game little mission ketch *Saint Andrew*, in the days when this century was young. He liked to remember that, given a stiff south-easter, he could take the ketch from Moresby to Yule in 7½ hours.

MR. LESLIE DAVIDSON

Mr. Leslie Davidson who has been practising law at Ba, Fiji for over 40 years died on July 14, aged 84. His wife died about 18 months ago. He is survived by one son now living in Auckland, NZ.

MR. EPHRAIM HATHAWAY

The death occurred in Suva, Fiji, on July 16 of Mr. Ephraim Hathaway. He was born in Fiji, at Wainunu in 1865 and for many years carried on business as a building contractor. One of his buildings was the Cape Washington Lighthouse.

In 1916 he founded the Waimanu Sawmilling Co. which is still in operation.

His wife died three years ago. He is survived by two daughters, Mrs. W. M. Pearman and Mrs. L. Sanford, both of Suva, one grand-daughter and four great-grand-daughters.

MR. E. FRAMHEIN

Mr. Edward Framhein died at Rarotonga, Cook Islands, during July. He was son of the late Karl Emil Wilhelm Framhein who was a Captain in the Imperial German Navy, and a member of a well known Rarotonga family.

He is survived by three sons and eight daughters.

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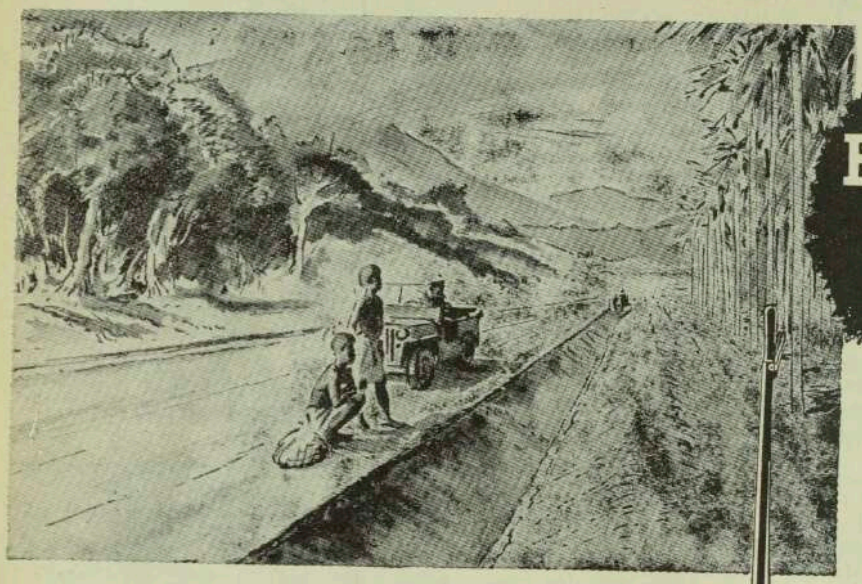

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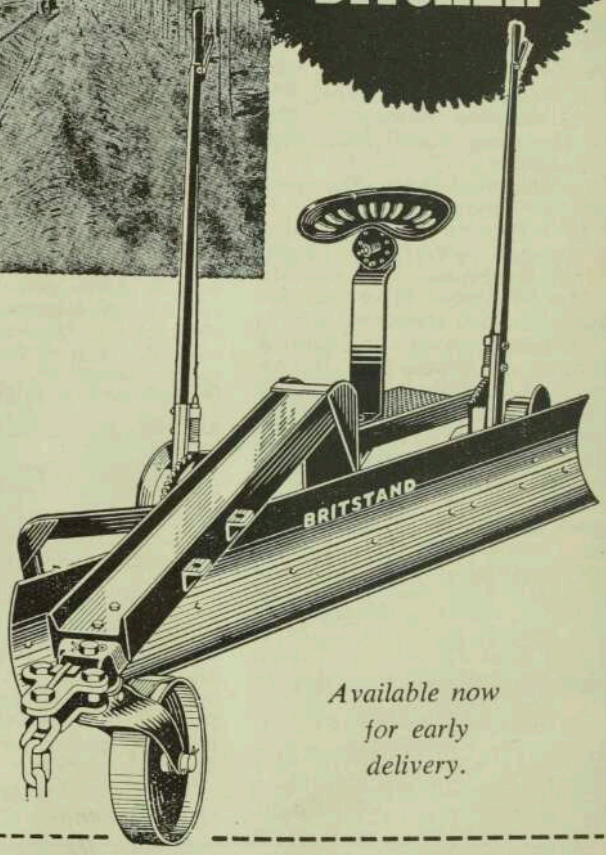

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MRS. TUHIRANI SNOW

MRS. TUHIRANI SNOW, an old and respected resident of Rarotonga, died there at Tupapa on July 17, aged 81.

She is survived by three sons and four daughters, including Mrs. Val Savage, Mrs. Teariki Tamarua, Mr. Teariki Samuela and Mrs. Edward Franheim.

MRS. G. CRUMMER

Mrs. George Crummer, senior, died at Avarua Hospital, Rarotonga on July 8, aged 74 years.

Mrs. Crummer was a member of one of the leading families of Rarotonga and had been resident in the Ngatangiia district for very many years. She is survived by her husband, and by a number of sons and daughters.

MRS. E. W. FENNER— MR. E. D. FRANCIS

Two well-known members of the Fiji community of half a century ago—Mrs. E. W. Fenner and Mr. E. D. Francis, both of the CSR Co's staff—died in Killara, Sydney, within a month of each other, recently.

Mrs. Fenner, who passed away on July 15, aged 87, went to Fiji, as a bride, in 1885. Her husband managed the CSR Co's sugar mill at Rarawai, and she was one of only three white women in the district at that time. After a transitory period of 20 years—when they moved around from mill to mill—Mr. Fenner was appointed general manager in Fiji. Mr. and Mrs Fenner had six children, three of whom—F. W. and P. C. Fenner, both in retirement in Sydney, and Dr. N. Fenner, of Castle Hill, NSW—are alive. Mr. and Mrs. Fenner retired in 1918, to Sydney, where Mr. Fenner pre-deceased his wife in 1937.

Mr. E. D. Francis, who died, after a short illness, at the age of 75, went to Fiji in 1904, for the CSR Co., as a young man. After some seven years with the Co.—during which time he helped to build the Nadi-Lautoka-Tavua railway—he leased a sugar plantation, at Tavua, from the Co. and ran it for about 20 years until labour troubles forced him to return it. Mr. Francis was married twice, and leaves one daughter.

For the first time in history the Governorship of French Oceania has been raised to first-class rank. M. Petitbon, the present Governor of Tahiti, is the first to receive this honour. He is on the point of leaving Tahiti on an official visit to Paris.

RAWHITI'S NEW STATUS

THE former tank-landing-ship *Rawhiti* which operated from New Zealand to the Islands and Australia for several years after the war, and which was sold to the Peruvian Navy late last year, was renamed *Chimbote*—after the Peruvian port of that name, 200 miles north of Callao.

Chimbote now is classed as a gunboat, and makes the long voyage from Callao through the Panama canal and 2,000 miles up the Amazon to Peruvian settlements on the headwaters of that great river.

Mr. and Mrs. J. S. K. B. Borron, of the Lau Islands, Fiji, have spent recent weeks in Melbourne, after a visit to United States and Europe. In Scotland, Mr. Borron underwent a severe operation to counter an old trouble in his legs; and this, combined with further treatment from Melbourne specialists, has improved his condition a good deal. They hope to return to Fiji in September; but it may be that he will be obliged, in future, to live in a colder climate, in which event his sons will take over the Mago coconut plantations in Lau. The Borrons are members of an old Fiji family, famous for its hospitality.

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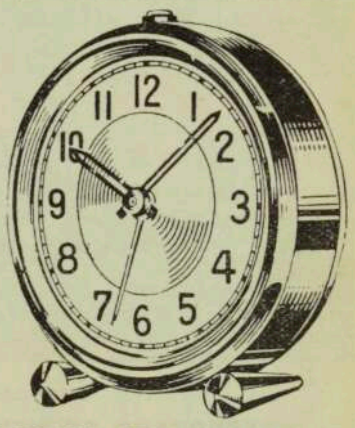

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Paul James Aingimea, a Nauruan, has been chosen to train at the Queensland Congregational Theological College, Brisbane and will later become a teacher in Papua. Until recently he has been a timekeeper for the Phosphate Commission on Nauru.

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BITTER POLITICAL STRUGGLE IN NEW CALEDONIA

From a Special Correspondent

NOUMEA, Aug. 7.

THE political situation here (Ju PIM, p. 15) is more confus than ever.

Under the influence of M. Len mand, the Leftist Deputy for NC who wants a common roll, enfra chising the majority of natives—t Chamber of Deputies threw out Bill giving NC a new constitution.

Meanwhile, the term of General Council here expired January 19). Pending a new Bill, Chamber of Deputies extended life of the Council. When the lat found that the vote authorising new lease of life included the Co munist Party, it resigned in a bo on May 19. The Colony since h been without a Council.

The Chamber of Deputies was debate the NC situation—votes natives being the chief issue — June 15. It did not do so.

It now has been arranged that Chamber of Deputies mission will vestigate the position in NC, Septe ber 11-18. Seven deputies are co ing, representing respectively Gaullists, French People's Ral Socialists, Radical Socialists, Co munists, Centre Right, Independen

Meanwhile, a bitter struggle pr ceeds here between the extren Leftists, led by Lenormand, w want a common roll, and a supported by the Reds; the powerf commercial interests, whose influen here in the past has been predon nant; the middle classes, who wa neither the common roll nor the b interests; and the Roman Catho Church, which favours the comm roll (probably because it condem the big interests) but is anti-Co munist.

Europeans generally argue that t common roll will mean the econom ruin of NC.

That popular couple, **Mr. a Mrs. Paul Mason** of Inus Plant tion, Bougainville, are the prou parents of a daughter, Ingr Annabel, born on June 23. The ne Miss Mason is the first child to b born at St. Francis Mission Ho pital, Tearouki, which is now Marist Mission station, but pr viously was the plantation of th late Mr. Chris Falkiner and Mr Sue Falkiner.

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OPENING SUVA'S ANGLICAN CATHEDRAL

ANGLICAN Church authorities in Suva have invited the Primate of New Zealand, Archbishop Owen, to the opening ceremony of part of the new Anglican Cathedral.

The date tentatively set for the opening is November 30.

It was originally expected that the first portion of the Cathedral would be ready by Easter 1952, but the January hurricane altered all that.

Considerable damage was done to the Cathedral, which had then reached the roofing stage—this caused delay and extra expense.

AGAIN THE MATSON SHIPS

Early in July it was reported from Washington D.C. that the United States Government had agreed to pay the Oceanic Steamship Co., the subsidiary of the Matson Co., the sum of $3,826,778 for the refit of the *Mariposa*, and would purchase the *Monterey* for $3,097,925 and refit her as a troop ship.

Matson agents in Australasia state, however, that it is unlikely that the *Mariposa* will return to the Pacific trade. The intention of the Company if and when it resumes the service, is to use two new 20,000 tonners.

The US Government's settlement was the result of a $13 million suit in the United States Court of Claims for alleged failure to meet its obligations in returning the two vessels to the Company after the war.

The Bank Line freighter **Weybank** left Auckland in mid-July for the Gilberts to take aboard labour gangs which will replace those at present employed on plantation work at Fanning, Washington and Christmas Islands. En route, the **Weybank** was to load coconut oil into her ballast tanks at Fiji. She will lift copra for Europe at the northern islands.

TAHITI

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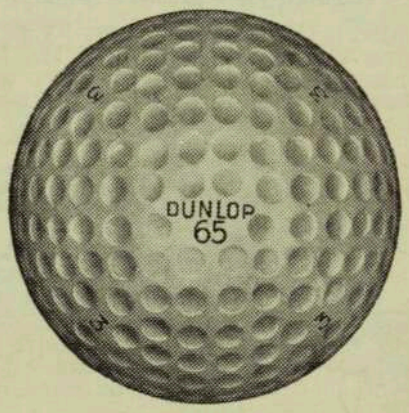

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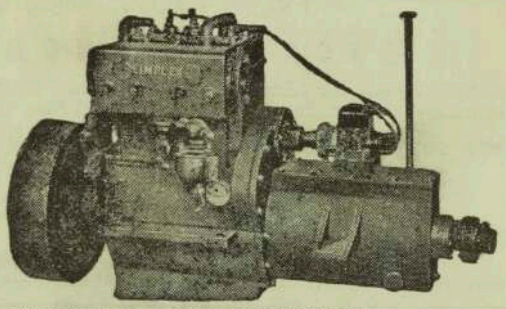

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THE MONTH IN RABAU

From Our Own Correspondent.

RABAUL, Aug. 2

CANBERRA TOURS UNLIMITED

ANOTHER Parliamentary party arri on July 11 and for three d swallowed dust and liquor in eq quantities as they were rushed from show place to another.

They enjoyed it all; declared themsel impressed by the standard of deb which ruled the Ordinary Mont Meeting of the Rabaul Native Vill Council; decided that here, at any ra the Civil Servants were civil, e obliging, and made of their job a care dutifully counted the livestock Kurakaul, not forgetting the donke wholeheartedly admired the view fr Rabaul's "Sublime Point", near Barrett's place, and laughed appreciativ when Jack Sedgers jovially raised question of backloading — why Government cannot afford to pay fares of even fifty Scouts to the Jambo next year!

The theme song from the first "quick to their own "shout" on the eve departure was that Rabaul nee developing and defending. And that, has been said before.

RABAUL'S WRECKS AND RUBBISH

Since the announcement by the Co monwealth Government that Rab would be rebuilt, the business of A visory Council meetings has larg centred on the subject of "Rab Beautiful".

A spirited argument between Dudley Jones (who knows his law), a District Officer J. J. Murphy (who sho know the business of his district) relat to responsibility for the removal of ships and other war wreckage stre around Rabaul's foreshore resulted in matter being referred to the Governm Secretary.

Since 90 per cent. of the wrecka belongs to the Administration, Mr. Jo says it is the Administration's job remove it; but Mr. Murphy says that clause in the Leases lets the Administ tion out.

Meantime, Rabaul townspeople wo love to be able to enjoy their beaches.

PLANTER'S WIFE CHARGED WITH MURDER

On July 31, in the District Court, M F. Warner Shand committed Mrs. Mad Culnane for trial on a charge that s murdered her husband, Edward Culna at their home on Ulitowa Plantation, an isolated part of the Kokopo distri on the night of June 2.

Early in the morning of June 3, M Culnane sought help at the Vunapo Mission. It was found that she w wounded, and her husband was dea apparently the result of shooting with revolver.

In evidence, Mrs. Culnane said that s was left alone that night, and t electric light failed, and she had on

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a hurricane lamp. She thought her house was being entered by native labourers, and fired shots from a revolver. She still had the revolver when her husband arrived at 3 a.m. and, when moving around, the revolver was accidentally discharged, and a bullet struck and killed him.

Mrs. Culnane was defended by Mr. Dudley Jones; but the Court decided that there was sufficient evidence to cast doubt upon her explanation of the occurance, and to warrant a trial by the Supreme Court.

"BOY" TROUBLE

Three weeks ago, 21 driver boys employed by Town Taxis, Ltd., walked out, and around to the Native Labour Officer for the Works Dept. The latter, after checking with Mr. K. E. Cummings, proprietor of Town Taxis, signed them on to work at Manus; and that very Saturday they were farewelled by their jubilant and admiring followers.

Jubilant, because the native only knows black and white, win or lose, and this time he feels that he has certainly won.

Mr. Cummings knows no reason for his drivers' behaviour; but he does know that they have been sabotaging his business for some time. It was not uncommon for clients to ring his home and complain that his office boys were answering, "No got taxi—ring—" (another taxi service), when they got requests for a taxi.

The drivers are all Tolais and, for some time, they had been pinpricking by arriving on the job when it pleased them and taking their **meris** for joyrides, instead of returning to the depot after doing a job.

Since then, some half-dozen boys have drifted back and are working peacefully. European friends help Mr. Cummings out during peak hours.

Apart from public inconvenience caused by breakdown of an essential service, and the owner's losses, there is a legal and ethical side to this which should not be ignored. The native has no "employee" traditions to guide him, and the nearest we get to an explanation from him is it is "feshin bilong Master". Perhaps our Legislative Council will seek ways and means of fostering among natives a sense of responsibility towards their job.

REBUILDING OF RABAUL

Through the port of Rabaul flows more than half the Agricultural wealth of the Territory. Administration and Private Enterprise are united in their determination that the new town shall not be only a collection of wood and iron shanties. Designs for the Administration block show a two-storied reinforced concrete building — inspiration has been looked for from Suva and Malaya rather than Moresby.

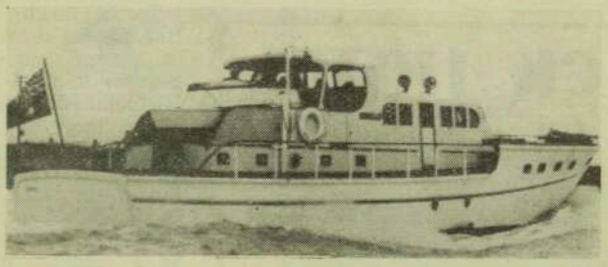
Priority is to be given to safety factors, such as the installation of the seismographs at the Observatory, the simultaneous construstion of an escape route over Tunnel Hill and, in addition, a permanent highway from the town up to Namanula, down to Nordup and across to Tavui.

District Commissioner J. K. McCarthy regards the present types of Administra-

(Continued on Page 131)

FOR NEW HEBRIDES

The luxury-cruiser Idle Hour, which has been sold to the Condominium Government, NH. (See Smallships News, this issue).



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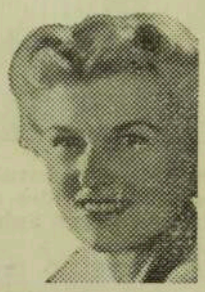

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MORE ABOUT TEACHING P-NG NATIVES SIMPLE ENGLISH

WE have received from the Australian Branch of the Oxford University Press, the first-year books of the *Oxford English Course for Papua and New Guinea;* we have received also a letter from the Australian manager, Mr. Frank Eyre, commenting on our article, on the subject of teaching English in Papua-New Guinea schools, which was published in July issue.

It was stated that the course was designed for teaching English as a second language, and this, we suggested, was rather putting the cart before the horse — that English should be the first, or universal language.

Mr. Eyre apparently agrees. He says that he does not know what the P-NG policy is in regard to this, but that the University Press always hopes that when one of these courses is designed for an area, the result will be to make English the *lingua franca,* and that experience invariably has shown that this is what happens as a matter of course, whatever official policy may be.

However, as it is necessary to have some medium of instruction before one can teach children anything, he feels that the earliest instruction in village schools will be in the vernacular and that this should not preser any difficulties as each villag teacher "will surely have to learn h own local vernacular."

There are, however, as we see i two main difficulties in teachin English to Papua-New Guinea nativ children—as opposed, for exampl to teaching it to Fijian children c Samoan children. One is the mult plicity of native languages or dia lects which vary from district t district, even from village to villag The second is the scarcity of nativ teachers. A contributary difficult is that the Territory is not uniforml "civilized." For example, there as much difference between the liv ing standards of the inhabitants c a remote Central Highland hamle and those of the natives of Po Moresby as there is between th lives of the Port Moresby an Rabaul natives and the residents c Sydney.

Moreover, the obvious necessit of teaching first in the vernacula is going to severely limit the fiel of operations of the native teacher— that is, he will have to teach in district whose language he himsel speaks. It is probable that the back ground and experience of native living near the centre of Europea influence such as Moresby, an Rabaul, fits them better for the rol of teacher, but it is obviously im possible to send these people to th Highlands, for example, or the Sepik where they will not understand o be understood by the local native Most New Guinea natives can spea Pidgin—or learn it very quickly eve in the remotest parts. But it seem to make little sense to use Pidgi as a medium for teaching straigh English. As it is human nature brown as well as white, to take th easy way out, it is doubtful if thi would be very successful.

A great deal of thought has gon into the Oxford books. The firs year pupils' books are divided int two parts—speaking and reading— and from the pupils' point of viev the business of learning to speak an read English should not be too diffi cult, providing that they have teacher who knows his business. Bu the third book of the first-year series—Teacher's Notes—naturall raises the question — how man native teachers in P-NG are equip ped to give pupils the full benefit o the Oxford English course. And th

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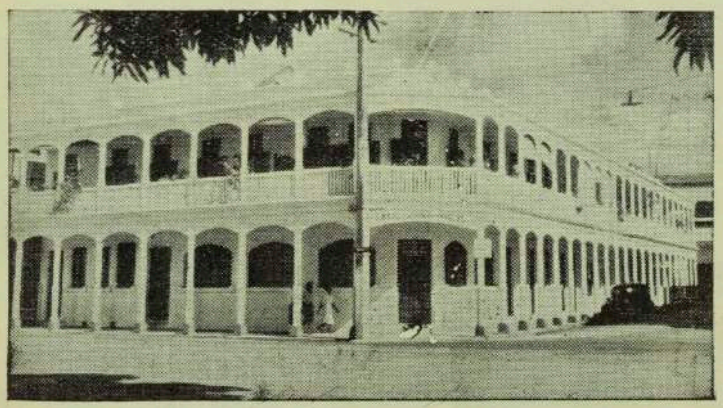
SUVA, FIJI



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answer probably is, so lamentably few that only a token assault can be made on the mass illiteracy that exists in the Territory to-day.

However, a start must be made somewhere. The important thing is not the inadequacies or difficulties of the present, but the fact that some basic plan has been made, a course plotted. Over the years there has been much argument as to what should be the universal language for Papua or New Guinea. Motu, other dialects, Pidgin have all had their champions. Each of the missions has taught in the medium best suited to its requirements, but there has been no official policy laid down. Most people will rejoice that a decision has at last been made, and although the choice of simple English is probably the most difficult to attain, most will agree that the right course has been taken.

Two nuns of a French Canadian order who were recently expelled from China by the Communists will open a Convent of the Congregation of Angels in Tahiti. They are Sisters Bruno and Rosaire and have been waiting in Australia since their expulsion from China earlier this year.

Sir Walter Carpenter, founder of the Carpenter group of Pacific Companies, left Sydney in August for North America, where he will spend some months. Sir Walter now is living in retirement.

Dr. Edward Jacomb, formerly prominent in New Hebrides affairs, but for many years a resident of the Channel Islands, arrived in Sydney in July, after spending several months in Norfolk Island and New Hebrides. As a legal and medical man, with a keen interest in Administration, he may have something interesting to say about the Condominium.

Apia's out-of-date telephone system is now being overhauled. Instead of overhead wires, underground armoured cables are being installed and the new system should provide a much improved telephone system. About 100 new subscribers on the waiting list will now get 'phone connections.

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Workboat.—40 ft. x 12 ft. 6 in. x 5 ft. 6 in., 40 h.p. Gardner, **£3,050.**

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Army Workboat.—40 ft. x 12 ft. x 4 ft. 9 in., 3 cyl. G.M. diesel, **£3,675.**

Hull.—57 ft., make good aux. cargo carrier, **£1,750.**

D.E. Workboat.—30 ft. x 10 ft. x 3 ft. 3 in., Parsons Kero., **£1,100.**

Several Cheap Diesel - powered Passenger Launches.—Suit conversion, 36 ft. to 45 ft., **£750** to **£1,500.**

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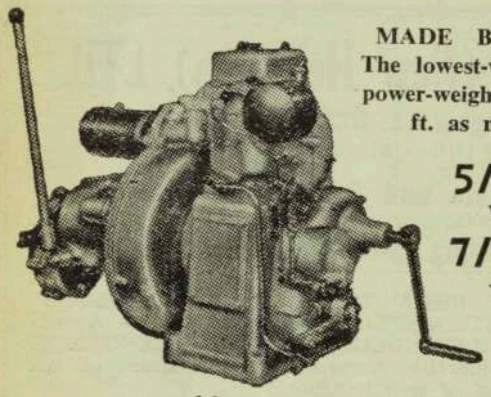

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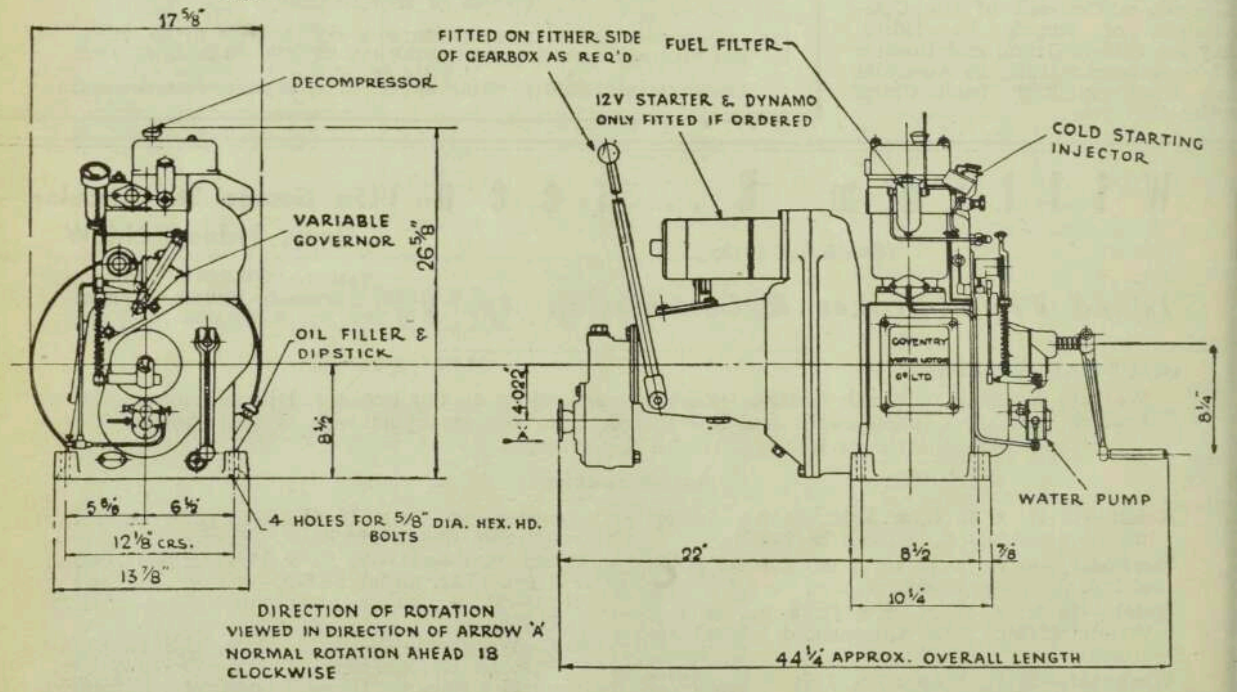

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THE SMALLSHIPS

Auckland Waterfront Gossip

"JUMP aboard" someone called, "We're just shifting berth. And let go that line for'ard, if you don't mind—and look out for the wet paint. We'll take a turn out in the stream and tell you what's cooking."

The vessel was the 35-ton, 60-foot, 47-years-old hold-scow *Scot;* one of the numerous family trading vessels built by David Darrach, of Omaha, near Auckland, in the first quarter of this century. *Scot* was for years operated on NZ coast, latterly with a motor. She was taken over by the Americans in the war, but was too small for NZ-Solomons run, lay in Auckland for years, and finally was bought two years ago by Mr. Lew Graham, former owner of those two wrecks which now grace the Aitutaki reef in the Cook Islands—*Karono* and *Alexander.*

Aboard, we were surprised to see Captain J. McK. Arnot in "working kit" at the helm. The Eastern Pacific will remember Captain Arnot passing through last year—Marquesas, Tahiti, Rarotonga—in his yacht *Kimbala,* from England. With 30 years of seafaring behind him, latterly with the Burma Oil Co., he came to New Zealand to buy a farm and say goodbye to all that. But the disease is deeprooted, it seems.

Captain Arnot had just returned from helping to deliver the *Lady Stirling* from North Auckland to Suva, where she is now operating for the Catholic Mission. Meanwhile, *Kimbala* is undergoing overhaul in an Auckland shipyard. "No, nothing denfiite in view. Writing a book in the meantime—and looking for anything interesting that offers in the seafaring line– with or without *Kimbala*!"

Also aboard was Cec. Harrison, formerly of the *Karoro* and *Alexander*—ready for another look at the Islands.

"Well, we're heading for Fiji," said Lew Graham "and we don't expect to bring *Scot* back. There could be a job for her in a certain movie set—then, again, she may become domiciled in the Lau Group. Only thing certain at the moment is that she's going to become well-known in Fiji."

Scot, looking staunch enough, despite age, was due out on another adventure late in July—with two sturdy diesels and a full spread of canvas.

"Sorry we're not going" we said. "After all, with only 3 feet of draught, this one should be able to get well up onto a reef, so that a man could walk ashore dry-shod, if need be!"

At the rail Captain Arnot had another interesting morsel.

"Remember that story you ran about Captain Fullylove wanting to visit Rapa? Well I was going to sail him down there from Rarotonga. We'd made that date to meet in the Cook Islands two years before—and we kept it. I'd just retired from the Burma Oil Co. at the time. Fullylove flew to Rarotonga while on leave. But it was too late for the Rapa excursion—winter and strong westerlies from there to New Zealand—so we gave up the idea.

"By the way, you might tell them

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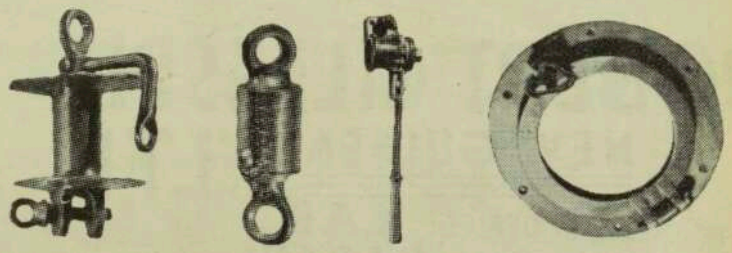

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in Rarotonga that I've had a letter from Fullylove telling me that he's just got married. So there definitely won't be any excursions to Rapa coming up!"

ANOTHER SOUTHERN CROSS

At the Anglican Church's diocesan synod in Wellington, NZ, on July 16 the General Secretary of the Missions Board, (the Rev. W. S. Southward) announced that it is proposed to build a new ship in England to replace the present Melanesian Mission vessel *Southern Cross*.

Southern Cross, because of her age, is becoming uneconomic to operate. A committee in Britain has commenced to raise funds.

SMALL SHIPS FOR SOLOMONS-NEW HEBRIDES

The Leper's Trust Board and representatives of the four Missions (Melanesian, Catholic, Methodist and Presbyterian) operating lepro-

In the news this month (top to bottom):

The 35-tons hold-scow Scot, for Fiji.

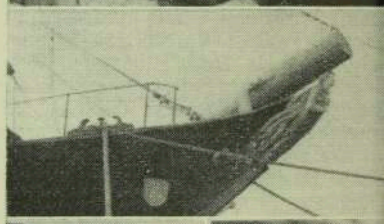
The men who man her: Mr. Lew Graham, Mr. Cec. Harrison and Captain Jack Arnot. Missing from photo: Mr. Theo Young.

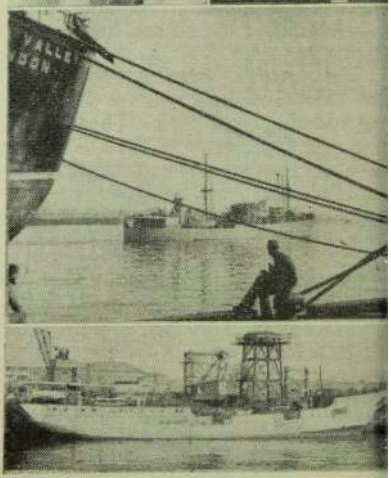
Figurehead of the Foz do Douro, now loading scrap in the Solomons.

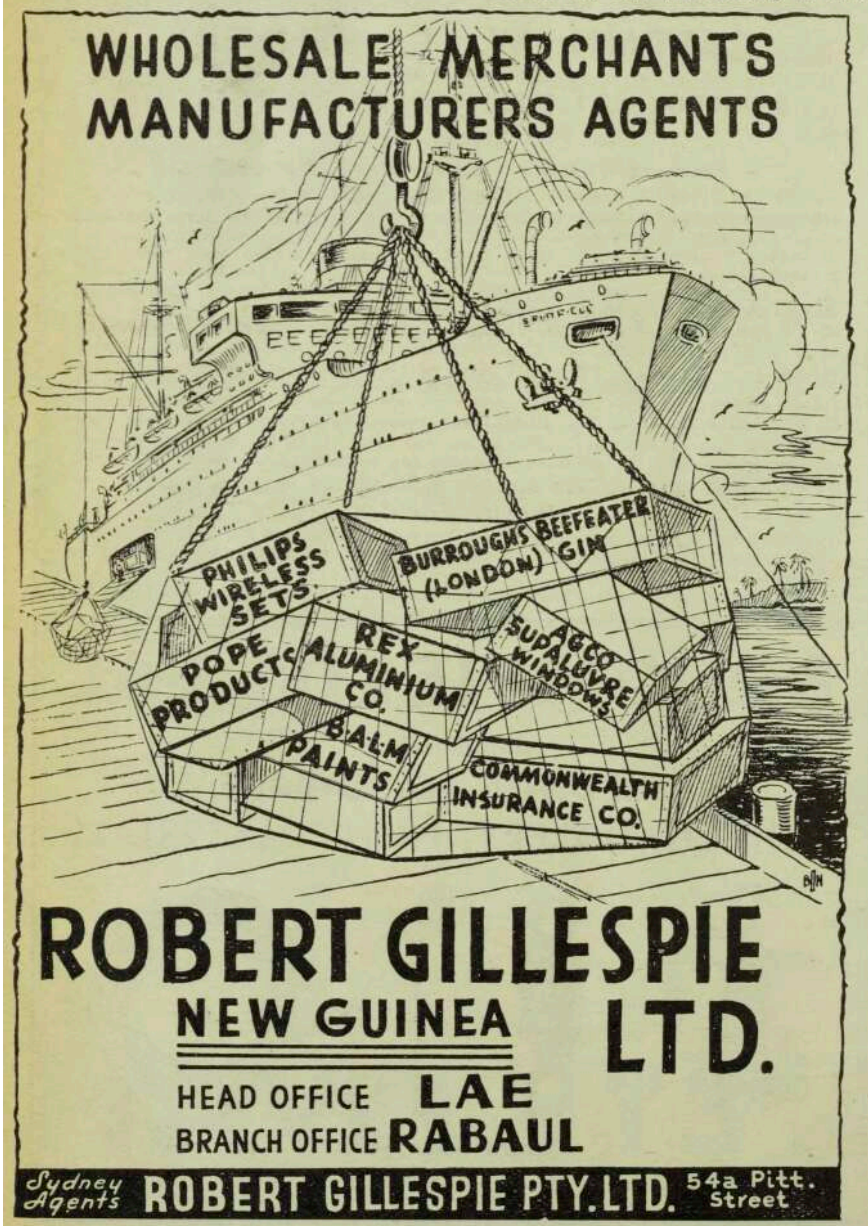
Foz do Douro's master, Captain Joao de Deus; and Captain L. Boulton of Maui Pomare.

Captain Boulton's command, Maui Pomare, again causing speculation.

Oiseau des Iles, still refitting in Auckland, now has her three lofty masts for shortening—due to rot. They w fitted only two years ago.







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sariums in the Solomons-New Hebrides area, met in Auckland on July 14, to discuss details of four 55-foot motor vessels which the Board plans to build—probably in Auckland—and give to the Missions to operate.

Funds were allocated recently. The final cost is expected to be £15,000 (NZ) each. They will be used for general medical-patrol work when not engaged on leper work.

IDLE HOUR SOLD TO NEW HEBRIDES

The 60-foot Brisbane River showpiece, *Idle Hour*, a luxury cruiser once owned by a well-known seller of Golden Casket tickets, has been rechristened Don Quijote and has sailed for the New Hebrides where she will be used for Condominium Government purposes. Captain W. L. Kennedy, Sydney shipbroker, arranged the sale.

She left Brisbane under the command of the Vila habourmaster, Captain Alfred Broise and with a crew of four native Hebrideans.

She is equipped with twin diesels capable of pushing her along at 15 knots.

In keeping with the policy of neutrality maintained by the joint French-British Condominium, she has been given a Spanish name—Don Quijote—we presume after the gent who used to tilt at windmills.

NH MISSION SHIP CHRISTENED

A 28-foot launch built in Sydney for the Presbyterian Overseas Mission was named *Goodwill* by the Presbyterian moderator in Sydney, on July 12.

In the New Hebrides the boat will be skippered by the Rev. Cam Williamson and have a crew of three or four New Hebrideans. *Goodwill* has been strongly built for work in the open sea and among dangerous reefs.

The new launch has been named for a Canadian minister, the Rev.

SIMPLEX 300 WATT GENERATING SET

This set comprises a 300-watt ball-bearing generator belt coupled to a 1¼ H.P. J.A.P. Engine and is available in two models either 12 Volt or 32 Volt. It is a sturdy battery charging set and is ideal for lighting, say, 7-40 watt globes, or 10-25 watt globes, using either 12, 24 or 32-volt batteries. Set is started by pressing button on panel.

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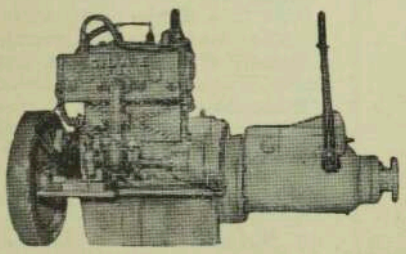

Illustrated is the "Fisherman Ten", 10/12 H.P. marine engine. These units are becoming the most popular engines of their size in the Islands. Solid construction, astounding petrol economy, three main bearing crankshaft, Aero quality babbit metal main bearings, plunger water pump—suit boats 18 ft.-30 ft. Available 2:1 reduction.

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SAFEST & BEST!

John Goodwill, who with his wi and children went to the Hebrid in 1871 to make the first attempts convert the cannibals. It is recorde that the entire crew of a tradi vessel was eaten by the natives mile from their station a year aft the Goodwills arrived there.

DIBBERN HEADING ISLAN WARDS?

Since Captain George Dibber well known owner-skipper of th yacht *Te Rapunga* won a half-sha in a Tasmanian lottery—total £10,00 —in May, 1950, nothing has bee heard of him in the Islands.

The skipper set himself up on little farm on an island in th approaches to Hobart, intending t live there happily ever after, wit *Te Rapunga* moored nearby an available for short week-end sorties.

But, a friend in New Zealand re ports that the 62-years-old maste mariner is again developing itch heels. He plans to head Islandward again to renew old acquaintances i the eastern Pacific—so watch out fo a yacht on a north-easterly course.

PHILANTE II REACHES TAHIT

When the Dutch immigrant shi *Sibajak* arrived at Wellington, NZ on July 23 she had aboard three me and a woman who had joined th vessel at Papeete. They were par of the crew of the Fairmile passenge launch *Philante II* which had arrive there from England via Panama o July 8.

Philante II was the vessel pur chased by Mr. Athol Rusden wh went to England from Tahiti afte selling the schooner *New Golde Hind* to a Tahiti firm last year.

The former crew members o *Philante II* reported that that vesse has now also been handed over t Tahiti buyers.

The delivery voyage commence from England on April 10. On woman member of the crew left th vessel at Panama.

WAN YUI BY-PASSES THE UNIONS

To beat what has been describe as the "ransom money" demande by Australian Seamen's Union, th Chinese LST *Wan Yui* (PIM, Ma and July) was employed in late Jul to tow a vessel from Sydney t Noumea.

The vessel concerned, the ol Union Co. freighter *Ngakuta*, ha been sold to overseas buyers i the Far East but, in line with it policy in regard to all vessels sol to overseas buyers, the Seamen' Union insisted on manning the vesse

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for the delivery voyage, at very high rates of pay—plus return air fares etc. or, alternatively, the payment of a large sum as compensation if the vessel was foreign-manned.

To avoid this ransom money the buyers chartered the *Wan Yui* to tow the vessel as far as Noumea. A vessel under tow does not require a full crew.

At the end of July, *Wan Yui* and her tow were reported sheltering from rough seas in Brisbane.

£200 PRIZE

Sponsors of the next trans-Tasman yacht race (in 1954), the Royal Hobart Regatta Association, have announced that, as part of the Tasmanian 150th anniversary celebrations, they will donate a £200 prize. It is hoped this will attract a good "field," including Islands entries. *Lahara*, of Port Moresby, was the only Islands entrant in the last race.

CHIQUITA CALLS AT PAPEETE

Auckland yachtsmen are watching with interest the progress of the new 35-foot reverse-sheer cutter *Chiquita*, which arrived at Papeete on July 10 after an excellent passage from Rarotonga (PIM, July, p. 126).

Full plans of this yacht—first of her kind to be built in NZ—were published in a NZ yachting magazine coincident with her departure from Auckland.

Owner-skipper, Jack Campbell, plans to sell the vessel in San Francisco where a brisk market for overseas yachts is reported, due to high costs and preoccupation of shipyards on defence work in the United States.

NOLAN FLEET AUCTIONED

Three motor trawlers which had belonged to the fleet of J. M. Nolan, who died while shell diving in New Guinea last year, were offered at auction in Townsville in late July.

The three boats, *Ellen*, *Josey*, and *Gwen May* were offered as a fleet, but bids did not reach the reserve of £15,000. When they were offered separately *Ellen* was purchased by Mr. E. R. Snook of Lae, New Guinea, at £5,000. The bids for the other two boats did not reach the reserve.

Mr. Snook purchased the launch *Tangalooma* some time ago at Townsville and sailed her to New Guinea.

SCHOONER FOR HIS MAJESTY?

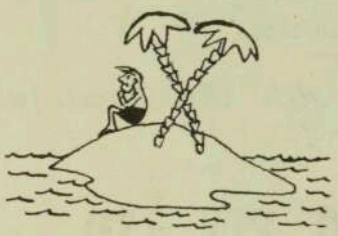
When the Auckland scow *Scot* sailed for Suva on July 29 it was understood that she was one of two "possibles" in the running for a place in the Warner film "His Majesty O'Keefe." The other vessel was said to be the *Waimana* of Rabaul—a larger vessel more nearly approaching the appearances of the original.

However, the *Scot's* crew were letting their beards grow en route, in the hope that, being actually on the spot and looking the part, the job would fall to vessel and crew.

TE AROA STILL IN TROUBLE

From the Cooks comes belated news of that ill-starred vessel *Te Aroa* (ex *Ornant*), repeatedly in trouble since taking to the Islands trade.

After a smart 14 days passage from Auckland, the schooner arrived back in Rarotonga on May 10. Her



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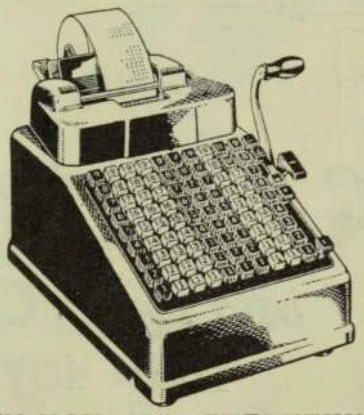

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Master, Captain D. S. McLeod, experienced difficulty in obtaining a crew in New Zealand, and cleared port with only two besides himself.

Soon after leaving Auckland, her auxiliary engine slowed up and finally stopped completely. Upon examination, the sump was found to be dry and the engine seized up. At one stage the vessel logged 175 miles in 22 hours under sail alone.

As both of the U.S.S. Co's launches were out of commission when *Te Aroa* arrived in Rarotonga Captain McLeod was faced with the unenviable task of sailing right into the harbour; no mean feat in Avarua Harbour which has claimed so many ships in the past.

When it was apparent that the engine could not be repaired ur spares arrived from New Zealar the owners decided to send her on trip to Penrhyn. She is reported have arrived after a 16 day passa

Since then the vessel has continu to trade round the Group under s alone. In July she sailed to A and was in sight of the island f two days but head winds fina forced her to abandon the voya and run back to Rarotonga.

ADDITION TO BROWN FLEE

Added to Mr. D. C. Brown's fle at Rarotonga recently, was the sma little 26-ft. cutter built by R Powell at Avarua in 1948. It understood that she will be used the Manihiki lagoon as a pearli cutter.

The yawl *Marie*, also owned Dick Brown, has been operating the lagoon since 1950. *Marie*, li Mr. Brown's more recent acquisitic *Siren*, was purchased as she lay the Avarua reef at Rarotonga. *Sire* now repaired, is due to take t water again. *Marie* was original built to fish in Rarotongan wate but the venture was not a success.

MISSION LAUNCH FOR NEW HEBRIDES

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launch *Goodwill* was launched in Sydney on July 12 for the Methodist Mission. It is named after the Rev. Don. Goodwill, a pioneer missionary of NH 80 years ago, and it has been shipped to Vila. It will be skippered by the Rev. "Cam" Williamson, with a native crew and will be based at Tasiriki, (Santo).

FOZ DO DOURO—TWO DEPARTURES

The ex-windjammer, *Foz do Douro*, which is now loading scrap in BSI, sailed from Auckland, NZ, early on July 19.

About two hours later she was seen returning to port. She had apparently sailed without her Customs clearance—a mistake due to language difficulties.

She left again for Tulagi within a few hours.

Mr. "Bill" MacGregor, well-known resident of New Guinea, and manager of the Baiyer River Experimental Cattle Station, near Mount Hagen, in the Highlands, in recent years, arrived in Australia by the July **Bulolo,** on long leave.

Mr. George Yates, formerly assistant solicitor to the Blackburn Corporation in the UK and for the past two years legal assistant to the West Midlands Division of the National Coal Board, has been appointed Registrar of the Supreme Court in Fiji.

Mr. C. Ross Walker, manager of Fruit Distributors, Ltd., the New Zealand organisation handling all imported fruits, was on an inspection tour of the Islands in July, surveying at first-hand the fruit crop prospects. He travelled by air as far as Aitutaki, then made a round of the Lower Cook Islands in the **Maui Pomare.**

Mr. and Mrs. Howard Halliday returned to Wau, NG, from leave in Australia, on the June Bulolo. Mrs. Halliday is the Secretary of the Local Town Advisory Council. Mrs. Perkins, Mrs. Halliday's mother, accompanied them for several months' holiday in Wau.

Skipper H. W. Williams, of the ketch Inspire, was busily making preparations early in July to sail from Sydney for Rarotonga, Cook Islands. The 80 ft. 45 tons t/s vessel will carry three European crew and two Cook Islanders.

The Rev. Father W. Schoor, of the Society of the Divine Word RC Mission, at Banara-Bogia, out from Madang, New Guinea, is spending his first furlough in 15 years in his homeland, the Saar, Germany.

In sentencing two cargo workers to 14 days' imprisonment, in Rarotonga, in July, the magistrate expressed serious concern at the amount of cargo pillaging at that port.

Mrs. Ian Macdonald of Port Moresby, with her two young sons, has taken a house at Surfers' Paradise, Queensland, for several months. She will be joined by Mr. Macdonald in September.

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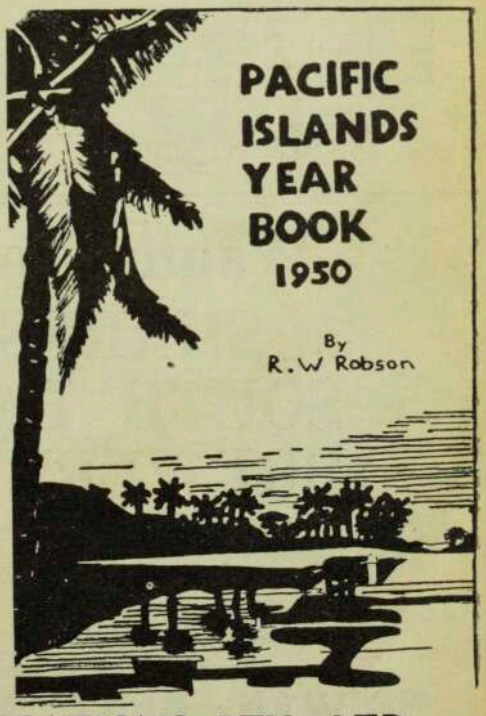

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PUBLIC NOTICES

Re the Estate of FREDERICK WALTER CHRISTIAN, late of Maitland, in the State of New South Wales, Machine Operator, who died on the 2nd day of January, 1951, NOTICE IS HEREBY GIVEN that on the 7th day of July 1952, the Public Trustee filed in the Supreme Court of New South Wales an Election to administer the Estate of the above-named deceased.

Pursuant to the Wills, Probate and Administration Act, 1898-1947; the Public Trustee Act, 1913-1942; Testator's Family Maintenance and Guardianship of Infants Act, 1916-1938; and Trustee Act, 1925-1942, THE PUBLIC TRUSTEE HEREBY GIVES NOTICE that creditors and others having any claim against or to the Estate of the abovementioned deceased person, are required to send particulars of their claims to the Public Trustee at the undermentioned address on or before the 25th day of October, 1952, at the expiration of which time the said Public Trustee will distribute the assets of the said deceased to the persons entitled, having regard only to the claims of which ne then has notice.

J. J. McNAMARA, Branch Manager, Public Trust Office, Church Street, NEWCASTLE, N.S.W.

NOTICE TO CREDITORS.—In the Estate of DUNCAN HENRY OSBORNE, late of Rossel Island, in the Territory of Papua, Planter, deceased. CREDITORS having claims against the estate of the above-named deceased who died on the 30th day of July, 1950, are called upon to submit their claims verified by affidavit to BURNS PHILP TRUST COMPANY LIMITED, of 7 Bridge Street, Sydney, the Administrator of the abovenamed estate, within three months from the date of publication, hereof, after which time the Administrator will proceed to distribute the estate having regard only to claims of which it then shall have had notice in writing.

Dated this 14th day of July, 1952.

J. IRWIN CROMIE,
Solicitor for the Company,
Port Moresby, Papua.

INFORMATION is requested for the names and numbers of any members of the Armed Services, serving in Korea, who were residents of the Territory of Papua-New Guinea, so that parcels may be sent to them from the Kavieng Branch of the Red Cross. Please address all information to: **The Honorary Secretary, Australian Red Cross Society,** Kavieng, New Ireland, Papua-New Guinea.

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Tenders closing on Monday, Septemb 1, 1952, should be enclosed in a seal envelope marked **"Rui Tender",** Po Office Box 15, Port Moresby, Papua-Ne Guinea. Reserve Price £20,000; highe tender not necessarily accepted. Furth particulars available on application to th above address, or 'Phone Moresby 243.

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Month in Rabaul

(Continued from Page 119)

tion house as far from ideal, and is submitting alternative designs.

A general survey of the Vunalame area (hydro-electric scheme for Rabaul) has been completed and findings have been placed before a party of engineers which has just arrived. After that, progress depends on how soon equipment can be got from Australia.

It is believed officially, that the new wharf and customs sheds at Rabaul will be completed within a year of commencement of work, but general opinion says two to three years. Our present "tin can" wharf may not last another year, however.

PLANTERS' PARLIAMENT

The New Guinea Planters' Association, at their Annual Conference in Rabaul, re-elected Mr. D. Barrett as President, and Messrs. J. T. Allen and J. A. Thurston as Vice-Presidents.

Executive Council members: J. Dunbar Reid, A. Hopper, C. W. Blake, F. P. Archer, E. A. Stanfield, W. T. Thomas, R. S. MacKay, G. Bliss, F. Wilson, J. L. Stokie, J. K. Dowling, L. Fry.

The Secretary (Mr. W. R. Paul) reported that membership had increased to 131, and the gross profit for the year was £5,154 as against £4,136 for the previous year.

The delegates met Messrs. Lambert, Willoughby and Reeves, of the Department of Territories and discussed various matters—particularly marketing of copra, appointment of a Copra Inspector and the increased freight rates, against which they strongly protested.

NEW GUINEA CLUB

The annual general meeting of the New Guinea Club elected the following officers:—

President: K. E. Cummings.
Vice President: L. H. Corbett.
Treasurer: G. D. Kent.
Secretary: E. R. Williams. Assistant secretary, Mr. G. Ashwood.
Committee: E. Cody, G. Judd, D. Williams, H. Lyme, R. Grimshaw.

Despite Mr. Gow's gloomy picture of the Club's finances in relation to its aspirations, the motion to increase the fees was rejected, Mr. Renton declared that any move which would deter a working man from joining would be a break with tradition.

Motions to increase fees and restrict membership were rejected. It was stated the Club lost £500 on the catering section last year.

COPRA PRODUCTION

Total shipment of copra from Rabaul in the year ended June 30 was 34,000 tons, of which the natives contributed 7,000 tons.

A Native Co-operative venture in New Ireland is producing 1,500 bags of copra a month.

PERSONAL

Professor K. C. Bailey, Commonwealth Solicitor General, was an interested visitor at the monthly meeting of the Rabaul Native Village Council, and the Courts for Native Affairs conducted by Mr. M. B. Orken, Native Authorities Officer, in connection with the non-payment of Council taxes.

The engagement is announced of **Mr. Kevin Wilkinson**, of the staff of the Commonwealth Bank, Rabaul, to **Miss Margot Filby**, of Sydney.

Scouts from Fiji, Nauru and New Guinea will be among the 12,000 from all over the world who will attend the Jamboree at Parramatta, NSW, in December.

New Guinea Memorial Scholarship (Victoria)

APPLICATION forms for 1953 Scholarship are now available at The Perpetual Executors & Trustees Association of Australia, Ltd., 100 Queen St., Melbourne, Victoria. Applications must be in by October 1, 1952.

Children eligible are those who have attended school in Victoria for the past 12 months and who will be under the age of 14½ years in January, 1953. They must be the sons or daughters of (1) NG residents who lost their lives during the war; or (2) NG Ex-servicemen or women.

Beginning 1953, the value of each scholarship will be £50 per annum and an additional amount of £10 will be added to each scholarship awarded in 1952.

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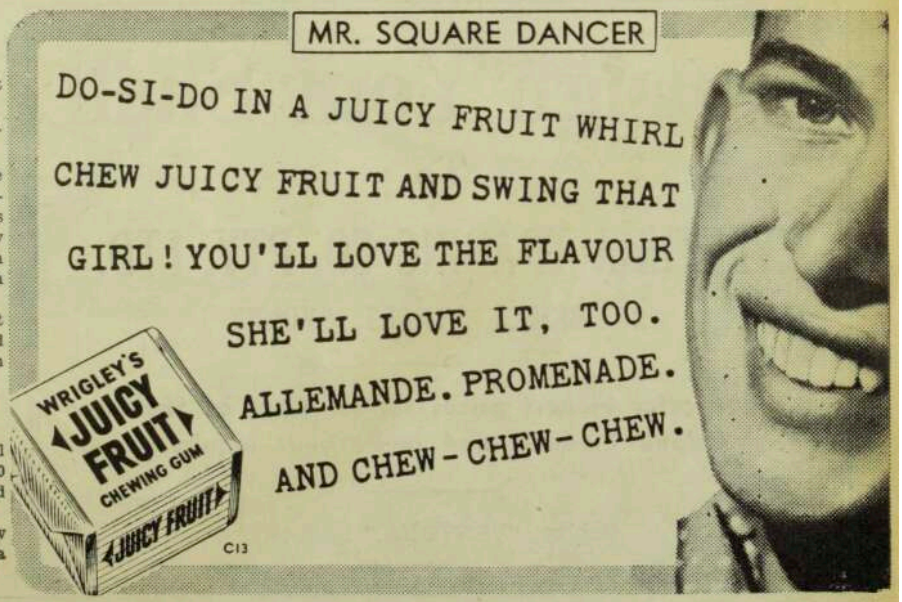

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

Papua-NG.—Copra Marketing Board price: Main ports, Hot-air, £70/5/- per ton; FMS, £69/5/-; Smoked, £68/5/-. Sydney crushers pay: Plantation Hot-air, £91/15/-; FMS, £90/15/-; Smoked, £90/2/6. Australia has a 9 years' UK contract (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 £F63/10/-.

Samoa.—MOF contract is at £65 Stg. per ton Western Samoa; producers receive about £10 less.

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BSI.—Growers are now receiving £A63/10/- per ton, delivered Honiara or £A63/15/-, delivered Yandina under the UK's MOF contract.

Tahiti.—Price for Papeete copra increased in June to: Dry, 7.80 Pac. frs. per kilo (£A55/4/- per long ton); Super dry, 8.20 Pac. frs. per kilo (£A58/11/- 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 Aug. 1 was £Stg.265 (£A331/5/-) c.i.f. Cont. ports. Pacific cocoa was quoted in August at:—

N.G.—£A340 approx. per ton, ex wharf, Sydney.

New Hebrides.—Marseilles recently quoted: Superior, 295-310 M. fr. per kilo (approx. £A381-£A400 per long ton); Average, 260-270 M. fr. per kilo (approx. £A336-£A348 per long ton), in bond.

Samoa.—Sydney agents in August quoted Samoan cocoa at £S280 (£A350) f.o.b. per ton, first grade. (Samoan currency equals Stg.).

COFFEE.—Islands prices are based on Uganda Arabica, currently £A560 per ton c.i.f. Australian ports.

Papua-NG.—1st grade, approx. 7/- per lb. ex wharf Sydney (£789 per ton).

New Caledonia.—Crop mainly exported to France. Marseilles recently quoted: 376-378 M. fr. per kilo, ex-store (£A485-£A487 per long ton).

RUBBER.—Australian Rubber Pool quotation (Aug. 1) for **Papua-NG:** 24⅜d stg. per lb., c.i.f., Sydney (30⅝d 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), August 1: No. 1 grade RSS (sellers), spot, 88¾c. lb., c.i.f. (33 8/9d Aust. lb.).

VANILLA BEANS.—Sydney quotation (by Victor Karp, Tulk & Co.): White Label, 19/-, Yellow, 19/-, Green, 18/- 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).

DESICCATED COCONUT. — Sydney agents quote Ceylon, 1/3 lb. spot, delivered to store, Sydney. **New Guinea:** 2/5½ lb. spot, delivered in store, Sydney.

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 l ton); C, 80c. /lb. (£A800); D, 55c. (£A550); E, 40c. lb. (£A400); EE, 3 lb. (£A300)—all c.i.f., New Yo

Cook Is.—US quotation for Manih blacklip: Ready sale at 35 cents U.S. lb. (£A350 per long ton), c.&f. Ra tonga.

TROCHUS SHELL.—Buyers' interest Trochus livened during late July-ea August and demand exceeded supp

New Hebrides.—Recent sales in Sydney approx. £A95, delivered. **NG. BS** Sydney agents quote £95-£100 per t f.a.q.

GREEN SNAIL SHELL.—Nomina £157/10/- per ton, on wharf, Sydney.

LONDON PRICES

LONDON, June 12

Copra, c.i.f., Continental Ports, ton New Hebrides, Metrop. frs. nominal 71, Tahiti, Metrop. frs. nominal .. .. 72, FM Straits/DEI .. .. £64/5/- S Ceylon, FMS, nominal .. .. .. £70 S Philippines, bulk, July-August . $160

Coconut Oil, c.i.f. ton:—
FM Straits .. .. £97 S Ceylon, July-August .. .. £91 S Philippines (afloat) $231½

Cocoa, Stg.:—
Accra, Oct.-Dec. 277/6 (sellers) per kilos, c.i.f. Nth. Continental Ports.

LONDON, July 25

Copra, c.i.f., Continental Ports, ton Philippines, Aug./Sept. .. .. .. $135 FM Straits, ... £61/10/- S Ceylon, FMS .. .. £70 S Indonesian been off market for t months (last price, 65 guilders per kilos); expected sellers re-enter mark in near future.

Whale Oil.—Norway & Holland, £72/1 Stg. ton ex tank, Continent; Germa £75-£80 Stg. ton, c.i.f., Hamburg.

ISLANDS MINING SHARE

	Aug., 1939.	July 3	Aug.
FIJI			
Emperor .	b9/11	b7/9	b7/-
Loloma . .	s25/6	b27/-	b28/-
PAPUA-NEW GUINEA			
Bulolo G.D. .	b124/-	b56/-	b60/-
Mandated All.	b3/8	b1/7	b11d
N.G.G. Ltd. .	b1/10	b1/11	b2/1
Oil Search . .	s3/11	b2/4	b2/9
Oriomo Oil . .	b5/-	b10d	b1/-
Papuan Apin.	b4/11	b3d	b3d
Placer Dev. .	b68/6	b448/-	b450/-
Sandy Creek .	b1/5	b2d	s4d
Sunshine Co.	b6/5	b2/6	b2/6

EXCHANGE RATES

FIJI.—Through BANK OF NSW a BANK OF NZ. Australia on Fiji, bas £100 Fiji: Buying, £A111/2/6; Sellin £A113. **Fiji-London,** basis £100 Londo B. £110/12/6; S. £112. **NZ-Fiji,** basis £1 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.— Through BANK OF N Australia on Samoa, basis £100 Samo B. £A123/12/6; S. £A124/10/9. **Samo London,** basis £100 London: £100/7/6; S. £101/10/-. **Samoa-N** basis £100 NZ: B. £100; S. £100/10/ **Samoa-Fiji,** basis £100 Samoa: B. £11 S. £110.

PAPUA-NG.—COMMONWEALTH BAN (branches Port Moresby, Lae, Rabau Madang) and **BANK OF NSW** (Po Moresby, Lae, Rabaul) quote exchang rate Australia-Papua-NG: 10/- per £10

BSI.—COMMONWEALTH BANK (branc at Honiara) quotes exchange rate **Aus tralia-BSI:** 10/- per £100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three franc group in French Union, are used in New Cale donia, New Hebrides, and Fr. Oceanis **FRENCH BANK** in Sydney quotes (nomin ally): 140 Pac. fr. to £Aust.; 175 Pac fr. to £Stg.; 64 Pac. fr. to US $.

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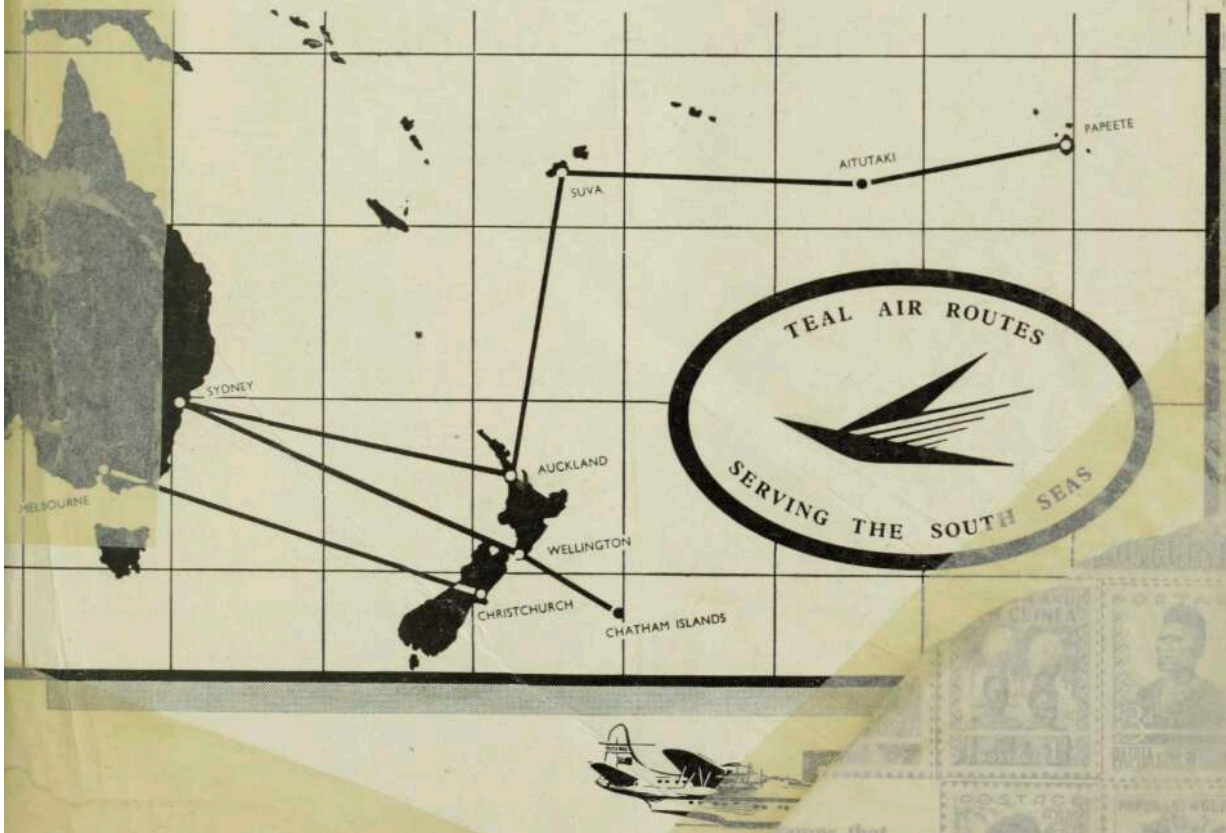

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Capital £1,000,000

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Published by PACIFIC PUBLICATIONS PTY. LTD., Union House, [illegible] and printed in Australia by the Sydney and Melbourne Publishing Co.

AUGUST, 1952

nla.obj-318354221
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