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NATIONAL LIBRARY OF AUSTRALIA

APRIL, 1953 Vol. XXIII. No. 9.

PACIFIC ISLANDS Monthly

COMMONWEALTH NATIONAL LIBRARY
APR 1953



AN aerial photograph of the modern Queen Victoria School for Fijian boys, recently built at Matavatacou (on the Tailevu coast, 45 miles north of Suva) at a cost of £158,000. It was opened by the Governor on March 5; and here, in a setting of unspoiled natural beauty, 180 selected Fijian lads will be given higher education. The original QV School for Fijian boys was built by the Fijians themselves at Nasinu, near Suva, 40 years ago; but it was taken for war purposes and, later, it became a training college for native teachers.

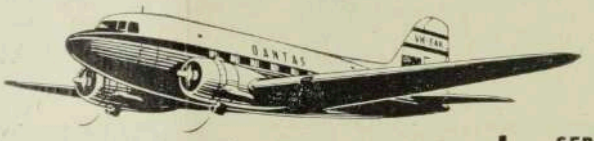
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So much more for your money when you fly by QANTAS

Islands Air Services

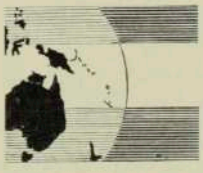


Linking over 70 points (listed here) in New Guinea and the Islands with Australia—no change of airline. Services linking New Guinea with Sydney include fast, express Skymaster flights twice weekly via Brisbane; twice weekly DC3 flights via North Queensland towns and one by Sandringham fortnightly from Moresby via Cairns and Brisbane. All New Guinea and Papua internal services are linked with the above. Regular services linking Norfolk Island, Noumea, Vila, Espiritu Santo, Suva with Sydney.





Save days and weeks of travel. Enjoy de luxe cabin service on all main routes, with experienced stewards or hostesses. Delicious complimentary meals and drinks. Books, magazines, everything for your comfort. Special facilities for children.



32 years' tropical flying experience is at your command when you fly Qantas. Veteran crews with thousands of flying hours on over 60,000 miles of Qantas routes ensure that your trip will be a truly enjoyable experience.

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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.
Noumea • Ogelbeng
Port Moresby
Queen Carola
Harbour • Rabaul
Rockhampton
Samarai • Suva
Sydney • Talasea
Torokina • Townsville
Vella Lavella
Vila • Wábag
Wabamunda • Wana
Wau • Wewak
Woodlark Island
Yandina • Yule Is.

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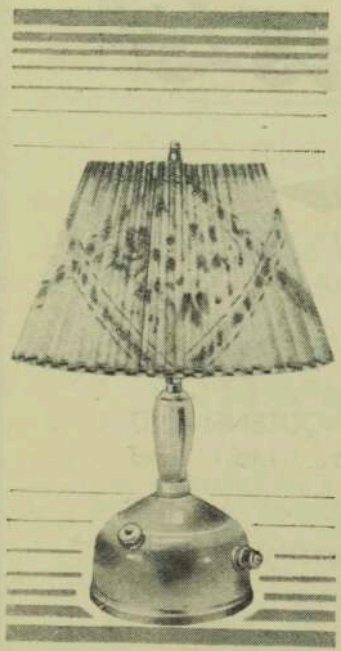
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Finished in ivory enamel, with decorated plastic-coated parchment shade, heat-resisting globes, the lamp is a furnishing as well as a utility.

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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 timetables 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. . .	Feb. 12	Apr. 16
Auck. .	Feb. 16-17	Apr. 20-21
Suva . .	Feb. 20	Apr. 24
H'n'l'u .	Feb. 27	May 1
Vic. .	Mch. 5	May 7
Vanc. .	Mch. 6-12	May 8-14
Vic. . .	Mch. 12	May 14
H'n'l'u .	Mch. 19	May 21
Suva . .	Mch. 28	May 30
Auck. .	Mch. 31-Apr. 2	June 2-4
Syd. . .	Apr. 6	June 8

On arrival at Sydney June 8, 1953, Aorangi will withdraw from service. (See page 123.)

Sydney-Papua-N. Guinea

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

Next departure from Sydney about May 7 and early July.

MV Malekula will leave Sydney about May 5 for Samarai, Rabaul, Manus, Wewak, Madang, Lae, Samarai and return to Sydney.

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

MV Shansi and MV Sinkiang, modern 3000 tons vessels, will leave every six weeks approximately (making a three-weekly service): Sydney-Brisbane-Port Moresby-Madang-Rabaul, Port Moresby, Sydney. Shansi departs from Sydney May 5, June 16. Sinkiang on April 17, May 26, July 7.

Details from New Guinea Australia Line (G. S. Yuill & Co., Ltd., agents), 6 Bridge St., 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), Lautoka (Fiji) and supplements Tofua's schedule in Islands, calling at ports as directed by owners.

Tofua leaves Auckland on next voyage on April 14, May 12, June 9.

Matua scheduled to leave Auckland

Stay at TUSCULUM in Sydney



Ideally situated in its own delightful gardens, Tusculum is only five minutes from the business and social centres of the City. It is renowned among ISLAND VISITORS for its comfort, restful atmosphere, and sincere personal service. Write or cable for reservations.

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Cable address: "Ivan", Sydney.

New Guinea Australia Line

REGULAR THREE WEEKLY SERVICE

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WITH THE MODERN MOTORSHIPS

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on April 4, May 2, May 30; and on arrival at Auckland on June 29 is temporarily withdrawn.
Details from Union SS Co.

N. Zealand-Cook Is.

The NZ Government's old motor vessel Maui Pomare is scheduled to leave Auckland every month for Rarotonga and other islands in the lower Cooks, subject to requirements of trade. This vessel carries 30 passengers. Next sailing: Late April.
Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ, Ltd., which Company acts as Agent for this vessel at some ports.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Malaita makes a round trip at about 8-weeks intervals from Sydney to Lord Howe-Norfolk Is.-New Hebrides Ports - BSI ports - Bougainville - Rabaul - Samarai-Sydney.
Next sailing from Sydney about April 28 and early July.
Details from Burns Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. Details from Messageries Maritimes. Caledonienne leaves May 8; Tahitienne, July 5.
Small motor-ships Polynesien (Messageries Maritimes) and Neo Hebridais (H. C. Sleigh, Ltd.) maintain fairly regular service between Noumea and Sydney.

N. America-Fiji-Hebrides, etc.

Norwegian motor vessel Thorsisle, carrying cargo and passengers maintains a regular service between North American ports and French Oceania, Samoa, Fiji, New Caledonia and New Hebrides.
Details from General Steamships Corporation Ltd., 432 California St., San Francisco.

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APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande
PORT VILA—Comptoirs Francais des Nouvelles Hebrides

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS
With Strato Clippers, using Sleeperettes and Berths

Thur. and Mon.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Seattle-Portland.
Sun. and Thur.—Return via same route.
Fri. - Auckland - Nadi - Canton - Honolulu - S. Fran.-Seattle-Los Angeles.
Mon.—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)
Every Friday—Sydney - Auckland - Nadi (Fiji)-Canton Is. Honolulu-Vancouver.
Every Friday—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 Drover or DHA3 for Bulolo and Wau, (Wed.); and (Sun.) for Rabaul.

Mon., Fri. (DC3's)

Sydney, 7 pm	Brisbane, 10.15 pm
Brisbane, 11.15 pm	Rockhampton *

Tue., Sat.

Rockhampton *	Townsville, 4.00 am
Townsville, 5.00 am	Cairns, 6.15 am
Cairns, 7.00 am	Pt. Moresby, 10.30 am
Pt. Moresby, 11.30 am	Lae, 1 pm
Lae (Tue. only), 2.30 pm	Madang, 3.45 pm

* Optional stop.

SOUTHWARDS
Wednesdays (DC3)
Madang, 7 am — Lae, 8.15 am

Wednesdays (DC3)
Wau, 12.30 pm — Lae, 1.05 pm

Thursday (DC3)
Lae, 9.00 am — Moresby, 10.20 am

Monday, Thursday (DC3)
(i.e. Monday only Rabaul-Moresby and Monday and Thursday Moresby-Sydney.)

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

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Wednesday, Sunday (Skymaster)
ae, 10.30 am — Moresby, 11.40 am
loresby, 12.40 pm — Bris., 7.10 pm
ris., 8.25 pm — Sydney, 12 pm

NORTHWARDS
Alt. Saturdays (Sandringham)
(April 25, May 9, 23.)
ydney, 6.00 am — Brisbane, 9.20 am
risbane, 10.20 am — Cairns, 4.35 pm
(Night stop)
airns, 9.30 am — Pt. Moresby, 1.20 pm
(Alt. Sunday)

SOUTHWARDS
Alt. Fridays (Sandringham).
(April 24, May 8, 22.)
t. Moresby, 6.00 am — Brisbane, 3.00 pm
risbane, 4.00 pm. — Sydney, 7.20 pm.

3. N. Guinea Internal Services

Operated by Qantas

LAE-MANUS (DC3)

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

MORESBY-DARU (Sandringham)

a Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Wednesday; returning same day (April 15, 29, May 13, 27).

ORESBY-EAST PAPUA (Sandringham)

ternate Monday Dep. Moresby 9 a.m. arr. Samarai 11.00 am April 27, May 11, 25.
ternate Tuesday (following day) dep. Samarai 9.00 a.m. arr. Moresby 11.00 a.m.

PAPUA-NEW BRITAIN (Sandringham)

. Mon.—Pt. Moresby-Samarai-Esa'ala* Losuia, Rabaul—April 20, May 4, 18.
. Thu.—Rabaul - Esa'ala - Samarai - Pt. Moresby—April 23, May 7, 21.
* Calls Losuia, Esa'ala monthly only.

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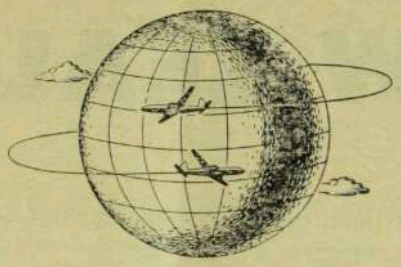
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Island Representative:
G. D. A. Kent, Rabaul Branch

SUVA, FIJI
Colony of Fiji Branch Office
W. R. Carpenter & Co. (Fiji), Ltd., Bldg., Suva.
Branch Manager: R. W. Connolly.

Southern Pacific Insurance CO., LTD.
Head Office: 60 Hunter St., Sydney.

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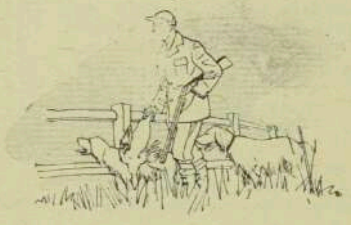
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RABAUL-MOEWE HARBOUR

t. Tue.—Rabaul-Jacquinot Bay-Linden-hafen-Moewe Harbour-Talasea-Rabaul —April 21, May 5, 19.

N.B.—The direction of operation changes ith each service, i.e., each alternate rvice operates Rabaul-Talasea-Moewe arbour-Jacquinot Bay-Rabaul.

NEW BRITAIN-BOUGAINVILLE

t. Wed.—Rabaul-Queen Carola Hbr.-Buka-Inus-Kieta-Buin—April 22, May 6, 20.

t. Wed. (same day) Buin-Kieta-Inus-Buka-Rabaul.
Optional Stop.

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

ery Monday and Thursday by DC3. Native traffic, not recommended for Europeans.

CENTRAL HIGHLANDS (Drover)

ldays.—Lae (7.00 am) to Wabag, calling at any of: Nadzab, Kiaipit, Arona, Aiyura, Kainantu, Bena Bena, Goroka, Kerowagi, Kup, Nondugl, Banz, Minj, Mt. Hagen, Ogelbeng, Baiyer R., Wabamunda, Wabag. Return to Lae arriving 6 pm.

LAE-BULOLO-WAU (Drover)

p. Lae.—Tues., Sat.—3 pm.—Mon. 7.30 am.

p. Wau.—Tues., Sat. 4.30 pm—Mon., 9.00 am—Direct to Lae in 35 minutes.

ERVICES BY MANDATED AIRLINES

With headquarters at Lae, this company is regular services for passengers, ight and mails to all New Guinea tlements.

. Dutch N. Guinea-Darwin

y Netherlands Government, with DC3 ekly service, between Darwin and Biak. lso, new KLM weekly service, calling Biak, on flight between Manila and tralia.

5. N. Guinea-Solomons

By Qantas with DC3
3 Flights Every Four Weeks,

. (April 27, May 4, 11, 25, etc.), Lae (dep. 6 am) — Finschhafen — Rabaul — Torokina (Bougain.) — Vellalavella — Yandina — Honiara, BSI (arriving 1.25 pm).

(April 28, May 5, 12, 26, etc.), Honiara (dep. 7 am)—Yandina—Vella-Vella — Torokina — Rabaul — Finsch-hafen — Lae (arriving 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

stellation aircraft dep. Saigon, April 5, nd every 28 days thereafter for Darwin-Brisbane-Noumea, and return. tralian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

Trans Oceanic Airways, with Flying-boats

ght services per month—every Tuesday Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.

rnate Thursdays (April 23, May 7, 21, tc.), returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham Flying Boats: April 28, May 12, 26.

Depart:		Arrive:	
Sydney, Alt. Tue.,	6.30 am	Noumea,	3.05 pm (nightstop)
Noumea, Alt. Wed.,	6.00 am	Vila,	8.35 am
Vila,	9.45 am	Santo,	10.50 am
Santo, Alt. Wed.,	12.15 pm	Vila,	1.30 pm
Vila,	2.30 pm	Noumea,	5.10 pm
Noumea, Alt. Thur.,	8.00 am	Sydney,	Nightstop 3.00 pm

(Additional flights operate subject to approval of Government concerned.)

10. Sydney-Noumea-Suva

By Qantas with Sandringham Flying Boats—Weekly.

Depart:		Arrive:	
Sydney, Thur.,	6.30 am	Noumea,	3.05 pm (nightstop)
Noumea, Fri.,	8.30 am	Suva,	3.00 pm
Suva, Sat.,	6.00 am	Noumea,	10.30 am
Sydney,	7.30 pm	Noumea,	12.30 pm

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's

Sundays—From Auckland double service returning same day.

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12. Sydney-Auckland

Tasman E. Airways, with Solents

Wed., Fri., Sun.—Dept. Sydney 12 midnight, arr. 8.45 am following day.
Wed., Sun.—Dept. Sydney 7.30 am, arr 4.15 pm.
Dep. Auckland 8.30 am, arr. 1.45 pm Mon. Tue., Thur., Fri., Sat.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney 10.30 pm Mon., Tue., Thur. Fri., Arr. 7.30 am following day.
Dep. Wellington 10.30 am Tue., Wed., Fri. Sat. arriving 3.45 pm.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaste
Thurs.—Dep. Melb., 10.25 pm; arr. Ch'ch. 8.15 am next day.
Fri.—Dep. Ch'ch., 11 am; arr. Melb., 5.3 pm.

15. New Zealand-Fiji

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland—April 21, May 5, 9, 1 June 2, 6, 16.
Return to Auckland on April 22, May 11, 20, June 3, 8, 17.

Depart	Arrive
Auckland, 7.00 am	Suva, 2.15 pm
Suva, 8.00 am	Auckland, 3.15 pm

16. Fiji-Western Samoa

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland, April 25, May 2 June 20.

Depart	Arrive
Auck., 7.00 am Sat.	Suva, 2.15 pm Sa
Suva, 6.00 am Sun.	Apia, 11.05 am Sa
Apia, 1.30 pm Sat.	Suva 4.35 pm Sur
Suva. 8.00 am Mon.	Auck., 3.15 pm Mo

17. New Zealand-Chatham Is

Six return services are operated by th Solent Flying Boats during the summe months. Next service, November, 1953.

18. New Zealand-Tahiti

Tasman Empire Airw..ys, Ltd., with Solents

TEAL Service, Auckland-Suva-Apia Aitutaki-Papeete, is operated with Solen Flying-Boats once every two weeks. De Auckland, Tuesday, 7.00 am. Arr. Suv 1.00 pm. Dep. Suva (Wednesday) 7.0 am, cross International Date Line: Ar Apia 11.55 am Tuesday. Dep. Apia 2.0 am Wednesday. Arr. Aitutaki 7.10 an Dep. Aitutaki 9.10 am. Arr. Papeete 1.4 pm. Return by same route every al Friday, leaving Papeete 7.30 am.

The next flights leave Aucklan April 28, May 12, 26, June 9, 23, July

19. Micronesia

Civilian services, based on Guam, usin 2-engined amphibious Catalinas, run r gularly to Koror (Palau), Yap (We Carolines), Truk (Central Carolines Ponape (E. Carolines), Majuro (Marshall and Saipan (Marianas). Details fro Trans-Ocean Airlines, Guam, via Honolul

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20. Fiji Internal Airways

By Fiji Airways, with twin-engine de Haviland Rapides
(Effective December 1)

Suva-Nadi & Lautoka and return: Mornings—Daily except Monday. Afternoons—Daily except Friday.
Suva-Labasa: Daily except Sundays.
Labasa-Suva: Daily.
Nadi & Lautoka to Labasa: Every Sunday.
Labasa to Nadi & Lautoka: Every Wednesday.
Suva - Savusavu - Labasa - Savusavu - Suva: Monday, Tuesday, Thursday.

PARLIAMENTARY PARTIES ON TROPICAL JOY-RIDES

PARTIES of Australian Parliamentarians are being organised by Australian Territories Minister Hasluck, to go to North Australia, Papua, New Guinea, Nauru and Ocean Island in the coming cool season. They travel at Government expense.

Some of the members complained in Parliament in March that their tours were being misrepresented by the newspapers. The newspapers said that the tours had been organised as "consolation prizes" for those unfortunates who had failed to secure inclusion in the parties to go to London to see the Coronation.

Senator Dorothy Langney called this "contempt of Parliament." She probably was right.

Mr. Hasluck said that three parties were being organised. These visits were regarded as part of parliamentary duty because the Commonwealth Parliament had ultimate responsibility for the Territories and such visits had already amply demonstrated their value in debates.

EDITORIAL NOTE: With all respect, this newspaper does not agree with the Minister. He may be right in theory (he is a famous theorist) but it does not work out in practice. It is part of our burden to read parliamentary debates; and never in many years of reading have we seen any worth-while contribution in discussions as the result of a members' joy-ride to the Territories. The members are hurried around on prepared tours, shown prepared programmes, fed lavishly from prepared menus, and rarely given any chance of quiet talks with private residents.

And the statement that the Commonwealth Parliament was "the ultimate responsibility for the Territories" is pure nonsense. The Commonwealth Parliament, like most other Parliaments, has not functioned for some decades. All major decisions are taken in Party rooms, outside of Parliament, and the discussions that take place on the floor of Parliament have no influence whatever on implementation of policy.

Parliamentary Government ceased ages ago. What we have now is Government by Party Machines—a vicious system that is handing Democracy, bound hand and foot, over to Totalitarianism.—RWR.

FIJI WEDDING IN SYDNEY

A WEDDING of interest to Fiji took place at the Catholic Church, Pymble, Sydney, on April 7, when Miss Maureen Costello, only daughter of the late Mr. Dan Costello, and Mrs. K. Costello, of Suva, was married to Mr. Edgar Wright, also a member of a well-known Fiji family. Among several people who travelled long distances to attend the ceremony were Mr. and Mrs. Vincent Costello, Mr. Malcolm Brodie, and Mrs. Oscar Wright, all from Suva.

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs. Also Rabaul, Port Moresby, Lae.
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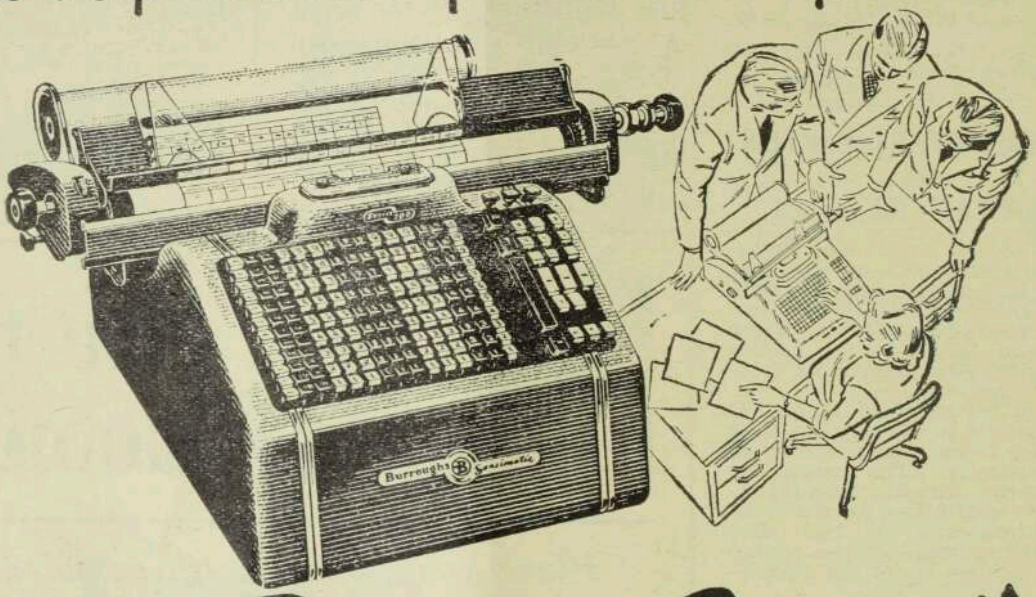
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INDEX TO ADVERTISERS

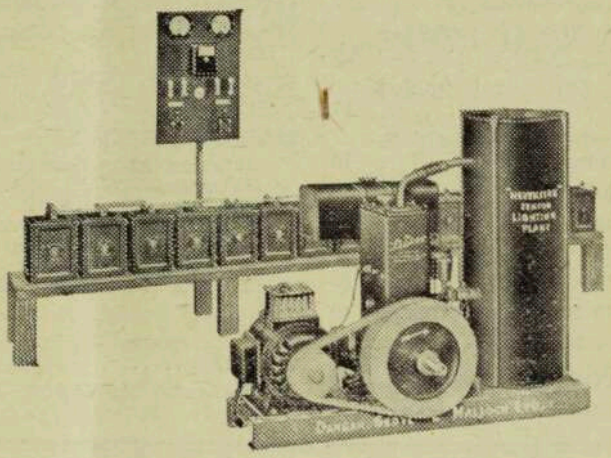
..M.L. & F. . 8
. & N.Z. Bank 48
chun, G. . . 123
kta-Vite . . . 114
luminium Ltd. 40
mplion Pty. . 58
. & R. Ltd. . 23
rdath Co. Ltd. 7
rmstrong & Springhall . . 96
rnott, Wm. . 38
.S.P. Ltd. . . 49
spaxadrene . . 27
spro 81
aker, W. Jno. 43
ank of NSW . 91
ank of NZ . . 94
erry, H. Ltd. . 36
ethell, Gwyn . 4
axland Rae . 105
undell Spence 108
O.A.C. 5
rthwicks Pty. 78
raybon Bros. 114
eckwoldt, Wm. 47
reden, W. S. . 102
oomfields . . 106
unton & Co. 132
inge Pty. 38, 95
inting, A. H. 61
P. (N.G.) Co. 73
P. (N.H.) Co. 49
P. (S.S.) Co. 100
P. Trust Co. 133
rroughs . . . 10
ine's Studios 59
rpenter, W. R. & Co. 92, cov. iv
rr Pountney 58
ae Engines . 119
assified . 134-135
lgate 41, 63, 124
llins, Jan. 28, 29
lman & Co. 61
lonial Meat . 112
lyer Watson (NG) . 25, 34, 55
oke Bros. . . 89
ammond Co. . 88
stex 101
ngar, G. & M. 11
rling, J. Ltd. 24
vison Paints 87
ttol 47
naghy & Sons 81
nald Ltd. 62, 75
uglass, W. C. 83
kine Stamps 128
Donald . . 46
rmers & Braziers . . 103
nham, J. . . 82
d Sherington 45
sgren, J. . . 85
rrett, D. M. 136
rrick Hotel . 41
rge & Son . 86
bey, W. & A. 37
lespie Bros. . 75
lespie, R. 1, 42, 99, 110, 116, 129
ette, Ltd. . 104
don's Gin . 54
don Vale . 39
pel League 93
hame Books 118
.H. (Suva) . 12
ve Ltd. . 33, 90
& R. . . . 27
tings Diesels 80
vorsen, B. . 107
vorsen Sons 101
dman & Hall 90
iz & Co. . . 77
aby, R. & W. 26
co Pty. 35, 78
cules Co. . 115
& Son . . 57
brooks Ltd. 118
eia Co. . . 113
Is. Industries . 59
Is. Transport . 98
Jackson, S. W. 135
Kasper Refrig. 121
Kennedy . . . 110
Kerr Bros. Ltd. 126
Kerry, M. . 31, 122
Kiwi Polish . . 62
Kopsen & Co. 109
Lillis & Co. . . 44
Macintyre, Thos. 122
Manning & Osborne . . . 117
McIlrath's Ltd. 30
Mendaco . . . 127
Millers Ltd. . . 42
Morris Hedstrom Ltd. . . . 22, 43
Mungo Scott . 35
N.H. Ship Co. 105
N. & R. Ltd. 57, 102
Needham & Co. 45
NG Aust. Line 3
NSW Bookstall 34
Nile Products . 84
Nirex Pty. . . . 9
Nixoderm . . . 119
Nordman, O. . . 97
NZNAC 6
Pabco Co. . . 32
Pan Pacific Co. 33
Penfold, W. C. 117
P. I. Society . 83
P. I. Tr. Line . 4
Pinkettes . . . 125
Proud's 64
Qantas . . cov. ii
Qld. Milling . . 85
Qld. Insurance . 31
Quirk's V. L. Co. 93
Raleigh Pres'g. 120
Ransomes Co. . 94
Reckitt's Blue . 53
Reed, Wm. E. 107
Refrig. Inst. Co. 50
Riverstone Co. . 60
Rohu Sil. . . . 30
Scott, J., Ltd. . 50
Seward Ltd. . 126
Shaiak, J. . . 132
Shell Co. . . . 111
Sims, A. G. . . 2
Smith Copeland 56
S.M.P. Co. . . 76
Spruso Co. . . . 24
S.T.C. Ltd. . . 53
Stewarts-Lloyds 129
Sthn. Cross Eng. 131
Sthn. Pac. Ins. 5
Stone, R. G. . 125
Strang, David . 77
Sullivan, C., Ltd. 86
Suva Motors . 127
Tait, W. S. . . 131
Taylor & Co. . 125
T.E.A.L. . cov. iii
Thornycroft Co. 97
Tilley Lamps . 79
Tillock & Co. . 74
Tongan Photos 79
Tooth & Co. . 46
Turners Supply 7
Tusculum . . . 3
Tyneside Eng. . 51
United Radio . 89
Vacuum Oil Co. 130
Valiant Rum . 82
Ventura Co. 106, 136
Vi-Stim 113
Warnock Bros. 54
Whites Av't'n. 9
Williams' Pills 126
Wills, Ltd. . . . 52
Wright & Co. . 98
Wrigley's . . . 23
Wunderlich Ltd. 123
Yorkshire Ins. . 37

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IN THIS ISSUE:

Islanders When Away from Islands .. 13
Depressing Picture in Solomons, N. Hebrides .. 13
Tension in French Oceania .. 15
Copra on 1952 Levels .. 15
Rain Damages Rabaul's Roads 15
Jap. Fishing Boat Fined £500 .. 15
Rarotonga's Lively Election .. 16
W. Samoa To Get New Constitution .. 16
Parties for Coronation .. 17
Final Stage in MV Pollurian Disputes? .. 17
Old-Timers Criticise Grimble's Book .. 17
Sir Henry Scott to Chair S. Pacific Commission .. 18
Button-making in Fiji .. 18
Daru's Lobster Tails—New Industry? .. 19
Fiji's War on Rhino Beetles .. 19
Challenge to BSI Tax Authority 19
Events of 20 Years Ago .. 20
THE EDITORS' MAILBAG .. 21
N. Guinea Memorial Scholarship 23
TERRITORIES TALK-TALK . 25
Nature Notes, by "Raimanu" .. 30
Kinks in Bougainville's Economy 32
Cedar Trees for Islands? .. 34
Cost of Public Servants in Fiji 37
Frank Comparisons in Anglo-French Condominium .. 39
Air Tahiti Operating Again .. 43
Vanikoro Timber Workers .. 45
Papuan Royal Constable in Disgrace .. 48
Land on Catch-as-Catch-Can System (New Hebrides) .. 53
Some Angles on Scrap (N. Hebrides) .. 59
Problems of Living in N. Hebrides .. 61
MAGAZINE SECTION—
Whence Came New Guinea's Tobacco, 65; Wall, of the Fiji Museum, 66; History of the First Malaita, 67; Over the Reef (Cook Islands), 68; Fighting Disease in NZ's Islands Territories, 69.
Samarai's Grand Old Man .. 74
New Industries in Papua-New Guinea .. 77
Preparations for Better Towns in P.-N. Guinea .. 79
For Pacific Radio Amateurs .. 81
Bishop of Melanesia To Retire 83
Hectic Week in Rabaul .. 85
SMALL SHIPS OF THE PACIFIC .. 89
News of Cruising Yachts .. 95
EVENTS IN PAPUA-N. GUINEA 101
S. Pacific Conference and Islanders' Living Standards 107
NG Patrol Freezes on Mountain 109
Idle Natives Out of Moresby 114
Hollandia Remembers D-Day . 115
Future of Papua's Water-Power 116
Judy Tudor's Notes in Solomons and Hebrides .. 119
Aorangi's Last Trans-Pacific Voyage .. 123
Is. Tourist Trade Demoralising? 124
Jap Ship Caught Fishing—Heavy Fine .. 15, 125
Cheng Ho Story—New Stage .. 126
Disabilities of Solomon Islands 127
OBITUARY: Mrs. F. R. Ott, Mrs. Eileen May, High Chief Detudamo, Mr. R. P. Scholtz, Sub. Lieut. Varney, Mrs. Charles Adams, Mr. R. Sutherland, Rev. F. R. Bishop 132
Fijians' Success in Malaya .. 131
Samoa's Executive Council .. 131

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All main trading firms and stores in the Pacific Islands.

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ISLANDERS' BEHAVIOUR AWAY FROM THE ISLANDS

SYDNEY, April 14.

THE progress that is being made in lifting the Pacific Islanders to the status of nationhood is becoming almost breath-taking.

Here in Sydney, in the last three or four weeks, we have seen titled native men and women from Fiji taking their places quite naturally with educated and sophisticated Europeans; two-score natives from Papua and New Guinea, en route to London, marching through Sydney's streets in a manner that would have done credit to Guardsmen; a staggering measure of self-government being handed confidently by New Zealand to Western Samoa; a large party of Papuans, Solomon Islanders, Nauruans, Micronesians, behaving with calm and dignity, going aboard a huge plane waiting them at Mascot, for transportation to an Islanders' conference in Noumea; titular rulers of Tonga, Samoa and Cook Islands travelling to the Coronation, with the unquestioned status of VIP's.

The outstanding factor in all these activities is the calm and easy bearing of the Islanders. Whether they are the big and proud leaders of Polynesia, or the small and rather timid representatives of Melanesia—not so sure of themselves—they have taken their places in this new world with dignity and assurance. It is a most interesting phase.

Where are the cowering Islands villagers, the helpless, exploited natives, of whom we have heard so much from the Pinks and the Fellow-travellers? Are these the sorry products of "colonialism's" vicious era?

Many of us whose knowledge of the Islands was gained in pre-war years do not look upon these manifestations of 1953 with complete joy. We fear that a too rapid advancement from the Stone Age village to minor nationhood may be bad for the Melanesian, at least. Some of us, at this stage, would much rather have a well-disciplined and respectful villager than an arrogant "big-head", no matter how loudly he may yelp for self-government.

However, Time Marches On. We must admit that, so far, all has been very well. We knew, of course, that the well-born leaders of Polynesia would bear themselves creditably under all conditions; and it is a pleasure now to report that the behaviour of all the travellers of lesser degree, up to date, has justified the faith of the planners.

Depressing Picture in Solomons and New Hebrides

ALL the information from the Solomons serves but to emphasise the benighted and almost helpless condition of that huge archipelago. It is the least developed of all the large South Pacific groups; much of what little worldly wealth it had accumulated was destroyed in the Jap invasion; what little interest in it that was displayed by private enterprise was completely scotched by the British Socialist Administration of 1946-51; and there appear now to be no funds to assist the new Administration in initiating and carrying on a policy of development.

The only industry established in the Group is represented by the coconut palm. The copra planters are so thoroughly tired of high taxation and Governmental interference with their operations that they have challenged the Government's authority in two actions now before the courts.

BSI suffers—and will continue to suffer—under three heavy handicaps provided by the British Socialist Government. Right after the war, the Administration's attitude towards private trading enterprise (like that of Mr. "Eddie" Ward in New Guinea in 1945-6) was so hostile that the big trading firms simply refused to reopen in the Solomons. The Government haughtily decided that it would run its own trading organisation; and, ever since, the Protectorate has experienced all the joys of what is euphemistically called the "Trade Scheme." The Administration now would be very happy to abandon the field to the big traders; but

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there is simply nothing in the moribund Solomons to attract the old-established companies.

Immediately the war was over, the Fiji gold interests, represented by the late Mr. Theodore, prepared to carry out a gold search on Guadalcanal on a big scale. Funds were allotted, and a preliminary party already was at work when the Socialist Administration rushed into force some new mining laws, to ensure that the Government would get the lion's share of any gold recovered. Mr. Theodore went to London and personally saw the Socialist Secretary of State for the Colonies; and the latter high functionary—doubtless briefed by his opposite numbers in Canberra, who hated Mr. Theodore—took great pleasure in rejecting the appeal of the Fijian mining interests—and giving Mr. Theodore a kick in the teeth.

The prospecting plan was cancelled immediately. Had it not been for that, in the opinion of sound judges, the gold industry would have been successfully established in Guadalcanal; and—as all our colonial history shows—that would have given "the Cinderella Territory" a tremendous lift along the road to the sound development of other industries.

The gold is still in Guadalcanal's hills—and is likely to remain there. Goldmining is always a gamble. The non-Socialist Government would be very glad to encourage prospecting, and the offensive Socialist mining law has been removed. But gold companies—like the planters who refuse to establish any new coconut groves—feel that there is another Socialist Administration waiting just around the corner, and have no faith in the future.

The third great and continuing handicap is Honiara. BSI's economy—past, present and future—moves primarily upon the water. BSI headquarters must be, above all things, a safe port, to accommodate every class of ship. Pre-war Tulagi conformed to that.

When it came to rebuilding Tulagi, the precious Socialist planners of London insisted on the removal of headquarters to Point Cruz—on the north coast of Guadalcanal, open to much weather and especially the north-west gales—and the abandonment of Tulagi. That wise man, Bishop Baddeley of Melanesia (who had a big stake in the Solomons) as well as the commercial and shipping interests, fought to the last against the plan; but they were over-ridden, and Honiara was built, and the heaviest kind of handicap placed upon the transport system of a Territory least able to bear it.

The tragic story of what Socialism did to the Solomons ended, fittingly enough, with a visit of a Socialist Minister of State—a babbling fool of a politician who was supposed to make a personal examination of a difficult situation; but whose general conduct and deliverances are still a subject of hilarity among those who met him in BSI and elsewhere.

The British Government now has sent an exceptionally able man, in Mr. R. M. S. Stanley, to take charge of the Solomons and the British side of the New Hebrides—the condition of which is even more lamentable. He has gathered around him some lieutenants of good quality. But the best builders can do little without material; and the only materials that will enable the British in the Solomons and New Hebrides to make real progress are (a) plenty of funds and (b) private enterprise with plenty of confidence. Neither is in sight.

. . .

IN the old days, before the Pinks and the Reds turned "colonialism" into a term of abhorrence and reproach, there was a well known slogan, Populate or Perish. The Japanese Ambassador in Canberra used a phrase like it the other day, when pointing to empty North Australia and empty New Guinea, and reminding us that some place simply must be found somewhere for the surplus millions of crowded, hungry Asia. If nothing more can be done with the great islands of the Solomons and New Hebrides than has been done with them in the last fifty years, they might as well be handed over to the insistent Japanese.

If there had been any real statesmanship loose in the South Pacific five years ago, the Solomons and the British side of New Hebrides would have been taken over by Australia; and both Territories now would have been benefiting hugely from the £6,000,000 per annum which Australia is making available for Islands development, and from the mighty organisation of administrative officers and enthusiastic planners which Canberra—careless of cost—has turned loose upon Melanesia.

Instead, while all classes in New Guinea, including Chinese storekeepers and native villagers, are today wallowing in money, the unhappy Solomons, next door, are shivering in the coldest of financial breezes, and trying in vain to persuade private enterprise to come in and function. A depressing picture!

The two officers of the P-NG Administration who were in the Auster plan which crashed at Vanimo on March 1, killing Flying Doctor McInerney, are now almost recovered. After a short spell in the Lae Hospital, Mr. George Wearne, ADO at Aitape, returned to light duty in the Sepik District, and Mr. Richard Skinner, ADO at Wewak, went back to duty shortly afterwards. Both had a miraculous escape.

FIJI CITIZENS ON THE FRONT PAGE

TWO leading citizens of Fiji "made the headlines" in the Sydney newspapers around Easter.

Journalists and broadcasters were very happy in their meetings with Ratu Sir Lala Sukuna and Lady Maraia Sukuna (joining the *Stratheden* in Sydney en route to the Coronation), and the genial Fiji knight made friends in all directions.

The *Daily Telegraph* found a lively story in Sir Lala's tobacco. The reporter was intrigued by the queer cigarettes, made of some ferocious local tobacco and rolled in a plantain leaf, and thus he found out about Sir Lala's secret supply. There was an agriculturist of Lau, who grew good leaf and yearned after a certain maiden, apparently unattainable. So the farmer told his High Chief (Sukuna) that if he could change the lady's mind, he could have his tobacco free for 20 years. Sir Lala "fixed" it. The marriage is a success; the farmer pays up gladly; and Sir Lala is taking 15 lbs of the foul-smelling weed to London with him.

Sir Henry Milne Scott sat and listened patiently while an auctioneer was acclaiming the merits of blood stock, at the annual horse sales. Bids came slowly, and the auctioneer commented sourly upon the activities of the Commissioner of Taxation, who absorbed all Australia's surplus cash.

"Be kind to him, lad," called Sir Henry. "He's your sleeping partner!"

It was so apt that the newspapers made a display of it.

Mr. P. A. Richardson, Government Secretary in the Solomons since 1951, has gone to London to join Colonial Office staff.

FAMOUS FANNING ISLAND HOST



The family—plus dog—of the well-known Mr. Phil Palmer, of Fanning Island, Central Pacific. There are some valuable coconut plantations on this isolated atoll, and Mr. Palmer is the manager of the plantations and the production of copra.

TENSION IN FRENCH OCEANIA

Assembly Party Hostile to Government

IT is difficult to assess the merits of a sharp political dispute which is causing some tension in French Oceania.

There was an election there lately; and two main parties appear to have entered the *Assemblee Territoriale*—a majority party, led by a Tahitian Radical named Pouvanaa a Oopa, which is Leftist, nationalist and somewhat anti-European; and a minority party, led by M. Alfred Poroi, Mayor of Papeete, which supports the present French Government.

The Assembly held its inaugural meeting on March 14. The Governor, M. Petitbon—regarded as a strong man—observed the usual ceremonies, inspecting a guard of Marines, Army and Gendarmerie, and being attended by Government officials and other prominent people.

It was known that the Governor, on the previous day, had received a letter informing him that Opposition members of the Assembly did not desire his presence at the first meeting. However, following the ceremonies outside, the Governor entered the hall and was saluted in the usual way by the new and the retiring members. He made the customary speech, and then retired from the gathering.

Two days later, on March 16, the Assemblee (which has 25 members) met again and elected Monsieur Jerusalemy Jean-Baptiste Ceran as President: Messrs. Ilari Noel and Amaru Terii Tepa, as Vice Presidents; and Monsieur Rene Raphael Lagarde as Secretary. All are members of Pouvanaa a Oopa's group of 18 representatives.

The majority group, on this day, commenced proceedings without waiting for the arrival of the Secretary-General, M. Sully. The latter, on expressing surprise that the meeting was under way when he entered was told by the President that he should arrive on time.

It is reported that debate, within the Assembly on this and the following day, was "bitter and heated, with personalities introduced."

On March 27, the two opposing groups in the Assemblee sent telegrams to Paris. Pouvanaa a Oopa's group demanded the expulsion of the Secretary-General. M. Poroi's group insisted that the other telegram should be ignored.

On March 28, the Assemblee elected, as Senator, Dr. J. Florisson, in succession to M. Lassalle-Sere, who has been Senator for many years, and prominent in the affairs of the French Pacific Territories.

HOW TO GET SOME VALUE OUT OF OUR JAPS

RABAUL, April 11.

IN spite of official portentousness, the people of Rabaul are not deeply concerned over the arrest of the Japanese fishing-boat, and all this evidence of the perfidy of our late enemy.

Instead, the people are much more interested in the little ship and its equipment, and method of fishing.

It appears that the Jap technique is to put out miles and miles of lines, suspended on glass floats, and use various ingenious baits on smaller lines carrying hooks, and attached to the floating lines. The crew of over 20 evidently spent all their time just going along the lines. When the ship was arrested, it took 14½ hours' work to haul in all the lines.

There seems nothing wrong with the technique as employed in our waters. This is a new ship, and they say she has not fished anywhere else; and there were some 20 tons of fish in her refrigerators.

Someone here asked: *"Why not forget this business of bringing in a planeload of officials to prosecute the fishermen? Why not punish them, and get some real benefit out of it all, by compelling them to show us how to catch fish in our own waters?"*

£500 Fine For Jap Fishing Boat

RABAUL, April 9.

THE Jap ship (through the captain) and crew (including captain) were charged to-day with fishing in Territorial waters without a license. (Details on p. 125). Mr. Dudley Jones, defending counsel said the captain did not know he was in forbidden waters, and the crew merely obeyed orders.

The 24 Japanese were escorted to the Court by police-boys. They seemed carefree and happy.

The Court fined the ship 500,000 yen (£500 Aus.), and the captain £5. The charge against the rest of the crew was dismissed. Pending payment, the ship is held in custody for 60 days, when it may be seized and sold.

COPRA ON 1952 LEVELS

British MOF Has Best Of It

IN early March, London had a rising market for copra, and sales of Straits were reported up to £94 Stg., European port. Philippines was sold at as high as $285, March-April shipment.

During the month, between 10,000 and 15,000 tons of copra from Indonesia came into the European markets, and prices eased slightly. Straits was down to £90 at the end of March.

All the British copra-producing Territories in the South Pacific have now settled down, for 1953, with British Ministry of Food contract prices at or very near the 1952 levels. So far, the MOF (which was most reluctant in January to forego its claim for a 10% reduction) is having by far the best of it—it is buying South Pacific copra at from £10 to £12 under the world market.

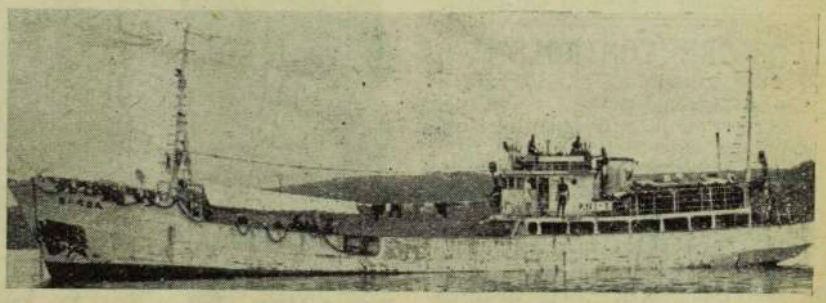
RAINS TEAR RABAUL'S ROADS APART

RABAUL, April 2.

AT long last, it has stopped raining; and before this day was two hours old, four different citizens had asked me to go out and take a look at their roads.

They surely are a picture! Everywhere, the rushing waters have scoured deep channels through the pumice formation. There are holes, in some places two feet deep, across practically every thoroughfare, the result of bad formation and insufficient gutters and drains. Works and Housing have been roadmaking in this place for years—but there was little permanence in their operations.

Conditions are worst in the Tunnel Hill Road area, the "escape route." If there had been an eruption this morning, escape could have been accomplished only on foot. No vehicles could get over these tracks.—*JUDY TUDOR.*



Japanese ship "Sumiyoshi Maru", in Rabaul harbour. (Casuarina Studio photo.)

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RAROTONGA HAS A LIVELY ELECTION

From a Special Correspondent

THE election for the European member of the Rarotonga Island Council resulted:

McKegg (elected)	66
Watson (former member—defeated)	37
Scott	19
Informal	2
Total votes cast	124

The election was "lively." Mr. W. H. Watson, who had been for eight years a member of the Council—and, in that capacity, attended six Legislative Council sessions—has been recently an unsparing critic of the Administration; and some of us believe that there is too large a proportion of the *laissez faire* element among the officials of the Cook Islands.

There seems no doubt that the bureaucrats "ganged up" on Mr. Watson—they openly advocated the candidature of Mr. McKegg or Mr. Scott. As 72 of the 134 voters on the European roll are civil servants, or their wives, the energetic Mr. Watson was at a disadvantage.

Many of the non-officials have Euronesian wives (half European-half Rarotongan) and, under the archaic laws of NZ, these people are not permitted to take the European status of their husbands, and enrol as Europeans. The officials—who are rarely more than three years in the Territory, and have only an evanescent interest in its affairs—mostly have European wives, who are allowed to vote. We do claim that this franchise is due for an overhaul.

However, it cannot be said that the new member is without local interests. Mr. McKegg was born in Rarotonga, where his father was one of the founders of the Cook Islands Trading Co.; educated in New Zealand; and served in World War I, and is held in high regard. Mr. Watson has not been here so long, but he is one of our solidest citizens and also is held in wide respect. The bureaucrats were shrewd in running Mr. McKegg against him, and splitting his vote through the candidature of Mr. H. Scott, another respected old-timer.

MORE CONTROLS!

IT was announced from Paris in mid-March that the French Government will shortly make drastic cuts in its imports from Sterling countries in a "desperate attempt to reduce the large trade deficit and end the pressure on gold reserves."

It may be assumed that the policy will also affect French Territories in the Pacific in their dealings with Australia and New Zealand, already considerably reduced.

W. SAMOA ASKED TO DESIGN ITS SELF-GOVERNMENT

Interesting Plan Offered Unexpectedly By New Zealand

From Our Own Correspondent

APIA, March 26.

ON March 18, 1953, the Prime Minister of New Zealand (Mr. Holland) and the High Commissioner in Western Samoa (Mr. G. R. Powles) issued simultaneously in Wellington and Apia a 1,400 words "Statement of Policy", describing far-reaching changes proposed in the political, social and economic structure of the New Zealand Trust Territory of Western Samoa, under which the Territory will become practically self-governing and nearly independent, presumably under the care of New Zealand.

The plan is to be considered by a Constitutional Convention, which will be called at the end of 1954.

Outstanding among the proposals is the establishment of a Cabinet, with a Prime Minister and Ministers in charge of Government Departments; the election of a House of Representatives by universal franchise and secret ballot, to which body the 11 traditional districts of Samoa are to elect one member for each 2,000 inhabitants.

The most generous and remarkable part of the plan is the gift to Samoa of the large and valuable New Zealand Reparation Estates (the organisation administering the former German plantations, taken over by NZ as reparations after World War I), the present value of which is estimated at about £1,000,000. It is to be administered by a board of four local directors and one representative of New Zealand. This generous offer has been received with deep appreciation and gratitude by the Samoan people, who realise that the huge land holdings of the concern will vitally assist their future agricultural development.

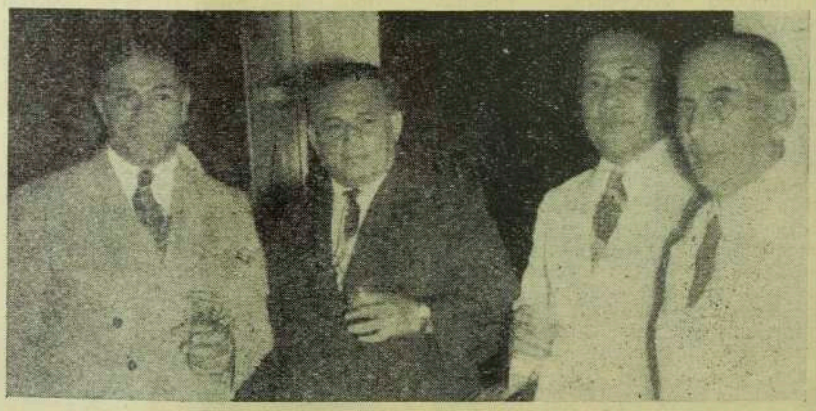
Among the semi-political and administrative measures proposed are the following:

- Establishment of district and village boards.
- Study of a plan for a common citizenship, abolishing distinctions between Europeans and Samoans.
- Scheme of staff training for Government servants.
- Initial investigation of local government for Apia.
- Integration of Samoan Affairs Department with District and Village administration.
- Reform of judicial system and establishment of subordinate courts.
- Establishment of a Central Registry of the Justice Department.
- The Fono of Faipule (present Samoan parliament) to draw up rules for the election of members of the Legislative Assembly in 1954.
- After the election in 1954, the High Commissioner to cease presiding over the Legislative Assembly.
- In 1954, the Executive Councillors to accept Under-Secretarial duties.

PROPOSALS IN ECONOMIC FIELD

- An overall economic survey and an aerial and soil survey at an early date.
- Continuation of agricultural

(Continued on Page 117)



A group of four political leaders in Western Samoa. Left to right: The Hon. Malietoa Tunamafili II, member of the Council of State; the late Hon. Tofa Tomasi, MLA, whose untimely death was reported in March PIM; the Hon. Te'o Leutele, MLA; the Hon. A. M. Gurau, MLA.

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FOR THE CORONATION

Islands Parties En Route

DURING the month, representatives of the South Pacific Territories, bound for the Coronation, have gone east and west along the main routes to Europe—some via America, some via Australia. Practically every English-speaking Group will be represented.

FROM PAPUA-N. GUINEA

Twenty-five members of the Papua-New Guinea Police—well-drilled, smartly marching men, and a credit to their officers and their unit—left Sydney in the *New Australia* on April 11. They marched



The Hon. Tupua Tamasese, one of the leading High Chiefs of Western Samoa who, with his wife, will be the principal representative of the Territory at the Coronation of Queen Elizabeth II, in London, in June.

through Sydney's main streets on the 10th to lay a wreath at the Cenotaph, watched curiously by lens of thousands, who seemed to approve of them.

FROM FIJI

Sir Lala and Lady Sukuna, representing the native community of Fiji, spent a couple of days in Sydney before joining a P and O liner. European, Indian and Fijian officials have gone the other way; a small party of Fijian soldiers have gone on an Australian troopship; and other Fiji soldiers go directly from Malaya.

FROM TONGA

Queen Salote of Tonga departed from Tonga by the March *Tofua*, amid scenes of devotion and farewell, to join a liner in Auckland, and go by the Panama Canal to London. She will return via Australia. She is accompanied by Princess Mata'aho, wife of the Crown Prince of Tonga (Prince Tungi) and Mrs. J. E. Windrum, wife of the British Consul and Agent in Tonga.

Old-Timers Condemn Grimble's Gilbertian Book

WHEREVER old-timers of the Gilbert and Ellice Islands foregather—and there are quite a number in Sydney—they soon drift into an indignation meeting over Sir Arthur Grimble's book, *A Pattern of Islands*.

It is a most colourful and lively and amusing book, and it has made the grade as a best-seller. As a result, Sir Arthur has been taken to America as a lecturer and commentator, and he probably will get a small fortune out of royalties and what-not.

But a great deal of the book, say the old-timers, is either sheer fiction, or gross exaggeration. They produce facts of natural history, such as those relating to sharks and octopuses, to prove that some of the things Sir Arthur so blithely describes as happening just couldn't have happened. They take incident after incident, as recounted by his lively pen, and tear it to pieces, on the basis of their knowledge of localities and conditions.

There is little use in fretting. This is typical of modern life, and not peculiar to a Grimble book. The public want newspapers and books which entertain them—otherwise, they will not buy the goods. Ergo, most publishers give the public what it wants, often straining at the truth, but not straining too heavily. Sir Arthur's book, at any rate, is well written and very amusing.—R.

Memorial to Coast-Watchers

Coast Watchers of World War II propose to erect a memorial, on a site to be selected in Papua-New Guinea, to their comrades who lost their lives on active service. Subscriptions may be sent to "Coast-watchers Memorial Fund", c/- Director of Naval Intelligence, Navy Office, Victoria Barracks, Melbourne.

FROM WESTERN SAMOA

The selection of Hon. Tupua Tamasese and his wife, to represent Western Samoa at the Coronation of Queen Elizabeth, has been generally applauded. Hon. Tamasese, one of the High Chiefs of Samoa, has been prominently associated with the public life of the Territory for many wears, and he is held in high regard.

Other small parties of officials—mostly native Islanders, such as the Solomon Islanders—have gone by ship.

FROM COOK ISLANDS

The Cook Islands will be represented by the Makea (Hon. Nui Teremoana Ariki) who is accompanied by her husband, Mr. Tau Cowan.

MV POLLURIAN

Bougainville Interests to Take Over

THERE have been rapid moves in the dispute among members of the Bougainville Company, formed a couple of years ago to acquire and run the motorship *Pollurian* in the Bismarck Archipelago end of the New Guinea Territory.

Some of the Directors of the Co., after various negotiations with Captain Tom Coyne, managing director, removed him from his position late in 1952 and complained to the police, and he was charged with the improper use of funds—a charge which he strongly resisted. He was committed for trial, and the case was to have been heard in February or March.

In March, however, the Crown Law Department filed a *Nolle Prosequi*, and the case was struck out. By now, Captain Coyne had issued writs against Messrs. Joyes and Ellis, Bougainville planters, claiming damages for malicious prosecution; the latter had taken further proceedings against Coyne, demanding an accounting of certain funds. It was a complicated situation. The majority of the shares in the Co. appear to be held by the previous owners of the *Pollurian*, Coastal Freighters Ltd., of England.

A message from Rabaul on April 13 reported that it now has been arranged that the Bougainville interests will acquire Coastal Freighters' interest in the ship.

This, presumably, means that the various claims have been settled, that Captain Coyne and the English interests have sold out, and that the Bougainville planters will control the Co. and run the ship.



In Port Vila, New Hebrides, on March 10, the wedding took place of two well-known young people—Miss R. Habulot was married to Mr. R. Valett. Mr. Valett is a popular footballer in Vila.

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SIR HENRY SCOTT, QC

Chairman of Session of S. Pacific Commission

AN important session of the South Pacific Commission (which is being held this month in Noumea in conjunction with the South Pacific Conference—see page 107) will be presided over by Sir Henry Milne Scott—an interesting departure from the usual routine.

At present, the Senior Commissioner for the United Kingdom on the Commission is Sir Ronald Garvey, the new Governor of Fiji. Sir Ronald, now rather deeply immersed in Fiji affairs, cannot spare the time to go to New Caledonia; and so Sir Henry Milne Scott has been appointed his alternate.

This announcement is of unusual interest, not only because this is the first time that someone unconnected with Governments or Universities has been appointed a Senior Commissioner (Sir Henry is a well known Suva barrister, and a director of some large trading concerns) but also because, in order of rotation, this is Fiji's turn to preside at the Session.

The South Pacific Commission, since its inception in 1947, has created a big organisation, and now is carrying out important work. Its primary and chief objective is to raise the standard of native life throughout the South Pacific Islands. Chief criticism of it is that the twelve Commissioners are by training and outlook too far removed from practical and mundane affairs. They have been, almost wholly, either high Governmental officials or University professors and lecturers. It is argued that the Commission cannot attain maximum usefulness unless it also represents the viewpoint of private enterprise in the South Pacific.

Sir Henry Milne Scott probably has contributed more than any other private individual to native welfare in the South Pacific. He always has taken a keen interest in the native Fijians, of whom he is very fond. He has made large personal gifts to native welfare. The land upon which is built the new college for Fijian boys (see front cover of this issue) is a recent gift from him. He has given years of valuable service to the Lepers Trust Board of Fiji.

DR. W. E. H. STANNER, Reader in Comparative Sociology in the Department of Anthropology, Australian National University, Canberra, has been appointed Australia's Second Commissioner on the South Pacific Commission (Mr. J. R. Halligan is Senior Commissioner). Dr. Stanner is a graduate of Sydney University: gained his Doctorate in Philosophy in England; and has done distinguished field work in anthropological research, from the economic and social side, in North Australia, East Africa, Indonesia and the Pacific Islands. After special training in America in certain aspects of civil administration, he served in South-West Pacific during the war.

Appeal to Past and Present Citizens of Rabaul

To mark the coronation of Queen Elizabeth II, and to assist a worthy public cause, a committee of Rabaul citizens is making an appeal to all present and former residents of that area, for a modest subscription to a Coronation Fund.

Rabaul has a Public Recreation Sports Ground, but it is in poor condition. With sufficient funds, the Coronation Committee proposes to re-design and reform the Ground, so it may be suitable for all kinds of athletic sports. There will be a sports oval, dressing sheds, pavilions, and appropriate trees and shrubs will be planted.

It is proposed also to design a set of gates which will be installed in memory of Rabaul soldiers and citizens who lost their lives in World War II.

The Sports Ground will be known as Queen Elizabeth Park.

The appeal, which is warmly commended, has been made by Mr. R. Galloway, on behalf of the Coronation Finance Committee. Subscriptions should be sent to the Treasurer, Coronation Finance Committee, care of District Office, Rabaul.

BUTTON-MAKING IN FIJI

New Industry at Levuka

WE reported, some months ago, that Mr. A. G. McGown, of Levuka, had taken steps to establish a button-making industry in Fiji. It is now formally announced that Mr. McGowan is the managing director of Pacific Pearl Shell Products Ltd.; that the Co. has installed 18 button-making machines in a factory in Levuka; and that the plant is capable of making, each day, 72,000 buttons out of trochus shell.

The company will buy trochus shell from the Fijians, and will be capable of handling 400 tons per annum. A staff of 20 people will work under the direction of a technician from the United States.

Before World War II, most button-making from South Pacific shell was done in Czecho-Slovakia and Japan. Since the war, the shell has gone mostly to United States. It is believed that, if there is efficiency in the factory, the new Levuka enterprise should be able to dispose profitably of all its products.

If it ran at full capacity for 300 days per annum, the Levuka factory might produce over 20 millions of buttons. That seems a startling number of buttons. But there are 2,000 millions of people in the world, and if each of them lost five buttons a year (and many of them can do a lot better than that) there would be a call each year for 400 millions of buttons.

MELANESIAN MISSION, BSI



The Anglican Melanesian Mission ship "Southern Cross" left Auckland for the New Hebrides and Solomons on March 10, on another six months' tour of the mission stations. The photo shows, top row:—

Sister Ruth Palmer, for Ugi Hospital.

Rev. Leonard Alufurai, recently consecrated deacon in Auckland (first Solomon Islander so consecrated since 1872) returning to the Group.

Mr. and Mrs. Mountfort, schoolteachers, going to Alangaula, Ugi Island.

Second row: Mr. and Mrs. Adams, carpenter and nurse, proceeding to Fauabu Station, Malaita.

The Rev. R. P. Garrity and family returning to Honiara after leave.

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LOBSTER TAILS FROM DARU

ydney Man's Plan For New Papuan Industry

A NEW lobster-catching industry, based on Daru, Western Papua, is planned by Mr. Jack Toyer, no is now preparing his 72-ft otor vessel *Cygnet*, in Sydney, for e enterprise.

Mr. Toyer, several years ago, was arine superintendent in New uinea for an Australian oil com- ny, and he believes that there are itable lobster-breeding grounds ar Daru. He recently advertised r men to join in his project, and told the interested newspapers at he will leave shortly for Port oresby with his wife and young ildren, aboard *Cygnet*, and he will followed by six men who will take o smaller craft to Papua. *Cygnet*, ted with refrigeration, will be the nother ship"; the smaller craft ll be the "chasers"; and the tails the captured lobsters will be ozen, shipped to Port Moresby and ence despatched to United States, here there is a large and profit- le market.

HALLENGE TO OLOMONS AXING AUTHORITY

THE challenge to the taxing authority of the British Solo- mon Islands Administration— ade on behalf of BSI copra pro- icers who feel that they are being o heavily penalised through in- me tax—was heard by Judicial ommissioner Charles in Honiara st month. Decision was reserved. It is expected that, whatever the cision, there will be an appeal on nstitutional grounds to a higher urt.

The proposed challenge to the thority of the BSI Copra Board— ade on the same grounds, namely, e validity of an Order in Council ade in 1893—is under legal exam- ation still, and no further steps ve been taken.

ROWING NEED OR ATIVE TEACHERS

THE Director of Education in Papua-New Guinea, Mr. W. C. Groves, returning to Port oresby after long leave, informed porters in Victoria that one of e chief needs of his organisation re native teachers trained to ke charge of village schools. He d that valuable help was being en in this direction by 21 sep- ate missionary groups in Papua- w Guinea; but still more teachers re needed.

FIJI'S WAR ON RHINO BEETLE

Definite Infestation in Suva Area

SOON after a live Rhinoceros beetle (*Brontispa froggatti*), deadly enemy of the coconut palm, was found on a ship in Suva harbour on February 22, another live specimen was discovered by a Fijian in his house at Suvavou (near the harbour, west of Suva). (See PIM, Feb.).

The Government immediately took alarm; Department of Agriculture teams went searching carefully; and by mid-March it was clear that there was infestation throughout a 10-miles wide area west and north-west of Suva. Beetles and larvae were found in rotting vegetation, trees and houses.

It is believed that the insect had been established in the area for at least a year—probably before the infestation in Vavau (North Tonga) was discovered.

Every precaution that the experts can devise is being taken to keep the infestation within the limited area west of Suva. The most stringent measures are being imposed upon ships, planes and vehicles moving out of the infected area. Teams of searchers are examining the country. Officials are inspecting vehicles at special road-blocks. Power-spraying on a huge scale is proposed. The Government has made £14,500 available to cover costs of these extraordinary measures.

BUT we have never heard of a case of the complete eradication of this pest, once it has become established. It can be controlled by the use of parasitical wasps (such as the *Scolio Ruficornis*, brought from Mauritius to Western Samoa many years ago) and by vigorous communal measures directed to the removal of all dead palms and rotting vegetation; but once the implantation is complete—as seems to be the case in Viti Levu—the only thing to do, apparently, is to accept it as one of the burdens of the nation, and provide accordingly.

It is exceedingly bad luck for Fiji, which took all reasonable precautions, once it was found that the pest had escaped from Samoa to Tonga. But, failing a means of complete eradication which could have been applied in Samoa and Tonga, and in view of modern transport conditions, the spread of the beetle to Fiji, sooner or later, was inevitable.

Fiji's coconut industry is worth between two and three million pounds per annum. Most of the best coconut plantations are not in Viti Levu, and the pest may be kept away from the other islands for some time—although at considerable cost.

The Colony's main hope is that some parasite may be found to kill Rhino, just as the Colony, several years ago, by introducing a parasitic fly from Malaya, wiped out the very menacing blue moth.

Presumably, Fiji will give its Department of Agriculture *carte blanche* in seeking a way out of this ugly situation

Fiji, Tonga, Western Samoa, Wallis archipelago, New Guinea—all now are affected. It looks like a ready-made job for the South Pacific Commission.

Few Beetles—Many Larvae

(From Our Fiji Correspondent)

SUVA, March 26.

IT has been officially pointed out that if the beetle has spread beyond the Suva-Veisari area, the grant of £14,500 will have to be substantially increased.

At the moment it is not thought that special equipment, such as power-sprayers, will be required, but it is realised that the fight against the beetle is a matter involving long-term research, for which modern equipment will be needed.

At a Suva Rotary Club luncheon, Mr. W. G. Johnson (managing director of W. R. Carpenter and Co. (Fiji) Ltd.), suggested a reward of £100,000 for anyone in the world who is able to control the beetle. "This is not a large amount to protect a £3,000,000 a year industry," he said.

The Senior Government Entomologist (Mr. B. A. O'Connor) told the Rotary Club that it had been suggested that, with the help of the South Pacific Commission, an entomologist might be sent to south-east Asia or Ceylon to discover why the rhinoceros beetle affects some places less than others.

"We must find out why the beetle is attracted to rotting vegetation and coconut palms. If we could find the answer to that," he said, "then we could provide a lure. The South Pacific Commission may be able to help us in this. Fiji, of course, would have to contribute to the cost of research."

Comparatively few beetles have been found so far, but a great many beetle grubs have been unearthed. More than 20 of the repulsive things (3 in. long an dnearly 1 in. thick) were unearthed in a compost heap at Delainavesi, close to Suva. Others have been found in the dead, standing trunks of sago and coconut palms, and still others in sawdust piles near sawmills. One of the worst points of infestation is near the Solomon Islanders' village at Wailoku, about three miles inland from the harbour, and another fairly bad patch is near the hill suburb of Tamavua.

Visible damage to coconut palms

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is not common. This, added to the fact that many grubs and few beetles have been found to date, suggests that the beetle's invasion of Fiji may have been caught in the nick of time. If that should be so, the watchful Fijians (who, on board the ship *Thorsisle* and in a house at Suvavou, pounced on and reported the first two known live beetles in Fiji) should receive some recognition.

Life History of Beetle

By B. A. O'Connor,
Senior Entomologist in Fiji.

The damage done by this pest is all caused by the adult beetles, the grubs being quite harmless. The beetle flies to the top of a palm, and crawls in among the bases of the fronds. It then bores in towards the centre, making a large hole through the butts of the younger fronds, and pushing out of the hole a mass of chewed fibres.

If it reaches the growing point of the palm, no new fronds are formed, and the tree dies. It has a typical appearance of having outer fronds but no inner ones.

Even if the beetle does not reach the growing point, rain-water may lodge in the burrow which it has made, and bacteria and fungi growing in the damp pocket may cause the growing point to decay.

Where the beetle has chewed through the young "spear" of developing leaves, it damages the fronds so that when they open out they either have the tip cut right off or have a triangular section of leaflets removed.

A heavy fall in production is caused by the death of palms and the loss of foliage. Moreover, the mortality among young palms is very heavy, so that replanting becomes extremely costly. The producer may reduce his losses considerably by trapping beetles and by destroying breeding places, but this involves him in heavy expenditure.

Breeding takes place in decaying vegetable material, such as the tops of standing dead palms of various kinds; in rotting stumps and logs of palms and other trees, includcluding rubber trees; in coconut trunks used in bridges, buildings and other structures; in dead Pandanus; in rubbish dumps and compost heaps; in heaps of farmyard manure; in piles of rotting sawdust; in old, covered-in latrines; and in other similar situations. Decaying sago trunks may also be a possible breeding place.

The beetles mate in these places, and here also the females lay their eggs, each female producing up to sixty or seventy eggs. The eggs hatch within a fortnight, and the grubs, which feed on the decaying vegetable matter, become fully grown in from 2½ to 3 months after hatching. A cell is then constructed, either in the food-material or more commonly underground, and the pupa, or resting, stage is formed. This stage lasts about three weeks, when the adult beetle is formed. The beetle remains in the cell for a further three weeks before emerging. The female probably lays eggs within a fortnight of emerging. The total length of a generation is thus about five months.

The beetle is nocturnal in habit, flying only at night. Some authorities state that it is strongly attracted to light, but there is evidence that this attraction is only moderate. However, some of the beetles do fly to lights.

The adult beetles feed on many kinds of palms, including the coconut palm, oil palm, nipa palm, sago palm and Areca or betel-nut palm, on Pandanus and, to a small extent, on sugar cane and sisal hemp. Caged beetles have freely eaten pineapple, pawpaw, dalo (taro) and banana, though there appears to be little attack on these plants under natural conditions.

Do You Remember ?

From PIM of 20 Years ago.

IT was interesting to note that in April, 1933, the price of a ton of rice—staple diet of plantation labour in the South West Pacific—was approximately the price planters were receiving per ton for their copra. (In 1953, planters are paying, ton for ton, about three-tenths more for their rice than they receive for their copra.). But apart from this, planting was in the doldrums and planters of 20 years ago did not normally find themselves elevated to the Rich Uncle class. For the rest, Pacific Island cruises were a popular, and cheap, form of amusement; and people were no less keen to start new industries in the Territories than they are now.

Here are some of the things contained in the PIM of April, 1933:

Mr. C. Falkner, of Tearouki Plantation, Bougainville, wrote that there had been Jap trochus poachers operating off Tiop. On March 4, he said, they had appeared in a large launch, sent out 10 boats to a reef that was reserved for the local village and commenced to fish for the trochus which the villagers were keeping to pay their taxes. The chief and elders of the village went off in canoes and ordered the Japs off, but the intruders ignored them. In four or five hours they had skinned the reef and departed, "leaving a lot of enraged and loudly protesting natives".

* * *

Burns Philp and Co. had bought up the trading section of its most formidable rival in Papua, the British New Guinea Co.

The BNG Co., which was owned by a group of London investors and had operated in Papua for many years, would, however, continue to operate its coconut and rubber plantations.

* * *

"Two new seaplanes, purchased in Australia by Fiji Airways, Ltd., are already in Suva and in operation. We predict for the company a very useful and profitable career—although it can hardly hope to score the sensational success achieved by its older relation, Guinea Airways, Ltd."

* * *

In a list of NG Public Service appointments and promotions G. Ellis and H. I. R. Niall were appointed Acting Assistant District Officers; E. A. Feldt, District Officer, Grade 2; G. W. L. Townsend, District Officer Grade 2, and E. W. Oakley, District Officer Grade 1. (Mr. G. Ellis committed suicide on the Sepik River, in 1942, under rather extraordinary circumstances; Mr. Niall is now District Commissioner, Morobe; Mr. Feldt, who organised the famous Coastwatchers during the Pacific War, is now retired and living in Brisbane; Mr. Townsend has a United Nations appointment at Lake Success. Mr. Oakley is dead).

* * *

"The Rockefeller scheme of sanitation which is being attempted in the Cook Group is being pushed forward by the PWD. It is anticipated that the whole of the installations (about 850) at Rarotonga will be completed within three or four months." (It is a safe bet that John D. never imagined that he would be best known in the South Seas for his "scheme of sanitation"—which consisted of latrines built at the end of long jetties out over the sea and were designed to prevent hookworm infection. The scheme was instituted by the late Dr. S. M. Lambert, financed by the Rockefeller Foundation, and the relics are a striking feature of the Samoan landscape to-day. They have probably survived in other areas, too).

* * *

There were, at the time, four companies interested in sugar growing in Papua, and selling shares to Australian investors. They were the Sangara Company, Sugarlands, Ltd., Tropicane, Ltd., and the Kingsmill Group. Pointing out that Papua probably was the place, but that 1933 was not the time, we said that either the Australia or the Papuan government should supervise the sales of bonds and shares to investors and (we cornily asked) were the companies interested in sugar or "sugar". (No one did produce sugar commercially in Papua, anyway. But in the depressed days of 1933 anything was worth trying).

* * *

The big-hearted Australian Government was spending the money collected from import duty on Fiji bananas to help the Australian banana-growers with scientific research, publicity and other activities.

* * *

The Fiji exchange rate, after being 25 per cent. under Stg. for some months, reverted to 11 per cent. under Stg. Approx. £113 Australia was equal to £100 Fijian. This is very close to the rate still prevailing in 1953.

McIlraths of Sydney were advertising the best Rangoon ration rice, in double 100's, at £11/10/- per ton, and trade beef at 19/- per case.

THE EDITORS' MAILBAG

e Knew Miss Dakota

Mr. Leslie Gill, of the Northern lomons, is reminiscent:

Your article and photographs (pp , 66, February PIM) concerning e Quonset suburb of Noumea, oke memories.

I resided in that area for a week February, 1943, in a Quonset med "Miss Dakota." The huts in at section of the Quonset town-ip were named after the various ates. It was a United States Navy -up, and—I think my memory ves me right—its official designa-n was "CUB 15."

went to a movie there one night d saw a Bob Hope film. What uck me most about that show s the fact that a group of GI's ose a 1,000 lb bomb as a box-seat m which to view the show.

ant a Useful Old Book?

For many years, in the early rt of this century, the standard erence book on the South Pacific s *Stewart's Handbook of the cific*, compiled and edited by rcy S. Allen. The last edition s in 1923, and that issue is par-ularly valuable, because it con-ns a bibliography covering books ling with the Islands. Mr. C. chanan, of the Whitehorse Road, epdene, Victoria, informs us t he has a copy of the 1923 tion available, if anyone wants

Mr. Allen, for a long time, was nember of the *Sydney Morning rald* staff. He now lives in re-ment in Mosman, Sydney, and l is an authority on Pacific nds history.

ese Differing Points View!

valued reader in Melbourne, ding his sub. along, says: "It uld be a great relief if your tor would cease his tiresome, ious prattling on political tters."

n ex-resident of Fiji, in a note m South Sydney, asks for a ticular issue, so that he may d again an article (dealing with Red Asian menace to the future he Pacific Territories) and adds: ese articles of yours always re-d me of Lord Roberts before rld War I, storming the length breadth of England, preaching ut the German menace; and y said his was a voice in the lerness, and 'Poor old Bobs—he is his dotage.' Australia to-day s something far worse than the man menace of pre-1914."

nd a former Pacific Islands sionary, writing a couple of nths ago from the United States, a friend in New Zealand, commented on PIM and said: "Your Mr. Robson writes some fine articles, which remind me in some ways of that great old man of England, Winston Churchill."

Which, while it is carrying praise to an absurdity, does show—as we remarked—how widely different are the points of view.

Error in Kilowatts

It was stated in the February PIM (p. 24) that the Port Moresby hydro-electric installation will have an initial output of 3,000 kilowatts, "which is just over the town's present maximum power consumption." The P-NG Department of Works points out that the biggest demand for power ever recorded in Moresby (February, 1953) was 1,295 KW, which is only 43 per cent. of the output expected from the Rouna Falls power station.

Bananas by the Foot

The claim that those post-hurricane bananas now coming out of Fiji (PIM, Feb., pa. 21) are of record size suggests to me that the Fiji banana is deteriorating. When I lived in the Sigatoka district 45 years ago, the banana plantations of Messrs. Ty Sang and Sang on Ty were just being opened up. I have no authentic records beyond a clear memory, but I remember that many bunches from the Yalva, Bila Levu, Qiri Qiri, and other plantations exceeded in size those you have described as the products of 1953—some of those bunches were fully 4½ feet high. Being a banana planter myself at Naikurokuro, near Suva, I was much impressed, and took particular notice of them. The soil of the Sigatoka Valley is immensely fertile, probably because of the big limestone cliffs at Qalemare, some 30 miles upstream. When the CSR Co. opened up Kavonagasau sugar plantations—about 600 acres of alluvial flats—the first crop was 70 tons per acre averaging 17 POCS.

—K. P. WRIGHT, Quirindi, NSW.

Did He Brief von Luckner?

Your reference to the destruction of the Carnegie Institute ship *Carnegie*, in Apia, reminds me of an interesting member of her staff (writes Mr. K. P. Wright, of Lomani, Quirindi, NSW, who was a planter in the Sigatoka area of Fiji over 40 years ago).

He was a German named Heimbrod, a clever surveyor, who did a good deal of work in Fiji. I knew him well—he surveyed several blocks for me at Sigatoka. He was married to a charming Irish lady and they had a British family.

Heimbrod joined the staff of the scientific ship *Carnegie*, and spent some years with her, and so must have learned a great deal about the ports and anchorages of the South Pacific Islands. After Count von Luckner had made his famous incursion into the South Pacific it was remembered that Heimbrod had been visited in Fiji by von Luckner, and that they were friends, and it was thought that Heimbrod had imparted to him the special information about the South Seas which the Count clearly had. So Heimbrod was interned.

After World War I Heimbrod returned to Fiji. He was met by a number of returned soldiers and warned to keep away. It was even said that some of his possessions were thrown overboard. He went away, and I never heard of him again.

Tragedy of Tonga's Bananas

The newspapers here (Auckland) have been commenting upon bananas, small in size and bad in appearance, believed to have come from Tonga.

In 1907, when I represented the Union SS Co. in Tonga, we shipped every month from 10,000 to 20,000 cases and bunches of fine bananas to NZ. The growers got 1/6 per case, delivered on wharf. In 1952, the Government Banana Board was paying 8/- and 10/- per case, and carrying the fruit to the wharf.

A disease gravely reduced the banana output in 1911, and the Government of Tonga sought outside assistance. Three months later, there arrived a gentleman from an experimental farm in New Zealand, who assumed the title of Director of Agriculture. I do not think he had ever previously seen a banana outside a fruiterer's shop, and his efforts to restore the banana industry were not successful. He induced the Government to encourage the production of vegetables, which the Government Storekeeper sold in this store.

The disease has never been eradicated, and the poor quality of the Tongan banana is the result of it.—F. T. GOEDICKE.

G and E Finance in 1911

A recent reference in PIM to the assessment of the Gilbert Islanders' taxes in terms of copra has reminded Mr. Neville Chatfield—who was buying copra for Burns Philp & Co. in the Gilbert and Ellice Colony 40 years ago—of some official reports in his possession, relating to conditions in the Colony in 1911. They show that in 1911 the natives had to pay £3,120 in taxes (which even then was extracted in the form of copra). In that year, the Colony produced 2,070 tons of copra, worth £20,700, and 142,163 tons of phosphate, worth £213,250.

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Dead Soldiers' Gifted Children

THE New Guinea Memorial Scholarship, provided annually by the New Guinea Women's ssociation for the children of New uinea residents who lost their ves as a result of the Japanese vasion of the Territory, has been warded in accordance with the llowing examination results:

AN HIGGINS—Math. 97/150; Eng., 113/150; Social Studies, 77/100—average, 71.7 per cent.
OBERT BIRD—Math. 80/150; Eng. 112/150; Social Studies 75/100—average, 66.7 per cent.
LBERT ROBINSON—Math. 75/150; Eng. 87/150; Social Studies, 77/10—average 59.7 per cent.

Miss Dorothy Stewart of Mundubbera, Queensland, reports on behalf of the Trustees, that a legal interpretation of the conditions governing the Scholarship, showed that Ian Higgins was not eligible. The Scholarship, accordingly, was awarded to Robert Bird. But the Brisbane Branch of the Association, on learning of the circumstances, decided to award a Special Scholarship to Ian Higgins, and this has been announced accordingly. Thus, this year, two scholarships are awarded.

Rosemary Bird, sister of Robert Bird, won the Scholarship in 1951. Rosemary in 1952 passed in all seven subjects (getting four A's) of the Junior Public examination, and is now attending Somerville House School, Queensland South Coast.

Rosemary and Robert Bird are the children of Mrs. J. Bird, of Mermaid Beach, South Queensland, and of the late Mr. R. A. Bird, who was for 14 years a Customs official in Rabaul, and who served in the New Guinea Volunteer Rifles. Robert was born in Rabaul on February 11, 1939, and he has attended the Brighton, Toowong and Surfers Paradise Schools in South Queensland, and is now attending the State High



rom Left to Right: Rosemary Bird, ert Bird and Ian Higgins—the two er being this year's winners of New nea Memorial Scholarships. Rosemary the winner in 1951.

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School at Southport. He plans to enter the teaching profession.

Ian Lindsay Higgins, now aged 14, is the son of Mrs. Cilla L. Higgins, of Corinda, Brisbane, and of the late Sergeant L. J. Higgins. The latter was an officer of the Commonwealth Audit Office in Rabaul, and a member of the NGVR. Later, he was a member of the Bulolo Gold Dredging Ltd. staff, on the mainland, and came under enemy fire at Bulwa. He eventually reached Port Moresby; had a long spell in hospital in Toowoomba; joined the Army Audit Section in Brisbane; and died in a military hospital 18 months later.

Ian Higgins, who was born in Rabaul, is now attending the Brisbane Grammar School, and he hopes eventually to seek a Cadetship in the Forestry Department of the Government service.

Victorian Awards

The Victorian Branch of the New Guinea Memorial Scholarships organisation has awarded 1953 scholarships to the following:

Gillian C. Spensley, of Lauriston Girls' School.
Lois M. Atkins, of Lilydale High School.
Andrew W. B. Vial, of Wesley College.

This will make a total of six scholarship holders. The others who obtained awards and who are still at school are William R. Bliss (Caulfield Grammar School), Joan L. Ashby (Korowa C of E Girls' Grammar School) and John C. Spensley (Wesley College).

Owing to increased cost of education, the Trustees have made an increase in the grant to £50, for the three years.

Mr. Ron Glasson, having completed three years' mission work at Salame headquarters, Papua, was recently ordained in Brisbane into the Methodist Church.

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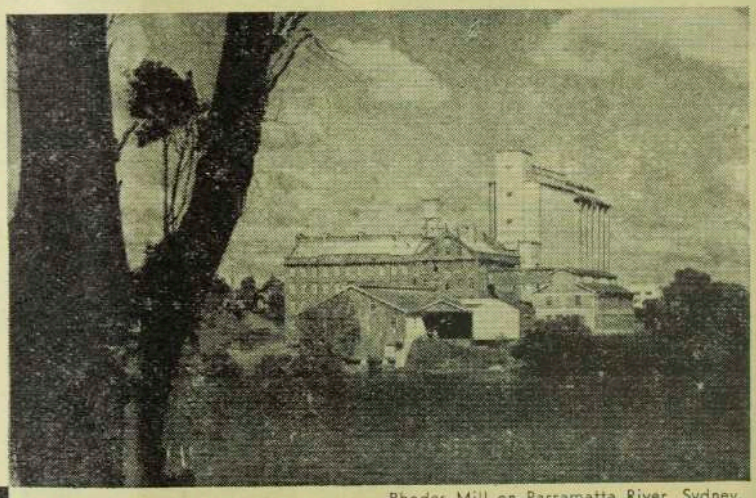
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TERRITORIES TALK-TALK

By Tolala

ACCORDING to an official spokesman, natives of New Britain this year are to receive £75,000 or war damage payment in settlement of their various claims. Previous payments have been made.

From what I hear, and have read, natives in war devastated areas have already received most substantial payments for similar compensation. I would be the last to question justifiable compensation to either whites or natives, but I do believe the Government's generosity has been overdone in an attempt to counter any criticism by UNO members, who might think that the "poor natives" were overlooked when compensation was handed out.

As most people know, the natives have fared extraordinarily well, while many a white claimant for justifiable compensation went away only partly recompensed. The War Damage Commission ended with a surplus of £5 million after all approved claims had been met. That amount was socked away into Consolidated Revenue by the Chifley government. Could it not be used now for settling native claims, instead of taking it out of the pockets of the Australian taxpayer?

:: :: ::

Over the National broadcast recently I heard Dr. C. M. Deland, of Adelaide, quoted as saying how dangerous it was to rehabilitate Rabaul. He was a good cove, up in PNG, as a medico, and also had a flair for growing outsize tomatoes; but I don't know that he has any special qualifications for commenting on seismic conditions around Rabaul. He was not in Rabaul at the eruption, so far as I remember, otherwise he would not have made the radio statement that "a great portion of the town was destroyed in 1937."

He was also incorrect in saying that Dutch experts recommended the abandonment of the town. Presumably he refers to Dr. Stehn, who made an inspection of the area, together with Dr. Woolnough; and the former definitely stated in his official report (and to me, personally) that Rabaul could be rehabilitated, providing safety measures were undertaken and systematic observations carried out.

It is not fair to the residents of Rabaul, or their relatives in Australia, to broadcast statements from unqualified persons. Life is quite complex enough in Rabaul at present, without adding to the worries of the residents.

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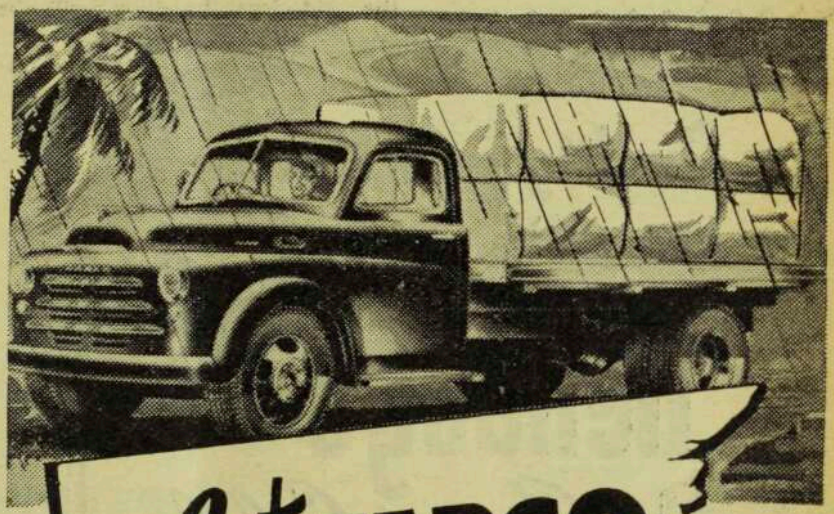
Now that it has been decided to send the P-NG police contingent to the Coronation—whether it is a good idea or not—satisfaction must be expressed that Sandy Sinclair is in command, for he is a man who will not stand nonsense from anybody. That is, providing he has retained the sterling qualities he possessed when in charge of the police in Rabaul, pre-war. Ex-guardsman and a strict disciplinarian, he has done more than most people realise to raise the standard of the P-NG police-boy.

I am not wholly in support of sending the contingent to London. A great fuss will be made of the lads in the Empire's far-away capital, where members of all races are being given ostentatious hospitality —for political reasons, more than anything else. There is an economic side to this question, as well as a moral one.

But the decision is taken. Authority says they are to go, and go they will, despite any protests.

:: :: ::

Fiji's excitement over the rhinoceros beetle may bring a smile to the face of the New Guineaites, who are well-accustomed to the whole tribe of Dynastids, buzzing around the lighted verandas at night. But Fiji's concern is well warranted, because the Rhinoceros, the Elephant and the Ceylon Red



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Palm Weevil do cause enormous damage on coconut plantations.

Fiji's Economic Botanist, Barney O'Connor, should know all about them. He served on the TNG Agricultural staff for some years before taking up his present duties. Director Larry Dywer, of P-NG, well knows the danger and it is to be hoped he sees that native plantations, as well as European, keep the pests down. In the past, too often, Europeans were prosecuted under the Pests and Disease Ordinance, while next door the groves of the apathetic natives were prolific breeding-grounds for the "binatangs."

:: :: ::

So history repeats itself in the appearance of Jap poachers in New Guinea waters. It is hoped that the kid-glove handling will be avoided now. Japanese officials made the same explanations back in the 1930's as they are doing to-day—inferring non-acceptance of responsibility for the deeds of their nationals. "They are pirates" and "they probably come from Okinawa, which is under American jurisdiction," they say.

No doubt NG reefs, rich in pearl-shell and trocas, are a happy hunting-ground for "pirates" in swift-moving sampans. In pre-war days those poachers used to make Greenwich Island, in the South Carolines, their depot; and there were several Jap residents in the Western Islands who knew their way about.

:: :: ::

It is good to hear of Skipper Brett Hilder's success in the BSI stamp-designing competition. I have not sighted the prize-winners, but I'm prepared to bet that the designs will be artistic at any rate. It's a case of the gifts of the father descending upon the son. Everyone knows J. J. Hilder's work.

In point of area, probably the biggest painting job Brett Hilder did was when he camouflaged the old BP inter-Islander *Maiwarra* to represent the KPM liner *Van Rees*, when War II broke out. The owners were not amused.

:: :: ::

I see that Rabaul is to hold Coronation Day festivities once again. If they are anything like those held 16 years ago they will be worth seeing. The procession of decorated floats and cars was a picture, as it moved along the be-flagged streets from the assembly point on the old Matupi Farm. The *feu de joie*, provided by the TNG police, was a spectacle which pleased everyone, and in particular Police Superintendent Johnny Walstab, who was a great stickler for ceremonial. Present-day Chief Judge Phillips made a fine record of the day with his movie-camera. About a fortnight later, Rabaul was covered in ashes and mud. Vulcan had erupted.

:: :: ::

A report last month in the *SS Post* describing the arrival from the Marshall Islands in Moresby of the UN four-man Mission, seems to indicate that the Mission was not happy about its travelling arrangements. It was "distressed" at the high cost to UN of air transport to Moresby in a DC4; and one spokesman throught Australia should pay for the trip.

The leader, M. de Marchent, said the Mission would report the result of its enquiries to UN, and that organisation may send recommendations to the Australian government, "which was not bound to follow the advice, but it would be wise to do so." Sounds a bit like stand-over tactics.

I'm afraid I'm a bit George



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Whittaker's way, when he said, "there are too many people at Lake Success with cushy jobs."

:: :: ::

Rabaul TAC's recent plea for the banning of sexy films, magazines and the like reminds me of the action taken in Rabaul some twenty-odd years ago when the local picture theatre censored its big posters and painted over leg shows and plunging neck-lines with black printing ink. I don't think it did much good. A few years later there was a wave of sex crimes throughout the town, which caused the formation of the Citizens' Association, to which I referred last month. Such action as banning sex pictures and literature is to be commended, though. The job is to police the regulations.

:: :: ::

Bits and Pieces: Engaged to Robin Muir, of Lindfield, NSW, is John Hore-Lacy, eldest son of Commander Dyson, of Kallista, Vic. . . . Passed to her rest on March 30, Mrs Eileen May May, wife of Dr. May . . . Papers report Errol Flynn is faced with a £366,200 claim for tax arrears, and he's looking for the chips. No hope for his NG creditors now. . . . Looks like more competition amongst the NG missions. Miss Malia Santoro, of California, is headed for "cannibal country west of Lae" for the New Tribes Mission.

Inquiry Into Conduct of Fiji Department Sub-Branch

IF one may judge by the number of letters sent privately to the PIM on the subject, many people will be glad that the Governor of Fiji has appointed a Commission to inquire into allegations of irregularities in the Mechanical Engineering Branch of the Department of Public Works.

The charges made, some openly and some confidentially, in connection with the management of the branch covered a variety of offences; but they generally were directed to an alleged lack of responsibility regarding the use of authority and the care of money.

The Commission will comprise Mr. C. J. Hammett, a magistrate; Mr. R. S. Kay, a chartered accountant, of Suva; and Mr. J. Gillies, chief engineer at the CSR Co's Nausori mill.

Mr. Robert Cleland, the 22-years-old son of the Papua-New Guinea Administrator, has been accepted as a Cadet Patrol Officer. He is one of 30 new CPO's who entered the service in mid-April.

The Mayor of Suva's Fiji-wide fund for the relief of England's flood victims closed with a total of well over £2,000, to which was added the Government's £2,000.

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Karl D. L. Brook, 7th Day Adventist Mission, Ba, Fiji. 21/2/53.

Scarboro Foreign Mission Soc., 47 Tak-Anawa Minami Cho. Minato Ku, Tokyo, Japan. 26/2/53.

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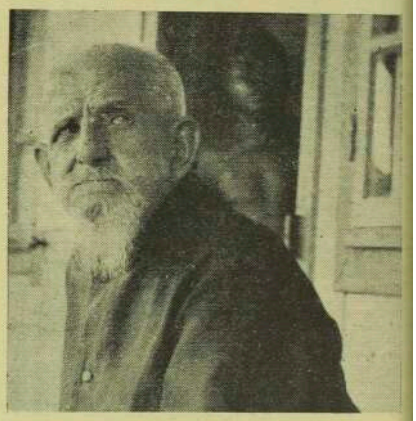
RABAUL: Hotel Ascot,
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HIS DISTINCTION: HE NEVER HIT A REEF!

Brother Francis Brahman, of the Vunapope Mission, near Rabaul, in New Guinea, who died a few weeks ago, earned distinction because, in 25 years of unbroken service, he navigated the Mission boat throughout the tortuous waters of the Bismark Archipelago, and visited



The Late Brother Francis.

practically every port and anchorage on those half-charted coasts and never once put his craft on a reef.

On the one occasion when he handed over his command to a co-worker, the unfortunate understudy ran the little ship, the *Julius*, on to a reef in the Bainings area; and that outcrop is still known as Julius Reef.

Brother Francis was born in Germany 78 years ago, and joined the mission staff in New Guinea in 1913. He retired from the sea owing to ill-health in the late thirties, but even in his declining years he would make trips to Manus and Buka. Right up to his death, he was the Vunapope Mission's watchmaker.

AN ELECTION IN FIJI

The Lautoka Town Council election resulted:

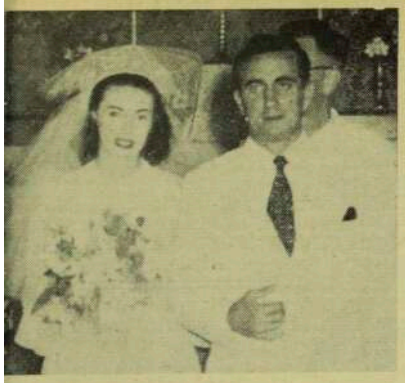
Four European seats—Messrs. S. Hollander, William Beddoes, C. A Adams and E. F. Corbett. (Messrs. R. P. A. Probert and K. A. Stuart were unsuccessful).

Four Indian seats—Messrs. G. K. Naidu, B. A. Patel, A. M. Prashad and M. B. Nityanand. Unsuccessful candidates: Messrs. Tulsi Ram Sharma, Dr. A. H. Sahu Khan, C. Patel, M. A. T. Khan, B. D. Lakshman).

Two more members will be nominated by the Governor.

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PT. MORESBY WEDDING



Mr. Keith McDonald, manager of Mogubu Plantation, Eastern Papua, was married to Miss Roberta Speedie, pretty daughter of Mr. H. W. Speedie, Pt. Moresby builder, and Mrs. Speedie, at St. John's Anglican Church, Moresby, on January 31. The Rev. H. F. G. Randall performed the ceremony; and Mr. and Mrs. K. L. Oliver were best man and matron-of-honour—the reception, later, was held at their home. The newly-married couple returned to Papua on April 15, after a holiday in Sydney.

FIJI RUGBY BADLY TREATED BY N. ZEALAND

SUVA, March 30.

SURPRISE and disappointment, with some bitterness, made up the reaction of Fijian Rugby players and their supporters (the latter including many Europeans) at the cavalier treatment by the New Zealand Rugby Union of a request by the Fiji Union for a visit by a Maori team this year.

The New Zealand Union has temporarily pigeon-holed the request, with a reference to its preoccupation with overseas commitments, including a New Zealand All Blacks' tour of Great Britain scheduled late this year.

Fijian Rugby is to a large extent an individualistic offshoot of New Zealand Rugby, which has hitherto taken great pride in the growth and success of its protege. Now Rugby circles in Fiji are affronted and angry.

It is pointed out that a Maori visit could be over and done with long before the Dominion selectors have to start worrying about the All Blacks, that the last NZ team to come to Fiji was here in 1948, and since then Fijian teams have toured New Zealand and Australia.

It is important that younger Fijians should be given a chance to study football of the highest standard, to compensate for the comparative lack of solid coaching which is one of the main Rugby difficulties in Fiji.



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Nature Notes

By RAIMANU

REEF SNAKES

THE Fijian I asked said that the big snake with dark bands around his pale body was called *ndandakulathi*. It was curled up



in a hole in a limestone cliff, about six feet above the sand of the beach. He told me, too, that it was quite harmless.

To prove his point, the native took a stick and tried to poke the snake out of its hole. I lent a hand, too. But there was nothing doing. The reptile just crawled further out of sight, so we left him to it.

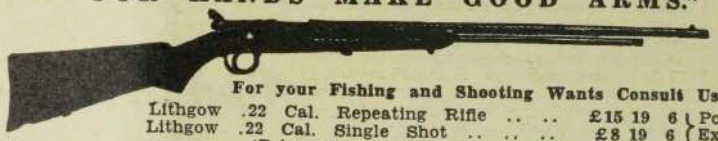
The small snakes of this variety are not uncommon. If you go shell-hunting on the reef you are likely to come across them. I remember one I met when wading out to board a canoe at Ono-i-lau. What fascinated me was the way it could move either forward or backward, apparently with equal ease.

Then my children used to find them among the rocks on the reef, and pick them up—the little ones, of course. They do seem to be quite harmless. As for the big ones, there's a tale Captain Frewen tells of calling once at the Solo Light, off the Astrolabe Reef, north of Kadavu. It seems that there is only rock around the lighthouse, and not much of that; so that the Indian light-keepers are changed frequently. And no wonder; for, so the tale runs, their chief amusement is in watching these big snakes, which come up out of the sea to bask on the warm rocks.

Is it true that "coral snakes" are poisonous? On Morotai, with the RAAF, in 1945, we used to go out shell-hunting, and were told frightening tales of sudden and painful death if one got a bite from a coral snake. But I never ever heard of an authentic case. So far as this black and white type is concerned, there is no fear of it among the natives of Fiji.

Mr. W. L. Bygrave will retire shortly after 23 years' service with the Lands Department in Fiji—as Surveyor, and Senior Surveyor and Valuer. He has acted as Deputy Director of Lands and Conservator of Forests.

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Well-Known Fiji Families United in Marriage



A WEDDING of interest was solemnised at the Sacred Heart Cathedral, Suva, on March 14, when Miss Ada Mildred ay, the pretty, eldest daughter of Mr. nd Mrs. Fred Hay, of Suva, was married Mr. Noel Douglas, eldest son of Mr. d Mrs. Kilner, of Lautoka.

The bride, who was given away by her ther, wore a classical gown of all-over ce with a long tulle veil held by a ronet of orange blossoms. She carried shower bouquet of white flowers. The o bridesmaids were Misses Margaret Hay and Lima Simpson. Grahame Saunders was page-boy and Maureen Hay was flower girl.

At the subsequent reception, where Mr. and Mrs. Hay entertained a large number of guests, Bishop F. V. Foley proposed the toast of the bride and bridegroom.

The photograph shows the happy picture made by the party as they left the Cathedral.

NI HISTORY IN NEW STAMP ISSUE

DESIGNS have been published of six new Norfolk Island stamps, which will be issued on une 10. The issue thus will be ssociated with the celebrations hich take place annually on Nor- lk Island to commemorate the rrival there, on June 8, 1856, of e Pitcairners.

(Tiny Pitcairn Island became so ercrowded with the descendants the Bounty mutineers that the itish authorities, in the middle of st century, decided to shift the tcairners to fertile Norfolk Island, hich had been colonised as a con- ct station between 1825 and 1850. ss than half the Pitcairners re- ained, however—the rest went ck to Pitcairn).

Five of the six stamps carry pic- res of the ancient buildings which ere part of the convict station. e sixth is more interesting—a odern plane on the airfield, and, the background, some survivors the once famous Norfolk pines hich formed a magnificent avenue estroyed in the war period so that e airfield could be constructed).

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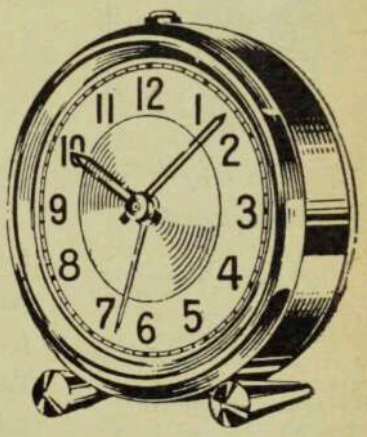
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TRANSPORTATION IN BOUGAINVILLE

Some Kinks in the Economic System

By JUDY TUDOR

SOHANO. March 31.

HALF the present European population of Kieta, pre-war capital of Bougainville, is represented by about five Works and Housing personnel who are believed to be on the brink of constructing the road from Kieta, 25 miles south to Iwi Plantation, and for which £40,000 was granted last year.

There have been roads there before. One was made in the German days, as far as Aropa plantation, but little of it is now usable, the rivers being without bridges and, so it is said, a bridge in one case being without a river.

The peaked mountains go straight up from the present township of Kieta. But it is planned (in common with most places in this part of the world, Kieta has plans) to move the town to the adjacent sandy flat which the Marist Mission now occupies, and to put the Mission elsewhere.

Here, too, is to be built a wharf where overseas ships can tie up to load copra brought in by smaller ships from plantations nearly as far north as Buka Passage. Date for the accomplishment of this task is as yet unknown; but it makes sense in comparison with the present haphazard method of copra collecting.

For example, the *MV Malaita*, on her Sydney-Hebrides-Solomons-New Guinea-Sydney run, spends something like a week in Bougainville waters, edging her way in through unlighted and unmarked reefs to precarious anchorages off isolated plantations where she laboriously loads—with the aid of one decrepit launch and maybe four surfboats—perhaps 100 tons of copra at each place. *Malaita*, with her crew of over 60, must cost at least £400 per day to run—yet she goes on errands that a ship of one-sixth her size could do better.

Another 35 miles of road is in construction between Mabiri-Numa Numa-Asitava. Parts are trafficable, and a grant has been recently made to complete bridges along the route.

THESE roads are designed to open up the country, although it is said that they will not affect the present system of lifting copra from plantations by ship.

There is a considerable amount of undeveloped European-owned land in the area which will be served by the roads, but no apparent intention of extending coconut planting. In common with most of

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the SW Pacific, virtually no new planting has been done here. "No one can tell what conditions will be like in 10 years," planters say, grimly.

On the other hand, there is considerable interest in cocoa planting—although no one can tell what conditions are going to be like in that industry in 10 years, either.

WORK on the Buka Passage aerodrome should be finished in three months. When it is open for traffic, Torakina (at present the only serviceable airfield in Bougainville District) will be closed. Buka Passage will then get the benefit of the Lae-Honiara Qantas service, as well as the fortnightly Sandringhams from Rabaul. Airstrips are proposed for Kieta and Buin, also.

Delay in the lifting of copra from Bougainville-Buka plantations—a shorn in the flesh of local planters a year or so ago—is now past history. With BP's *Malaita*, Bougainville Co.'s *Pollurian*, and two or three of the Copra Marketing Board's 300-tonners on the job, there is now competition for cargoes.

ONLY new post-war European industry is the establishment of a sawmill at Mabiri, near Numa Numa. It is a private enterprise by Messrs. Vic Fryer and McCormack. There should be a local demand for their timber and an Australian market for logs for plywood if and when the Australian building industry recovers from its slump.

Skilled labour is still short in Bougainville—one very small Government house (of imported materials) at Sohano Government station is said to have cost £6,000, mainly because the Chinese carpenters of Rabaul cannot be lured away, except at a price.

No B-P or Carpenter stores in these parts. The local commercial tycoon is Wong You—smiling, rotund, evidently happy and looking 20 years younger than his alleged age. He came to New Ireland as a coolie to cut copra "in the German time." Now he has well-stocked stores at Kieta and Buka Passage and in connection with these the nearest local approach to a tavern. You can buy beer and other assorted delights from Wong You—and sit on his verandah and drink them.

VISITORS to the Eastern Pacific, accustomed to buying baskets, tea trays, sewing-boxes, etc., for 4/-, would weep at the present prices for the so-called Buka basketware (they are made at Buin, not Buka). A Buka basket, baby-carrying type, which in Rabaul before the war cost 7/6, now costs 50/- from the natives, who bring them on board the ship at Soraken and other plantations along route of *Malaita*. Although, it is said,

Traders!

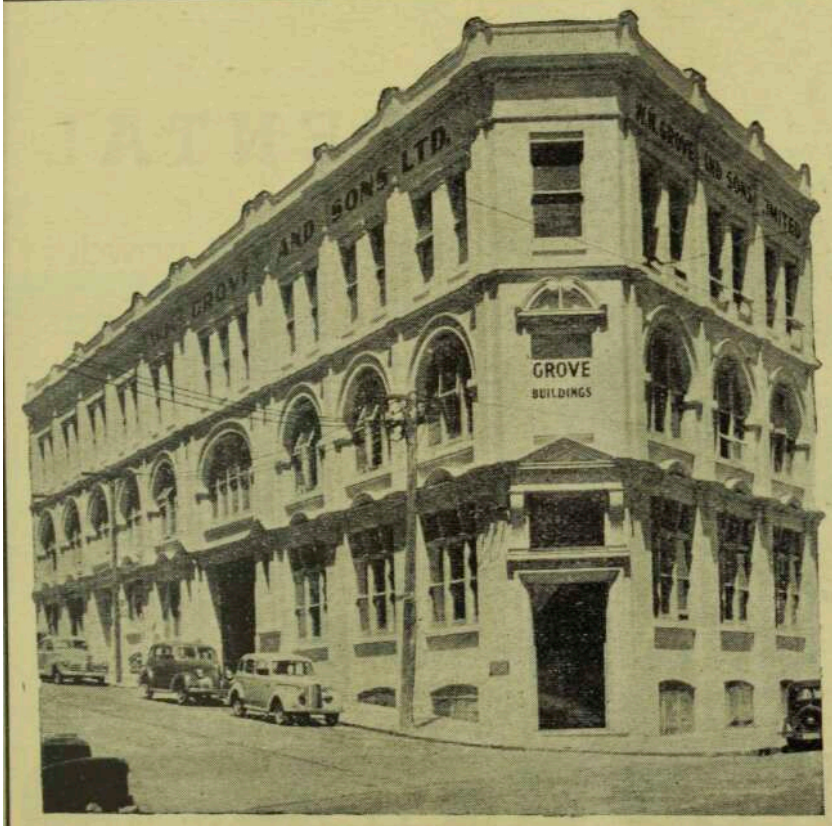
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thousands of baskets of all sizes and shapes are churned out by the natives of Buka, in a week spent in Bougainville waters you will be lucky if you see a dozen.

Maybe it's the old story of the middleman swallowing the profits. In Niue, Samoa, Tonga, etc., they take the straight path, direct from producer to consumer.

HE WOULD PLANT CEDAR IN THE ISLANDS

A REMARKABLE person, Dr. Peter Holst, is trying to introduce to suitable islands of the South Pacific the type of cedar which has been established with much success in South America. It is an unusual story.

Peter Holst, a young Danish pharmacist, emigrated to Ecuador in 1909, and there built up a big business. He became interested in afforestation, apparently as a hobby, and revenues from his big chemical and pharmaceutical factory gave him the means to pursue it.

He obtained some large areas of land, and about 20 years ago planted them up with small cedar trees (Cedrela Odorata), the seed of which he had brought from Cuba. It is said that these plantations have flourished amazingly, covering large areas with quick-growing, healthy forest, and providing a reddish timber that is claimed to be vermin-proof, close-grained and easily worked.

Dr. Holst's South American Cedar, as it is called, is now being planted in many countries, as a commercial proposition; and a firm which is now established in Epping, Sydney, and which has been advertising the Cedar in the PIM, claims that it is very suitable for afforestation operations in certain of the Islands.

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FIJI'S GOVERNOR WITH INDIAN LEADERS



An unconventional photograph of the Governor of Fiji, Sir Ronald Garvey, KCMG, with members of the Indian community in Suva. His Excellency formally opened the new Century Theatre in Suva. In the group, left to right, are: Sir Ronald Garvey, Lady Garvey, Mr. Kay L. Tillak, Mr. S. J. Lochan, Mr. Shankar Pratap.

'ACIFIC TRADER
'ITH
AIRY TALE PAST'

THE departure of Captain Hugh Frewen from Fiji, for England, via Australia, to see the oronation, has induced the Aus-alian newspapers to again tell the ory of "the Pacific trader with the iry tale past" (to quote a respect-l Melbourne reporter).

Captain Frewen is now 70. In is twenties, he married the Prin-ess of Mignano, who now lives in witzerland. One son is now "a oreign Office Secretary, who mar-ed Miss Alexandra Gully, daugh-ter of Lord Selby and a cousin of Mr. Anthony Eden." The captain divorced the Princess 40 years ago, and married again, and his present wife now lives in Dorrigo, NSW.

Captain Frewen's grandfather was Mr. Leonard Jerome, who was part proprietor of *New York Times*, Mr. Jerome was also the grandfather of Mr. Winston Churchill and other distinguished folk. This makes Captain Frewen their cousin.

Captain Frewen's 54 ft trading vessel *Melanesian* is well-known in Suva. Captain Frewen told the newspapers that he left the vessel there in charge of the chief officer, and that he will presently return to Fiji, where he hopes to end his days.



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COST OF PUBLIC SERVANTS IN FIJI

The Factors of Leave, Travelling Expenses and Personal Loans

SUVA, March 30.

THE cost of civil servants' leave and of overseas passage-grants has often been criticised by Fiji's taxpayers, particularly when leave involves travel to England for a long period of absence from the Colony at the public expense.

Another source of grievance (fairly or unfairly) is the granting of Government loans to civil servants. Questions on this point were asked at the last session of the Legislative Council by Sir Alport Parker and Mr. H. Maurice Scott.

The reply to Mr. Scott's question, recently made public in part, shows that at present loans to civil servants (at 3 per cent.) total £198,883. By far the largest item in the list is made up of loans for motor-cars (some of which, but by no means all, are used in the course of official duty. The 214 loans for the purchase of cars, with five loans for motor-cycles, total £127,122. Forty-seven loans for houses amount to £67,788. Loans for the purchase of refrigerators (68 of them) total £3,167; and personal loans £1,806.

The largest individual loan for a car is £1,140; and, for a house, £3,100. Refrigerator loans range from £45 to £100, and are mostly over £75.

Most of the loans have gone to Europeans, followed by Indians and a handful of Fijians.

Editorial Comment

PROVIDED the Government is not paying more for the money than it is charging for the loan (3 per cent) there does not seem to be much wrong with the system of making loans to public servants, to enable them to live in a tropical country in decency and comfort.

In Fiji, a house, a refrigerator and a car are quite definitely among the necessities of modern life; and as the average official is not overburdened with funds, and usually is a dependable person who will repay a loan, it seems right and proper that he should be assisted in this way.

But the long-continued system of providing the majority of public servants with public funds, to allow them to travel back and forth to the United Kingdom, at first-class rates, is a horse of another colour. With taxation becoming ever more burdensome, it is not surprising that the non-official classes of Fiji are increasingly restive under this large and growing cost.

In the beginning, the system was not questioned. Practically all Fiji's administrative officials came from Britain; they were entitled to

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regular leave; and there was justice in their claim that, as their duties brought them to the Antipodes, the heavy cost of visiting Home, should be recouped to them.

But the situation has changed in the last half-century. Now it is possible to fill all except the top-rank positions—and perhaps even some of those—from among men and women who have grown up and been educated in Fiji itself, or in the adjoining Territories of Australia and New Zealand.

Obviously, while Fiji remains a British Crown Colony, the staffing of Fiji must be a responsibility of the Colonial Office; and, as obviously, the Colonial Office must regard Fiji as merely one unit in a vast network of Colonies and staffs, spread across the world. So long as British Colonial Office men in other Colonies are provided with cost-free passage to Britain, at leave-time, British officials in Fiji are entitled to the same treatment.

Thus, logically, the non-official classes in Fiji (who, to the extent of 90 per cent. have their roots in Fiji, Australia and New Zealand, and not in Britain) begin to ask themselves—and each other!—whether the benefits and privileges of being under British Colonial Office administration is worth the cost. They point out that, if the public service were filled by men and women from Fiji, and adjoining British countries, without any obligation to send them and their families every three years to Europe, the saving would be substantial.

But would there be a loss in efficiency? And, if so, would the monetary gain be enough to compensate for the withdrawal (even, if only in part) of one of the finest and most dependable of the world's administrative organisations — th British Colonial Service? That seem to be the crux of it.

There may be room for compro mise. Why should not the Fiji Gov ernment use a much larger propor tion of South Pacific men an women, not entitled to Europea leave grants?


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rank Comparisons
ı an Anglo-
rench Condominium

By JUDY TUDOR

SANTO, March 16.

)N the highest terrace above Vila, with a magnificent view down the harbour, is the new French sidency. Built of reinforced con-ete, it has tiled floors, indirect hting, fancy new shutters from e South of France (they look like e lids of roll-top desks) and a ntage of, maybe, 120 feet.

It is not quite complete yet, but nearly so. Some of the Italian ɔourers who came out to cut ɔra for a Santa planter are work-on it.

What the edifice cost, only the ench Administration knows. But ay down on the waterfront, to right of the town, is a small ngalow that houses local aviation's teorological department. It sits maybe, a quarter acre of land; d local residents point it out with ne pride because building and d alone cost £9,000. On this ndard of values—and buying d in Vila is little cheaper than ring land in Pitt Street, Sydney he new French Residency could worth £30,000 or £40,000.

rom its front reception rooms, neath the Riviera shutters, you k down far below, to the small, en, high island in Vila Harbour ich is called Iririki. On the flat of Iririki is the British Resid-y—although all you can see of from the French Residency is painted tin roof. It probably ses some Frenchmen some nder—if not other emotions—en they stand there and cogitate that something in the British racter that makes him remove self, remotely, to a small island. aybe it was that inherent yearn-for dignity and aloofness that k the symbol of British Might a small island in the harbour—it makes for discomfort and small practical sense.

resumably, when the citizens of call at the British Residency y choose their own means of er transport—canoes or a ch, or anything in between. the sole means by which the ial residents of the Residency t the mainland seems to be a ple of small dinghys, rowed by whirlwind Hebridean oarsmen up like British Naval ratings. t rains while making the cross-the occupants of the dinghys up their umbrellas.

he job could be done more iently, you feel, by an outboard or—and there may well be one wo of these in the background. for most occasions the row-boats tradition—and, God knows, if you take tradition away from the British in the Hebrides they would have little left.

The visitor to Iririki, on alighting at the jetty, is confronted with a mammoth flight of cement steps which lead straight up in continuous flight to the Residency above. There are two ways of negotiating them: (a) under your own power; or (b), if you are elderly, infirm *and* of considerable importance, in a litter carried by a team of sweating New Hebrideans. The story has it that the wife of one Resident Commissioner instituted a third method (c), and rode a donkey.

The Residency is, perhaps, 400 or 500 feet above the sea; but to the gentlemen in freshly laundered suits, collars and ties bidden on top, for official cocktails; or for ladies in finery on a wet night, the distance could as well be 5,000 feet. The climate of Vila—which is built with its back to the prevailing wind—is such that the slightest exertion brings on something in the human body that is a near relation to a fire sprinkler system.

* * *

AT present there is one British Agent on the island of Tanna.

All the rest of British officialdom is at Headquarters in Vila. These young and youngish men are predominantly of the genus Good Chap, to whom most things are a Frightful Joke. They are the type that fill the average Colonial—and



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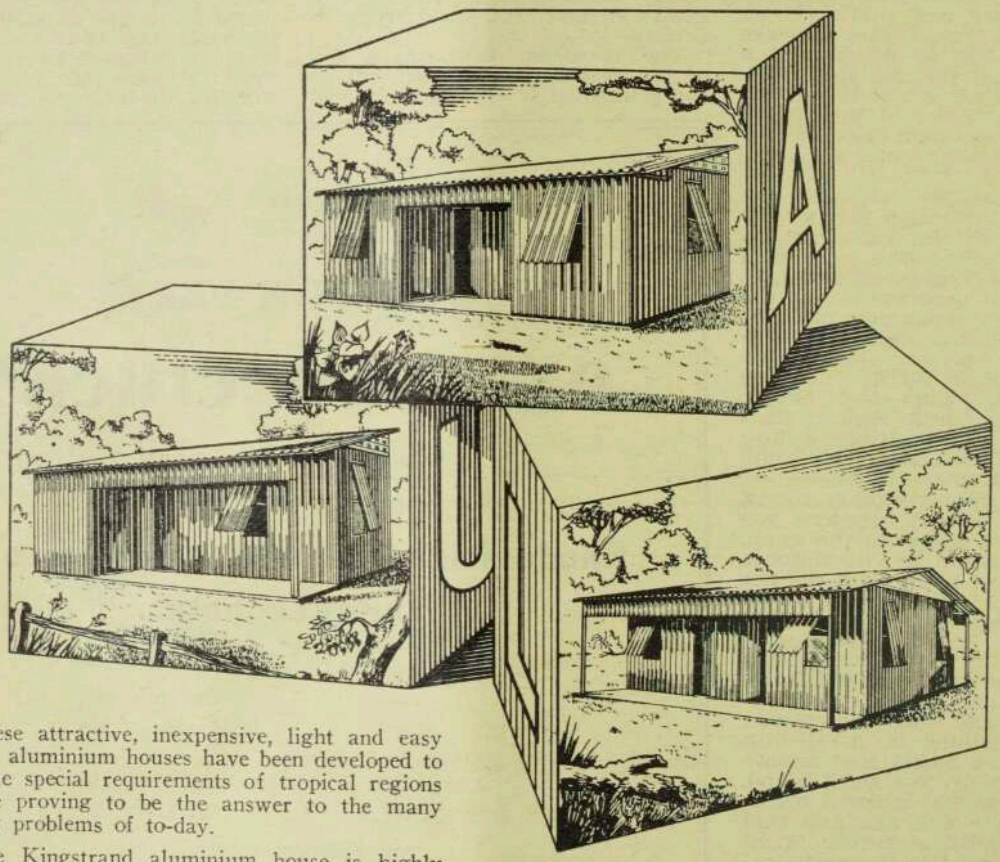
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French Oceania—ETABLISSEMENTS DONALD TAHITI, Papeete, Tahiti.
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robably the average Frenchman—ith wild misgivings and as a re-ult of this traditional buffoonery re probably much underestimated.

• To take a pot-shot at an im-ression of the Hebrides: The French, respective of the British and the ondominium, go ahead and regard ne Hebrides as a Colony. Their aim to help the colonists and, through nem, the French Government. he welcome-mat is put out to any-ne of any race or colour, who ares to shelter under the French ag. They provide schools and hos-itals

• The British seem to be there erely from habit. Unlike the rench (by whom the law and the gulation is bent to accommodate ne citizen) they believe the law id the regulation are paramount, id the citizen merely there to con-rm. They provide no schools—lucation, such as it is, and medical rvices being left to the in-lequate resources of the missions. ney have a doctor—but he, too, for ant of proper facilities, seems to end his time in the British tablishment in Vila.

What the whole British set-up of icials is now doing in the Hebrides uld be done in effect by a British nsul, if the country were a ench colony. The happiest thing e can say for the continued itish habit of staying in the brides is that the British pre-ve the *status quo;* that, in the ent of another war, they could, in World War II, act as go-tweens with our Allies.

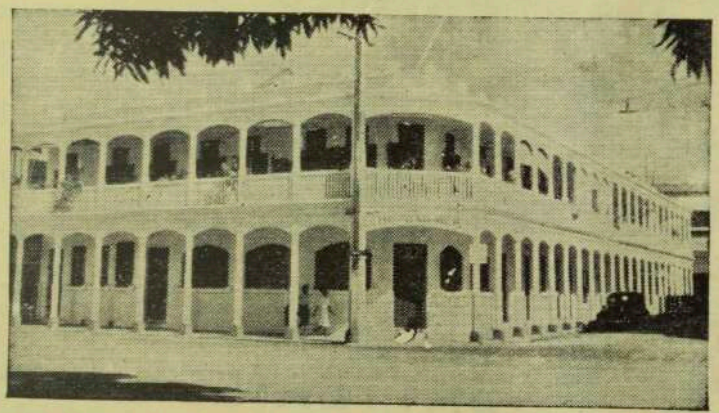
Neither French, British nor Con-minium appear, as in other native territories, carried away with the idea of "doing something for the native." No one pines to turn the Hebridean into a peasant-farmer, a rice-grower, a native capitalist, or anything else. There are no medical patrols into distant parts; none of this business, as in New Guinea, of rolling back the frontiers to give the benighted savage a glimpse of civilisation.

Apart from paying him the highest wages in Melanesia, the Hebridean is left pretty much to his own devices. This, say the cynics, is a pretty good thing—between the French and the British, he has learned that (a) life is real and earnest; (b) he need expect no handouts from the welfare-state and (c) the Hebridean, by and large, is turning out no worse than his more-pampered brethren in the Territories further west.

That veteran of the South Pacific Islands, Mr. F. T. Goedicke van Asten, now enjoying his 91st year in salubrious Auckland, went for a stroll the other day, sat down on a high bank to watch a Waitemata boat-race—and contrived an awkward fall, to the foot of the bank. They picked him up, sewed up a nasty cut in his head, dusted him off, and sent him home to recover from a bit of concussion. A recent letter indicates that he is taking his usual lively interest in human affairs. They bred them tough in the somewhat blue-blooded circles whence came this German-Bavarian aristocrat nearly 100 years ago.

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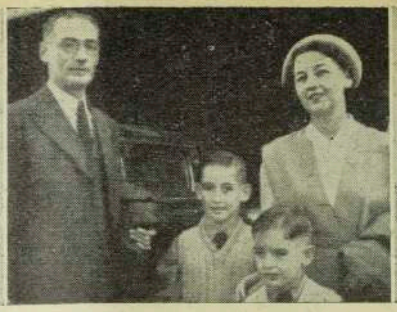
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MORE ISLANDS TRAVELLERS

Islands travellers (left to right):—

Mr. and Mrs. Charles Frogier, of Noumea, farewelled after a visit to Papeete by Infantry Captain L. Rabany. Mr. Frogier was born in Tahiti and is attached to the New Caledonia Health Department.

Miss Elaine Frogier and fiance Mr. Andre Beyney, leading cyclist of New Caledonia. Mr. Beyney recently destinguished himself in cycling events in France. Taken on his departure from Papeete for Noumea by TEAL.

Mr. and Mrs. A. J. Carew, of Suva, arriving in Auckland, en route to England, on leave. Mr. Carew is on staff of Fiji Audit Department.

Mr. Fritz Krueger and children arriving in Auckland from W. Samoa. Mr. Krueger had been showing films in Savaii when his wife suddenly died there. He had earlier visited Niue on mission activities. Formerly of W. Samoa, the family now resides in Auckland.

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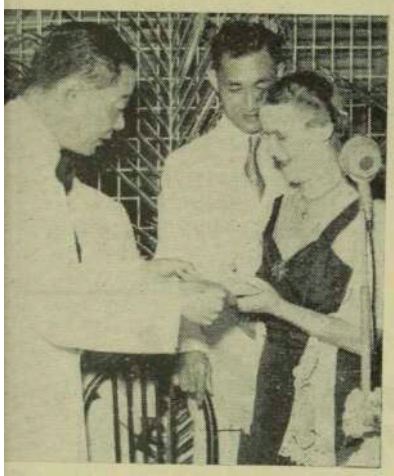
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Rabaul Chinese Give Liberally to Children's Fund

Out of the £1,231 collected in Rabaul, New Guinea, for the International Children's Emergency Fund of the United Nations, £931 was contributed by the Chinese community of New Guinea.

When in Rabaul in March, the Chinese Consul-General in Austra-



Mr. Wang, Chinese Consul in Australia, formally hands to Mrs. Rigby, in Rabaul, cheque representing Chinese collections Children's Fund.

, Mr. Liang Kung Wang, formly handed to the Fund's local ganiser, Mrs. J. R. Rigby, a eque for the amount. He said at the Chinese were very grateful the UNICEF for the help eady given their people in Forsa. Mr. Wang added that the NICEF were ready and willing to rry their work into the mainland China, as soon as the Comnists would let them in.

AIR TAHITI OPERATING AGAIN

INCE Air Tahiti (French Oceania's internal air company) ceased operations last ly—when their pilot, M. Pomer, crashed a small aircraft on reef off Papeete harbour—enavours have been made unsucsfully to obtain a flying-boat ot in France.

They now have obtained the ses of Mr. Alexander Frame, a w Zealander, born in Oamaru. Frame joined the RAF before rld War II, became Wing Comnder and earned a DFC, and had experience with Sunderd flying-boats. He has now led in Papeete with his wife d three children.

CONTINUING PROSPERITY IN W. SAMOA

THE financial statement of the West Samoan Government, presented at the Budget Session of the Legislative Assembly on March 16, again gave evidence of the continuing prosperity of the Trust Territory.

For the first time, the estimated expenditure in the courrent year exceeds £1,000,000. It is £1,088,100—and of this £124,900 will be spent on education, and £161,000 on health. Salaries of officials now absorb £324,000.

It is noted that the New Zealand Government, in 1952, handed back to Western Samoa, from the accumulated profits of NZ Reparation Estates, £31,415 for the new Samoa College, and £16,086 for hospital buildings and medical equipment.

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CONDITIONS OF TIMBER WORKERS ON VANIKORO

Letter to the Editor

AN article under the heading "H.C.L. in Vanikoro," in the February, 1953, issue of PIM, ould be misleading to anyone not equainted with a true picture of ie present "set-up" on the Island.

There is reference to "an em-oyee of a lumber firm." The Kauri mber Co. Ltd., Melbourne, has for any years held the rights to fell nber on the Island; but, since 49, the work involved has been ndertaken by a contractor, who is sponsible for the employment of l European and native labour, id for providing such personnel th food and accommodation.

The Company, therefore, is in no y responsible for the conditions present existing; but a repre-ntative of the Company is tioned on the Island in order to sure that the contractor performs, the best of his ability, his agree-nt with the Company.

Vanikoro, as your article states, is lated geographically, and has an remely wet climate. It is there-e, to be expected that quite a mber of the contractor's em-yees, who were engaged in Aus-lia, soon become discontented ing to the isolation and the natic conditions.

You will realise that this Company has no control over the charges made for food, etc., this being a matter which is governed by the contractor. We do know, however, that the contractor has gone to considerable expense to provide amenities, especially for employees and their wives who live at the settlement at Peou. Housing is adequate, electric light and power are provided, refrigeration and electric stoves have been installed at no small cost. Such amenities, of course, cannot be provided for employees who work in the bush some miles from the settlement.

We know that the contractor has on numerous occasions chartered, at considerable expense, a Qantas flying-boat to call at the island with urgently-required supplies. This has been necessary on account of the infrequent visits of steamers to the Island to lift logs for Australia.

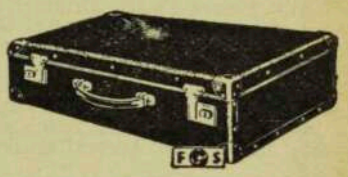
We trust that this letter will place the matter in its true perspective and allay any fears that the utmost is not being done by the contractor for his employees.

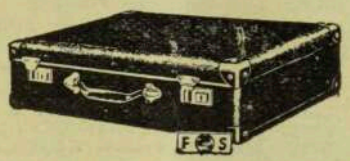
I am, etc.,
For Kauri Timber Co., Ltd.,
C. R. PLOOG,
Secretary.
Melbourne,
March 11.

The engagement has been announced of Miss Madeleine Jefford, daughter of Mr. and Mrs. J. W. Jefford, of Port Moresby, and Mr. William Schleusner, of Yule Island, Papua. "Bill" Schleusner has been a Native Labour official in the Yodda Valley in recent years.

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UNIQUE RECORD SET BY ONLY 135,000 FIJIANS

SUVA, March 30.

ARMY officers from Britain, serving in Malaya and watching the Fijian troops of the 1st Battalion build up a superb record as jungle-fighters, footballers, boxers and cricketers—not to mention a reputation for popularity among people of all races in Malaya and Singapore—have been reluctant to believe that the famous unit represents a total Fijian population of about 135,000.

The Fijian Battalion's Rugby team has overwhelmed all opposition (both Services and civilian) in Malaya, Singapore and Hongkong. Some of its scores have been in the cricket category; it has won the Far East Land Forces Rugby Union Cup without losing a match, and the Fijian line has been crossed only a few times.

"How do you do it?" an English officer asked a Fijian officer last year, when another Fijian team was cleaning up some of Australia's best teams.

Recently eight Fijian soldiers who had served in Malaya returned to Fiji after completing an officer-training course in New Zealand. The Dominion press paid an unprecedented tribute to them, stating (on Army authority) that they had set the pace throughout the course. And the course, it was added, was the toughest that the hard-bitten Army centre at Waiouru could provide.

The eight will return to Malaya as Second Lieutenants; and more Fijian recruits will go with them.

The question whether a community of 135,000, outnumbered by aliens in its homeland, should ever have been asked to send nearly 1,000 of its finest young men to Malaya for two years or more, is still topical in Fiji.

Miss Nancy H. Clark, of Auckland, took up an appointment in March as teacher at Tongoa school, New Hebrides.

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Down from the Islands to New Zealand March (left to right):—
Mrs. J. McDermott and brother, Lionel rone, from W. Samoa.
Mr. Peter Kearsley, from Suva, to study aw at Auckland University.
Mrs. E. C. Higgins and her sister, Mrs. L. Whitcombe, from W. Samoa.
Mr. B. Johansson, of P.W.D., Apia, on ree months' leave.

OOD SUPPLIES FOR ISOLATED TIKOPIA

EPORTS that Tikopia (a Polynesian outlier of the British Solomon Islands) was negcted and hungry brought swift ply from the responsible body—gh Commission for Western cific.

Early 1952, Tikopia was battered a storm and affected by a ought. Food supplies, to avert a mine, were sent in April and in ay. The new High Commissioner ited the isolated island in gust, found the food situation d, and sent more supplies.

n November, being anxious about kopia and the obvious overpulation (there are some 2,000 ple in less than five square les) the HC sent an officer with dical supplies, to inquire into the sibilities of re-settlement. He nd gardens flourishing and the d position improved.

But another great storm in rch, 1953, again partially deyed the gardens, and further plies from the Administration e landed there on March 16.

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IN DISGRACE

Papuan Constable Makes History by Using Axe on A Biting Pig

THE integrity and trustworthiness of the Royal Armed Constabulary of Papua have rarely been in question during the unit's long record, extending over several decades.

Therefore, the action of the Authorities, in January, in charging two members of the force with murder, caused a painful shock to the people of the Territories. It was as if something as dependable as the Constitution had been undermined.

However, a close examination of the facts, and a judgment by Mr. Justice Bignold in relation to the case, are reassuring. The incident seems to have been caused by a series of accidents, and too hasty judgment by a native constable in an emergency.

Mr. Justice Bignold gave the following judgment in Port Moresby on March 13, after a hearing extending over eight days. The case is valuable, as showing (a) the very difficult situations which still may confront the police in Papua-New Guinea; and (b) the care taken by the Administration in protecting both natives and police:

The accused in this case (said the judge) are two armed constables, Su'Yae and Kelembe, charged jointly that on December 19, 1952, in the Territory of Papua they murdered a native, Mowatai. The facts in the case are as follows:

That morning a patrol in charge of Mr. Assistant District Officer Tolhurst was proceeding in the Goilala District from Aporata Rest House to the Ariome Rest House. The District has been for years under Government and Mission influence and Mr. Tolhurst elected to send the police with the carriers on ahead of him. Mr. Tolhurst himself proceeded along in their rear, but out of sight, as the road is full of bends.

The patrol, thus proceeding, was headed by armed constable Kelembe, and strung out behind him were the carriers with the other accused armed constable Su'Yae at the rear of the carriers.

A peaceful party of unarmed natives (except for an axe carried by Mowatai and some knives carried by the women) was proceeding in the opposite direction to the patrol, making for Tapini, in preparation for the Christmas Season.

The villagers included women as well as men, and the VC (Village Constable) Laumane, together with his wife, and a pig which they were taking along to the Mission at Tapini.

On meeting the leading member

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of the patrol, the accused Kelembe, the Village Constable shook hands with him, exchanged pleasantries and made a gift of food to him and the carriers. It was a peaceful and happy occasion.

A LEG-BITING PIG

The villagers then moved on towards their destination and the patrol continued in the opposite direction. The villagers then passed the remainder of the carriers and came upon the other accused, Su'Yae. Su'Yae had his rifle slung over his shoulder and carried an axe in his right hand.

The pig had shown a disposition to bite the legs of the carrier, so Su'Yae has testified (though it is denied by the villagers); and in any case, he thought the pig should not be on the road at all.

The pig, walking beside the Village Constable's wife, approached Su'Yae who, believing it was going to bite him, warded off the animal with the flat of his axe. Su'Yae has explained to the Court that the axe had sharp corners and that these corners cut the pig accidentally.

The evidence favours the conclusion that in fact Su'Yae deliberately struck the pig, and the nature of the injury to the pig described by the witnesses seems inconsistent with the wound being of accidental nature. Natives customarily handle axes with commmate skill, and their long association with axes makes them so adept at their use that accidental deep cuts can hardly occur in the way Su'Sae describes. In spite of this, however, I resolve this aspect in the accused's favour: namely, that he injured the pig accidentally.

CONSTABLE ATTACKED

The gross injury to the pig, which died almost immediately, greatly annoyed its owner, the Village Constable Laumane, to whom the policeman's act seemed wanton and high-handed.

Following the death of the pig the Village Constable, with some of the other villagers, followed the armed constable, no doubt with mounting anger.

Then there is a marked divergence in the evidence. Su'Yae says he was seized from behind and thrown on the ground before he had time to turn around. The villagers say, on the other hand, that he turned round and aimed at the Village Constable as if to shoot him.

I am convinced that the villagers'

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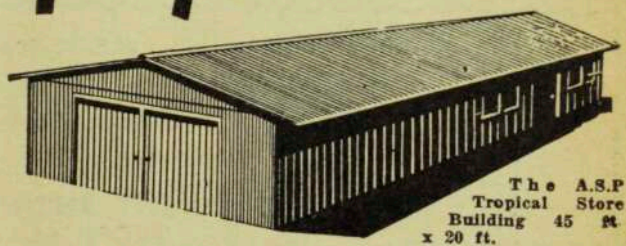
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account of this is the correct one; and it is difficult to conceive that the constable, followed by angry villagers talking loudly amongst themselves, would have permitted them to seize him from behind.

The evidence shows that the village constable intended to arrest the policeman, who denied injuring the pig. This intention, of course, would not be manifest to the policeman, who looked at it as a murderous attack upon him.

When the rifle was aimed at the Village Constable, the Village Constable seized the muzzle, and a struggle ensued. It has been said in evidence that the policeman discharged the rifle, injuring the Village Constable's finger, which was over the muzzle. I reject this. If the firearm had been discharged it seems plain that Mr. Tolhurst, who was not far behind, would have heard it.

Su'Yae says that when he was on the ground, with the Village Constable on top of him, two blows were aimed at him with an axe. The evidence satisfies me that this is incorrect, and that those engaged in the struggle with him carried no weapons at all.

I am prepared to believe perhaps that in the confusion Su-Yae may have thought that such blows were struck at him. But the alleged marks of axe blows shown by him to Mr. Giles were painfully unconvincing, and his failure to show Mr. Giles the axe mark on the ground where it was alleged the axe-head buried itself is significant.

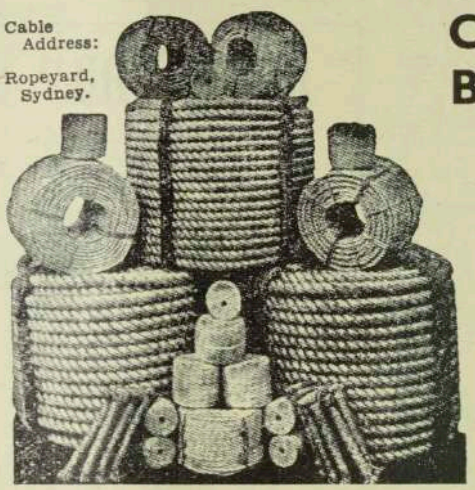
THERE WAS SHOOTING

Whilst the accused, Su'Yae, was on the ground, the Village Constable handed Mowatai the rifle, and Mowatai started to run off with it. At this very moment, Kelembe (having been warned of the situation) came into sight of the constable on the ground with the villager on top of him, and he fired his rifle in the air, causing Mowatai to drop Su'Yae's rifle. Su'Yae at this time threw off his assailants and, swinging his axe about (which he had managed to retain) he put them to flight.

He ran over and recovered his rifle, which was not far away, and there can be no doubt whatever

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ıat, angered by what had taken ace before, which he construed be a murderous attempt upon is life, he moved on to some gher ground and deliberately ıot the fleeing Mowatai (who had ever been engaged in the attack ɔon Su'Yae) and then in quick ıccession he shot the other two eeing unarmed villagers, Village ɔnstable Laumane and Lariava vho were wounded—not fatally). e then fired two shots in the air, did Kelembe.

The accused Kelembe, suddenly esented with an emergency, ɔpears to have acted promptly, th good sense and restraint, in ing into the air, and the only her shots he fired were two other ots fired later on, in a similar ıy. I am satisfied from the evidce that the accused Kelembe is t guilty, and so I find him, and is discharged.

The evidence satisfies me beyond reasonable doubt that the accused 'Yae is guilty; but, as a jury tak- into consideration all the cirmstances, I find him guilty of ınslaughter only. The evidence isfies me that he is a native nperamentally unsuited to the ssession of firearms.

ın sentencing Su'Yae to 18 ınths' imprisonment, the judge d he had made the sentence ıt, in view of Su'Yae's good re- d in the police force. Although constable was no doubt under impression that he had been acked he had fired on unarmed, ing people.

IFT PARCELS FOR FIJI'S JUNGLE FIGHTERS

HEN it was learned in Fiji that Patriotic Fund parcels were being sent from New Zealand to Fiji Battalion in the Malayan r, because the Fijian soldiers e not getting much in the way comforts, there was some acid ıment in Suva. It was pointed that the Fijian native comnity had provided the battalion, had regular sent supplies of s, yaqona (for making kava) so forth; and that the nonans of Fiji had done practic- nothing.

was only thoughlessness. When wife of the Governor, Lady vey, launched an appeal to nonans for funds to send parcels to soldiers, the response was very d. The Fund reached £1,000 ıin a few days—thanks to a sucful radio drive by the staff of , Suva. The first lot of parcels go forward as part of the ɔnation celebrations.

rs. J. W. Backhouse, Nambung ıtation, New Britain, is spenda holiday with her mother, Mrs. E. Gordon, of Rainworth, Brise.

TRAGEDY OF MAN FLEEING FROM REDS

THE unhappy case of Yee Shau was before the Auckland courts at the end of March.

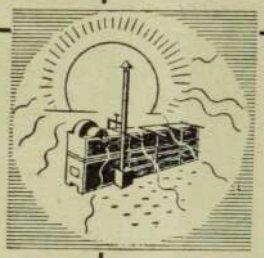
Yee Shau, now aged 35, fought for Nationalist China against the Japs, and was wounded, and became a Nationalist official. He earned the hatred of the Reds, and when they got power in China they hunted him away to Hongkong.

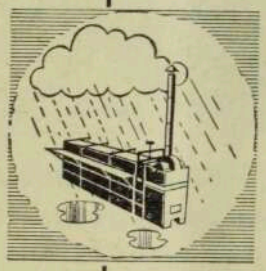
Hongkong was full of Red agents so, after a few months, he made his way to Fiji. He was 18 months in Fiji. He told the NZ authorities that attempts were made to assassinate him by Communist secret agents in Fiji. So he left Suva by flyingboat in May, 1951, and settled in Auckland on a 6-months permit.

The authorities caught up with him and sought his deportation. He has appealed for consideration. He says that he has learned that Reds in China have blackmailed members of his family and tortured them to death. He declares that if he cannot get sanctuary in NZ, he will commit suicide in NZ, rather than be forced to return to Red China. His case comes up again on April 16.

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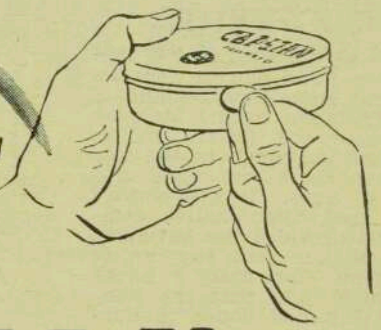
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LAND ON THE CATCH-AS-CATCH-CAN PRINCIPLE

Extraordinary Situation in the New Hebrides

AN ARTICLE BY VERNON WHEATLEY

NDER the New Hebrides Anglo-French Condominium Government, there is supposed to be Land Court whose chief purpose the issue of titles to land. A rge proportion of the NH land is ore or less alienated from native ntrol, but very little of it as yet s been dealt with by the Land urt.

The Australian Commonwealth vernment, for example, was en at least 100,000 acres in the up by the late Sir James Burns, years ago; but it still is awaiting le to most of the areas.

Very few of the French and itish people in NH hold legal les to the land they occupy.

There are many very slow things the South Pacific; but probably re is nothing slower there than e operations of the machinery vided by the Condominium for survey of lands and the grant- of titles.

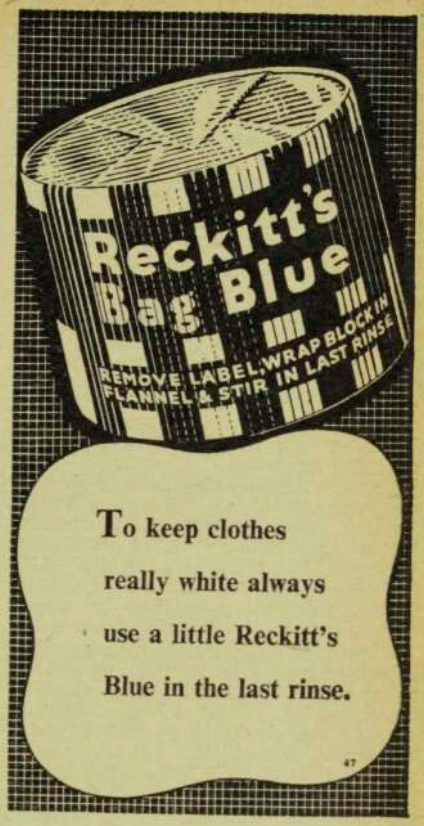
Nearly all land claims now are ed on incidents from 30 to 60 rs old. As time and the genera- ns of men pass on, conditions iously are created which open way to dishonest practices. It only another aspect of what is often called "the Pandemonium the New Hebrides."

THE New Hebrides Group is rich in natural resources, but the islands are sadly under-worked. It would be difficult to introduce outside capital into the Group for one very good reason. Land titles are both obscure and insecure.

At present, an effort is being made to legalise some titles, but this will take many years if it is Land Court's intention to legalise the whole Group—as it should do. Let us examine a few plots of land I have in mind.

X says an area is his because his father had it before him. He has no papers of any description. He just says it is his. Old man X, in all probability, bought the land off a native in years gone by, using a very simple method. He stood on a hill and pointed to four points and expressed a willingness to own the land. The native quoted a price in cash and trade goods. Old man X paid up and got the native to put his mark on the receipt. All well and good. Signed, sealed and delivered.

But the catch is this: In countless cases, the seller did not own the land. It belonged to another native. X, therefore, has only squatter's rights, which are dubious in view of the fact that descendants



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of the original owner may still be alive and might contest the squatter's rights. Old man X is dead and can give no evidence. Young X is alive and everybody knows him as they did his father, so it is reasonable to assume that he will get deeds, *some day*.

Y is French. He occupies some land leased from a French commercial house. Recently, he bought it from the company, paying cash. How did the company figure in this transaction? The position is involved so I will simplify it as much as I can.

The original owner of this particular island was a half-caste Trinidadian or Jamaican negro . . . native mother and English father. He came to the New Hebrides many years ago and settled on a small island. Whether he bought this land or merely squatted, I cannot say. Judging by his mode of life, I should be inclined to say he was a Turk, for he more or less established a numerous family in a massive native-type house. Attending to his large domestic establishment it is probable his attention to other affairs wavered. He ran into debt.

Finally, his financial state became hopeless and the French company took over the island. The prolific homesteader and his retinue vanished and, in time, the French company "leased" the island to one of its clients, Y. Y worked the place, produced copra and did exceptionally well out of the Yanks and what they left behind. Y, becoming a minor sort of war-assets millionaire, "bought" the property from the French company—whose legal right to lease or sell might be questioned. A tangled mess; and what promises to complicate it further is that some female descendants of the original settler, who have married into a financial family, show signs of claiming that the French company and the present occupier have no legal standing.

LAND matters have been further complicated in the New Hebrides by a strange set-up called the Societe Francaise des Nouvelles Hebrides, whose chief activity seems to lie in the handling of claims to land. What this Company is, nobody

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ems to know for certain. Some y it is 90% French Government; it its origin, constitution and pur- se are things definitely not avail- le to the average inquirer.

SFNH (as it is commonly known these parts) has laid claim to the astline area around Santo, to a pth of 40 metres, and has pro- imed it a Zone Maritime. For at purpose? Some ex-American ildings are on this property and e leased to French nationals at t figures. British people, should ey try to acquire a lease of some this property, are gently eased t.

There was only one person outside French nationality who was able persuade SFNH, and its friends d countrymen, to give lease over perty and a Quonset hut in the ne Maritime, and he was an out- ken Australian tradesman. He nned his projected lease before npleting the deal, and he was prised to find that he could not either the English or the Aus- lian flag on the property—only French flag. He tossed the lease k at them and became even more spoken before acquiring business mises elsewhere.

SFNH does not restrict its activ- s to Santo. It operates through- the Group. The majority of the d it claims is without legal title o anybody's "claim" might be as d as that of SFNH, It rarely has n squatter's rights, since it does occupy or till the land.

Many a quizzical eyebrow has been ed over the operations of this fit, and a common opinion among British community is: If it is d enough for the French, why organise a similar British com- y? After all, it is supposed to a Condominium. Of course, this merely academic argument.

ut, it must be remembered, don notoriously has been dif- nt over matters like this. We st not tread on other people's . Meanwhile, SFNH goes rolling rily along.

HE most bare-faced land burglary occurred quite a few years ago. It was simple, and been repeated with minor ations throughout the Group.

an Englishman, settled on some l and made his claim, legally, n the British side of the Con- inium. B, a Frenchman, settled one side of him and claimed adjoining block of land, and ined official sanction. In course me, B claimed land on the other of A; and, later still, more land rear of A's block, thus effec- y surrounding him and leav- A only sea access. This took e years; and A, by this time, quite a flourishing plantation.

then intimated to A that passers would be dealt with, and t about it? A stood his ground; finally, he had to quit, in fear is life. B used to spend happy hours shooting out A's windows. A retired from the field of battle and left B the lot.

A could get no support from his Governmental representatives. Another instance of the good old we-must-not - tread-on - other-people's toes policy.

SOME people are amazed that there are no taxes in the New Hebrides. This is as it should be, since the Condominium Government provides no services, social or otherwise.

There are many hidden taxes—such as vehicle licences. The revenue



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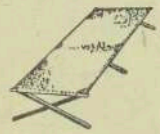
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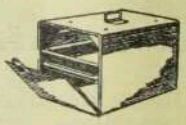
FOLDING TABLES

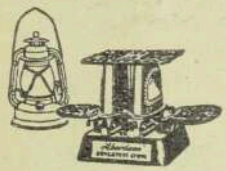
Neat, sturdy tables made from selected well-seasoned timbers with special hardboard top. Patented leg brackets permit easy folding so that table occupies minimum space when not in use.



CAMP OVEN

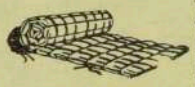
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from these should be applied to the roads.

The roads in the New Hebrides are beyond comment. I have seen groups of natives *baling out puddles in the roadway, using jam or meat tins as dippers, and then filling in the depressions with handfuls of coral and then tamping it down with their feet.* Carefully watched by a negligent overseer, and an amused audience.

Road repairs in Santo are a barometer. If you see the roller and the grader chuffing up and down the road; if you see gangs of natives hurling coral about with careless abandon; if you see feverish activity in all directions—then you know a visiting dignitary is due very shortly.

There is also a produce tax, levied on copra—since this is the Group's mostly biggest export.

In view of the dilapidated condition of the Santo wharves, it seems that some of this money might be diverted to providing good berthing facilities.

All the wharves have been condemned with the exception of Pier 3. Pier 3, in spite of its saw-toothed edges, in spite of the gaping hole in the decking where a five-ton truck fell through, remains open in spite of its rickety condition, for the very good reason that if they condemn Pier 3, there will be no wharves left. Pier 3 is the last apple in the bottom of the barrel.

64 YEARS A TEACHER



Rev. Brother Alphonsus, MBE, was awarded the OBE in this year's New Year Honours in acknowledgment of 64 years of teaching in the Brothers' Schools in Fiji. Brother Alphonsus, now 88, returned to Suva in March after a visit to Australia and New Zealand.

Former Cook Islands Resident Commissioner William Tailby and Mrs. Tailby returned to New Zealand per *Orcades* and *Monowai* in March, after an extensive motor tour of Britain and the Continent. They planned to remain in London for the Coronation, but very bad winter weather finally drove them away. Mr. Tailby is now in much better health.

Mr. and Mrs. G. Leopard returned to Rarotonga in April. Mr. Leopard is manager there for Union SS Co. They had spent several months' leave in New Zealand.



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BOTANISTS SEEKING A N. GUINEA LINK WITH INDONESIA

From Our Own Correspondent

P. MORESBY, March 20.

ANOTHER Archbold Expedition is in the Territory—the fourth in the New Guinea area since 1925. The three members of the expedition (Mr. L. J. Brass, a botanist; Mr. Robert M. Van Deusen, a mammalogist; and Mr. Geoffrey M. Tate, collecting zoological specimens), will work in the eastern part of Papua, including the D'Entrecasteau Islands.

They will make a collection of plants and animals for the American Museum of Natural History and the Arnold Arboretum of Harvard University. The Arboretum already has one of the best collections in the world of New Guinea plants, but very little from the Eastern Papua region.

Mr. Brass commented when passing through Port Moresby that some of the most valuable early German collections had been lost (destroyed or looted) when the Russians entered Germany during the war.

In addition to collecting specimens, the expedition will make a general survey of the flora and fauna of the area, and a study of the geographical distribution of plant and animal life.

The scientists will try to establish the relationship of the flora and fauna with that of the rest of Malaysia—Dutch New Guinea, Malaya and the East Indies.

The Expedition is starting its work in the Cape Vogel area. It will then move back into the mountains, and then across to the D'Entrecasteau Islands. The headquarters is to be Samarai.

Mrs. G. Nevill, wife of the Resident Commissioner of the Cook Islands, returned to Rarotonga per *Maui Pomare* in April after vacation in New Zealand.

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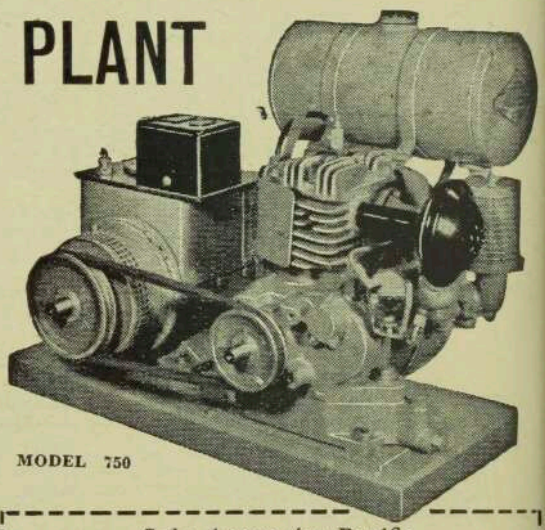
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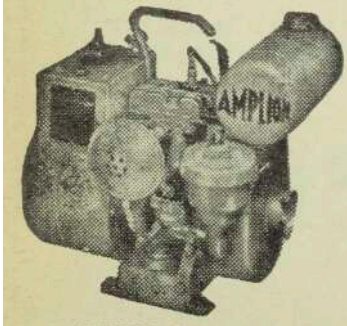
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SOME ANGLES ON SCRAP

N. HEBRIDES, March 25.

TENDERS closed last month for the removal of certain US ships sunk in these waters—including the *President Coolidge*, which has lain submerged near the entrance to the Segond Channel, Santo, for something like 10 years.

Washington was stirred into activity over the *Coolidge* by a report in PIM and elsewhere some months ago that Sydney interests were about to begin salvage operations on her. The US Government promptly pointed out to the Condominium that the *Coolidge* was still American property; and the Condominium government responded in about the only way open to it. Towards the end of last year, small typewritten notices on public notice boards warned off would-be salvagers.

This was followed by a call by the US Navy or Marine Department for sealed tenders for removal of ships sunk locally. This also appeared on local notice boards, with the local rider that the Condominium would provide no dollars for prospective operators.

Whether there have been any takers for the US offer is not yet known.

Early in the Pacific war, *President Coolidge*, carrying 6,000 US troops, their equipment, and six months' supplies, ran into a defensive mine when given wrong docking directions on entering Santo harbour. Her skipper, in attempting to reverse her out of trouble, ran into another mine-field, and then beached her on a reef. She later toppled off into deep water, and, at present, is said to be resting in about 200 feet of water. The equipment and stores went down with her but only one man out of the 5,000 on board was lost.

During the war some gear—trucks, etc.—was salvaged and presumably the rest remains. Some local opinion is that salvage operations now are likely to dislodge her from the coral shelf on which she is at present resting and cause her to slip into still deeper water.

MILLION DOLLAR POINT

The *Coolidge* lies not far from Million Dollar Point—the historic spot where the Americans, after the end of the war, dumped their surplus gear—much of it brand new —including jeeps, earth-moving equipment, trucks; some said to be in their original greased-paper packing.

The dump lies off French-owned land; and as under French law land-ownership extends a prescribed distance into the sea, the Million Dollar Point dump apparently is French property.

It is reported locally that Captain R. N. Beim, of the New Hebrides Trading & Shipping Co., and owner of the *Vila Star*, has recently been given a concession for salvaging this dump, by the French administration in the Hebrides, and will soon start salvage operations.

If this is so it should make everyone happy—the French administration, Captain Beim and the Condominium, which extracts a healthy royalty on all salvage shipped from the country. But as an example of civilised lunacy it takes the prize. The Americans dumped this valuable equipment in the sea as an act of faith with American manufacturers who feared a post-war market swamped with ex-war goods. Seven or eight years later much time and effort is expended in fishing it out for the private profit of scrap merchants—and most of the scrap itself goes to Japan!—JUDY TUDOR.

Islands positions advertised in March included Inspector of Taxes for Fiji, and Clerk/Customs Officer for the Gilbert and Ellice Is.

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VARIOUS PROBLEMS OF LIVING IN THE NEW HEBRIDES

Some Impressions by JUDY TUDOR

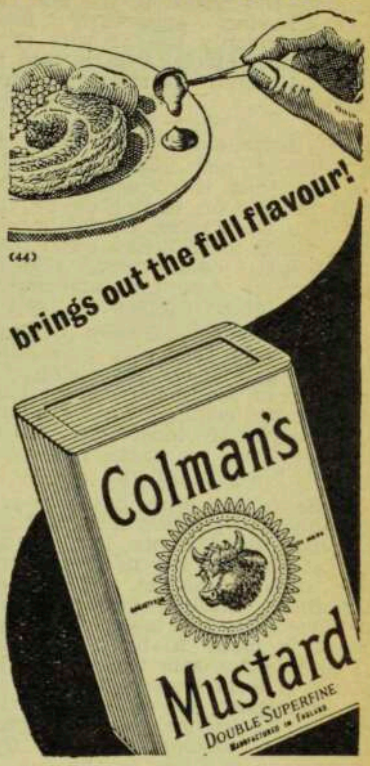
BURNS PHILP land about 500 tons of cargo in the New Hebrides each two-monthly trip of *Malaita*—everything from copra sacks to potatoes, of which last there is a perennial shortage—but no Australian beer. The beer consumed locally comes from Glasgow or Sweden or Alsace (which is about the nearest approach to the Australian type) and can cost anything up to 6/6 per bottle—depending upon where you buy it. And a bottle of Australian fizzy-drink, that probably costs 9d in Sydney can, according to where you buy it, cost over 3/-).

But the traffic is all one way. Australian goods come into the Hebrides but, now that the scrap trade hereabouts is a thing of the past, mighty little goes out. All copra goes to France, on French ships. Current freight rates from Sydney to Santo are £15 per ton, an increase of about 600 per cent. on pre-war rates, and much of this can be attributed to local conditions.

If the stars are right in their courses, the entire Australian cargo for Vila or Santo can be discharged in as little as 12 hours. If not, it can take as long as four days—as it has on this occasion. As few as a dozen natives at a time nibble at the job, and rain, Sundays and holidays intervene. No work is done after midnight—which is understandable—there is not sufficient labour to work one shift, let alone two.

Cost of native stevedores can be anything up to £1 per day per man, although general run of native wages in the Hebrides is still £10 per month, and rations, etc. It is said in Vila that, by mutual agreement, wages will be reduced to £8 per month—but so far as can be ascertained no one has yet had the temerity to cast the first stone. Shortage of labour, since the hurricane of Christmas, 1951, and the eruptions on Ambrym, is not as acute as hitherto; but as yet it has not become so easy that either natives or Tonkinese are happy about hiring themselves out for less than they have come to accept as their due.

Depending on location and other factors, it probably costs, with wages, rations, etc., between £15 and £20 per month to keep a native labourer or a servant. Most of the British housewives of Vila, therefore, get over the difficulty by doing



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without house-servants. They do their own housework, cooking and laundry—the record in the last respect having apparently been reached recently by the wife of a high British official who is said to have laundered 18 sheets at one session.

THE household help problem in Vila is not lessened by the fact that there are very few local natives on Efate; or by the fact that the French official is paid on a much more lavish scale than his British counterpart, and is therefore in a position to compete for what labour there is.

With all these factors of high wages, costly transport and allied difficulties, it is not surprising that the cost of living has almost gone through the ceiling. Butter is over 9/- per pound; local eggs, of the bantam type, 1/- each. Petrol is just on 7/- per gallon.

In Santo and other outposts, presumably, the position is better; but in Vila there is no local native market—in fact, few natives to provide such a market. There are Tonkinese market gardens some distance from the town, but no attempt is made to bring the stuff in to Vila for sale to local housewives. If local housewives have not the transport to go out to the gardens for lettuce, beans, tomatoes and other oddments, then they must have recourse to the can, or imported high-priced fruit and vegetables.

Pawpaws grow well in most Vila backyards (and, of course, there are the usual flowering shrubs) but otherwise there is not much attempt at gardening—lack of labour being responsible, plus the deficiencies of local soil.

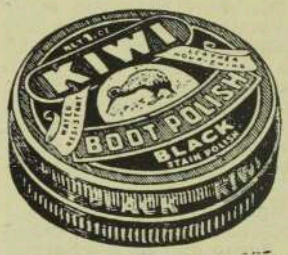
But in spite of shortages, and high prices, hospitality is lavish and food is good, for here the stodgy British have benefited considerably by French culinary art. Crusty French bread made from Australian flour in a way that no Australian baker ever knew how; omelettes, large and inviting in spite of one-



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shilling-a-pop eggs and with strange and interesting bits and pieces involved in their make-up; and much ordinary red wine broken down with lashings of iced-water.

Wines — champagne and the sweeter varieties and liqueurs—are, comparatively, about the cheapest thing in the Hebrides.

ECONOMICALLY, the Hebrides are still suffering from the hurricane which wrecked some of the best plantations 15 months ago and the copra slump of about the same vintage—this following long years of post-war economic indigestion, when copra and scrap boomed.

At present local copra is bringing £65 and £70 Aus. per ton; but how long this will last is anyone's guess—local planters, of course, being without the guarantees enjoyed by planters in the British Pacific possessions. When and if copra does again have to compete on a buyers' market, it is a safe bet that the low-grade Hebrides product is going to be hard to sell. Apart from copra there is nothing; and—unlike most other South Pacific countries —seemingly not even plans for an alternative industry. Coffee and cocoa plantations there once were, but these have become overgrown and unproductive.

By all the rules, the economic freeze in the Hebrides should come any time from now, although there are as yet few outward signs of it.

The few thousand Tonkinese, now free French citizens, are still hiring themselves out as skilled artisans or making a precarious living by selling each other peanuts or slices of watermelon, or hard-boiled eggs (this medley of edibles is on sale from stalls outside the local picture-show during sessions) or building more shops or making a dishonest living from their incredible taxi-cabs. The "taxis" are jeeps, some of wartime vintage, some new, which bounce and flounce along the wide roads the Yanks left, like a cross between a crab and a Luna Park Dodgem car. There seems no set rate of charges and a ride of a mile or two can cost anything from four to 10 shillings, depending upon whim or what the driver decides is the degree of stupidity of the passenger.

Maybe, when the slump comes, these Tonks will be happy to go back to the plantations to cut copra. But not yet. New Hebrides seems, economically, to have got itself round-up and although one feels that there is not much there now for in the future to prop up the precarious economy for the present it just seems to keep on going.

Since 1947-48, the output of timber from Papua-New Guinea sawmills has doubled. During the last half of 1952, the total cut was 10,985,000 super feet.







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MAGAZINE SECTION

WHENCE CAME NEW GUINEA'S 'NATIVE' TOBACCO?

Mr. A. P. Lyons, former Departmental head in Papua, discusses a botanical puzzle.

OON after white men began to settle in Papua, it became known at some natives smoked locally-own tobacco. So far as I am vare, nobody has proved that this bacco was indigenous.

Before 1888, very little was known out the Territory. Sir William acgregor began his intensive ex-oration of the country and its tentialities in 1889. That year he ited Mount Victoria.

En route, he met some friendly untaineers and offered them some rade" tobacco, which, he records, *ey do not greatly prize as they w very good tobacco themselves*". obtained some seeds of this bacco, and sent them to the Queens-d Agricultural Department.

That Department has recently in-med me that the seeds were re-ved and planted in the 1889/90 son, but that there are no records any seed being harvested from plantings. They add that none of tobacco varieties grown com-rcially at the present time have ir origins in this seed.

Exploration of the country was tinued after Sir William left the ritory. In the course of my own rols, I found a few tobacco plants wing only in villages or in nearby dens. As a general rule, the acco leaves were sun-dried, then ked, and finally bundled together hung up inside a village house. he only exception to this, which bserved at Tonda village, More-d River District, during 1914-15, as shown in the accompanying tograph (taken by myself) in ch the tobacco leaves were braided a rope. The length of this rope between three and four fathoms. he second photograph (also n by me) shows a Tonda man ting his pipe.

here is less tobacco grown in uan villages to-day, as the natives ke "Trade" tobacco. I have been rmed that tobacco now grows l in parts of the Kabadi district. bably it marks the sites of aban-ed gardens and villages.

Where did this native tobacco inate? I suggest that seeds were ught from Europe early in the century by the Portuguese, via



Woman of Morehead River district, Papua, holding native tobacco which has been twisted into a rope.

the Cape of Good Hope to India, the Moluccas and Macao (China); or by the Spaniards direct from South America, after they had taken possession in 1569 of the Philippines, which Magellan (the Portuguese) had discovered for them in 1521.

The Moluccas are close to New Guinea, and it is not unlikely the Portuguese visited the western part of that Island.

We know that Torres visited the east end of Papua, and called at places along its South Coast en route to and through the Strait that bears his name, during 1606. (See De-Prado's *Narrative*, and Moresby's *The Two Admirals*).

We may be sure that other Spaniards trading out of South and Central American ports, to and from the Philippines, both before and after Torres, called at places along the North Coast of the Island of New Guinea.

These visitations presented opportunities for trading tobacco and its seed to the native inhabitants of New Guinea.



Native and his pipe of native tobacco, and his method of lighting it.

NEW CALEDONIA ON PARADE

TIMELY, because the French Colony of New Caledonia, Australia's nearest Pacific neighbour, celebrates its centenary next September, a new featurette travel film, *Pacific on Parade—New Caledonia* had its preview in Sydney in March. Professionally produced and photographed by John Kingsford-Smith (Kingscroft Productions), assisted by Noel Ford (Pacific division of Metro-Goldwyn-Mayer, Sydney) it will be screened throughout Australia on the MGM theatre circuit.

Compact and entertaining, the 10-minute film covers the main phases of daily life in New Caledonia, the major mining industries, and the tourist attractions. Local personalities, including the Governor and his Chief of Cabinet, M. Sautot (the photogenic mayor of Noumea), Sir Brian Freeston (South Pacific Commission), and the Australian and British Consuls, appear briefly.

Reaction to the film by New Caledonian residents holidaying in Sydney, who attended the preview at Mr. Ford's invitation, was: *"Tres excellente."*

It is planned to make a series of *Pacific on Parade* films—the next to deal with Fiji.

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LUCYFINKA

By HEATHER GWILT

LUCYFINKA had real personality. She could have inspired Mr. Dale Carnegie, who wrote *How to Make Friends and Influence People*. She is well remembered in one New Guinea district.

When she was young, she was the close, warm friend of my sister, Mrs. Mona Peadon, of the Upper Ramu. When Mrs. Peadon had to go South, she gave Lucyfinka into the care of John Black. Lucy did not think much of him, at first: then she suddenly surrendered to his charm, and became his devoted comrade and loyal friend.

When Jim Taylor and John Black were sent off on that famous pre-war patrol, which opened up much of the Highlands country, to Mount Hagen, the question arose: What about Lucyfinka?

There need have been no question. She would not be parted from John. She set out with the patrol party and, before long, she was the friend and inspiration of every member of it. Anyone would have thought it was her patrol. But she allowed no familiarities. She belonged to the boss, and she slept with the boss.

She felt the weight of her responsibilities. It was a most difficult, arduous patrol, through unknown country, and the natives could have been dangerous. Often, she would leave her master's bed, and join the police-boys on guard. They loved and respected her.

Lucyfinka also knew her place. She went to the cook-boys for her rations. If she felt she was not being treated decorously, or that her food was not up to standard, she would nip the cook-boys. They also loved her.

The going at times was so tough that trees had to be felled, to make paths or bridges. One day, when a tree fell, it fell on Lucyfinka, who had momentarily left the party. She was so badly injured that John Black, to put her out of her agony, had to shoot her.

As he stood there in the jungle, looking at the body, there were tears in his eyes—never had he had a more faithful comrade.

And then there arose, around him in that mountain gorge, a great crying and wailing. Every native in the party, from the hardened old police-sergeant down to the youngest carrier, wept as they buried Lucyfinka, a half-bred cattle-bitch, who had won the affection of all of them. Into her grave they threw money, shells, knives, spears and bits and pieces of their treasures, and over it they piled branches and flowers.

It all happened years ago. It was my sister who gave the little dog to John Black and recently, when I met him, and asked him what had become of Lucyfinka, I heard the story for the first time.

Old hands from the Ramu might like to hear the story. They all knew Lucyfinka and loved her for her habit of giving trespassers a well-deserved nip, in the right place.

WALL, OF THE FIJI MUSEUM

BY COMMANDER WILLIAM BURROWS

ONE of the most interesting and erudite old timers I have ever met was Colman Wall. At the time I am speaking of the Fiji Museum was not in its present position over the Carnegie Library.

The exhibits were housed—one could hardly say displayed—in the upper storey of the Fijian Rest House at Nasova. Here lived Wall in a small back room on the Museum floor, as Curator, or Caretaker as he was called.

He was, at the time when I knew him in Suva, quite elderly and his life since boyhood had been spent wandering the Pacific. His knowledge of many of the old traders was first-hand and there were few of the Polynesian languages and dialects that he could not converse in.

Whenever I was in Suva, at this period, I made it a point of spending hours with Wall, to get him talking on some of his experiences. One yarn I remember concerned dysentery, that common curse of the Islands.

Whilst super cargo of a trading cutter he contracted that disease and became so seriously ill that the captain decided to take the first opportunity of landing him at the next island visited. Fortunately the home of the trader here was large, and Wall was put on the verandah on a mattress protected by a mosquito net, and there left to die or get well as Nature might dictate. Here he lay for some days on a semi-starvation diet—for that is the usual treatment—until into the lagoon came two cutters, which anchored off the trader's home.

A meeting such as this was, of course, an occasion; and the trader prepared for dinner by killing a number of fowls.

There was plenty of whisky and gin and the captains, mates, and supercargoes of the visiting vessels were lavishly entertained, so much so that none returned to their cutters but all slept where they were.

Through all this, Wall lay on his mattress, listening to the yarns and conviviality round the dining table. Sleep was impossible, and he was too weak to get up.

Curiously, however, an uncontrollable desire to eat and drink came over him; and, as it had already been decided by his friends that he was going to die, he thought that he would sooner die after a meal than in his present condition.

When all was quiet, therefore, he crawled off his bed and through the open door into the dining room, where the meal had been left on the table. Although he could not stand up, he was just able to reach the remains of a cold roast chicken and half a bottle of whisky. With these he crawled back under his mosquito net and there he ate the chicken and drank the whisky, without any accompaniment; and thereafter he fell into a deep sleep from which he had no expectation of ever awakening.

Late the following afternoon, however, he awoke and, other than a dry and nasty mouth, he felt better than he had for weeks. From that day, he slowly regained normal health.

THE last time I saw Wall was an occasion when I was on a short visit to Suva. Driving along Victoria Parade, I spotted him walking in the same direction, that is, towards Nasova.

I pulled up and asked him if I could give him a lift. He got into the car and my first question was to ask him how he was, for I had heard that he had been ill. His reply startled me. It was:

"No, Dr. X was quite right. He told me a month ago when I saw him that I was dying. But, as he was one of these young know-alls, I didn't believe him, but waited for Dr. Montague's return from leave. I saw him yesterday and he said that the young doctor was right. So I have just been down town to order my coffin."

I took him to his miserable small room at the Museum and yarned for an hour or so. I could not help noticing a photo on his table, that of his wife and daughter, who lived in Sydney, he told me.

He died a month or so later.

Air Vice-Marshal Sir Arthur Nevill, former NZ Chief of Air Staff, visited Nandi Airport from New Zealand in March.

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HISTORY OF FIRST 'MALAITA'

By "SUPERCARGO"

SOME PIM readers may remember the first *Malaita* of the Burns Philp fleet, and be interested to know that the vessel was first called the *Antilia*.

Burns Philp & Co., Ltd., bought her in New York in early 1905. She was then engaged in running to the Antilles Islands, in the Caribbean Sea. When she arrived in Melbourne, the Navigation Department said she was not to proceed to Sydney. However, after negotiations, the Department allowed her to leave, providing Mr. James Macartney, the Superintendent Engineer of the Co. took charge of the engines, and the Co. sent Captain Foy down to bring her up, as Master. After some months at Morts Dock, where she was re-conditioned, she finally sailed for New Hebrides on her first voyage in 1905.

There was an amusing incident when the *Malaita* was due to leave Morts Dock. An article appeared in the *Herald* stating that the presentation of a piece of plate had been made to Mr. Macartney, Superintendent Engineer. The General Manager of the Co., Mr. Adam Forsyth, was displeased on reading this, thinking that Mr. Macartney had probably been the recipient of some valuable silver or plated ware, and he suitably admonished Mr. Macartney.

The latter said: "Perhaps you would like to see it, Mr. Forsyth—I'll away and get it," which he duly did. It consisted of an old piece of rusty plate, taken out of the side of the *Malaita*, and inscribed by all the apprentices who were working on the job at the time. Naturally, no further action was taken by the management.

From memory: The *Malaita* made some 52 voyages in all for Burns Philp to various parts of the Pacific. She made three voyages to the Gilbert Islands in 1907, when the writer was Supercargo on her.

The vessel had tremendous slip; and, whilst on the Gilbert Islands run, Mr. Corrigan (Chief Engineer, afterwards Superintendent Engineer of the Co.) asked and received permission to draw plans for a new propellor. A new propellor was made, which increased the speed of the vessel considerably.

In 1914, the vessel was sold, I believe, to Waugh, the ship-breaker of Balmain; but, instead of being taken up, it was sold to H. B. Black & Son, of Melbourne, who had mine interests at Surprise Island (north of New Caledonia) and other places.

For the details of the final days of the *Malaita* I am indebted to Mr. A. D. Mackenzie, Chairman of the Melbourne Harbour Trust Commissioners.



RIGHT: SS Malaita, *in Nekufetau Lagoon, Ellice Is., 1907.*
LEFT: SS Malaita *at sea, homeward bound. She also apparently used a bit of sail to help speed and navigation.*

After the *Malaita* was acquired by Messrs. Black & Co. she was laid up and out of commission at Station Pier, Port Melbourne, from September 8, 1921, until removal to a Bay anchorage on July 25, 1924.

About 3.30 p.m., on November 17, 1926, the *Malaita* broke adrift from her moorings and was carried towards the beach by a strong southerly gale. She ultimately grounded outside Stubbs' Swimming Baths, at South Melbourne. By the following morning she had pounded her way through the Baths, doing considerable damage.

It was not until May 6, 1927, that the steamer was refloated. The work was undertaken by the Trust, which sold the vessel by auction, partially to defray expenses. It was purchased for £280 by Messrs. O'Regan, Rice & Hester, who stripped her and sold the fittings.

On the morning of September 19, 1927, the hulk of the *Malaita* was towed from its berth on the west side of Ann Street Pier, Williamstown (where it had been since refloating) by the tug *Minah* and taken outside Port Phillip Heads, where it was scuttled.

The Original Malekula

Captain Brett Hilder's statement (in a recent PIM) that the original Burns Philp vessel *Malekula* was owned by BP's when she was lost is not correct (writes Mr. C. Buchanan, of Melbourne, who was with Levers Pacific Plantations in the Solomons in the early years of this century).

The *Malekula* was owned by Levers, and when she left the Solomons for Sydney, for overhaul, she was in charge of Captain Fotheringham, with Mr. S. McPhail as mate. (He was afterwards Master of the first ship captured by Australians in Word War I.)

The *Malekula* was wrecked on Brampton Reef—and I still have some photographs which I took when the work of salvage was going on.

THERE IS THIS FREEDOM IN N. HEBRIDES!

NEW HEBRIDES is unique in many ways; and not the least of them lies in the fact that you can actually set foot in the place without having to fill in a form. This is in contrast to Polynesia, for example, where even the transient round-tripper fills in a form at practically every port—giving the colour of his eyes and his intentions; the colour of his grandparents plus other details beloved of officialdom.

The Sydney shipping office warns the traveller he needs a valid passport for the Hebrides, but the Hebrides seem to be unaware of this. Medical inspection consists of some notations by the ship's medical officer about half a day previous to arrival at Vila; and there is no tedious business of "clearing the ship" when it reaches port. A launch comes alongside, and you simply get off.

Or maybe our passage was made easy by the fact when we arrived —6 pm—all Vila was at an official reception to the visiting High Commissioner for the Western Pacific.—J.T., New Hebrides, March 16.

Henry Maino, from Papua, attending a conference on co-operatives in Queensland, told delegates that native banana planters have a special trick for thieves. They enclose the banana bunches in bags, as a protection against flying-foxes; and, now and again, they put a small, lively snake into the bag before they tie it up. Light-fingered neighbours do not know which bags contain snakes, and so treat the lot with respect.

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OVER THE REEF!

Pastor J. E. Cormack, of the SDA Mission, describes the sensation of crossing a coral reef in a bad sea. In this case, he had gone ashore at Mangaia, in the Cook Islands, while the ship lay outside the reef; and he was now returning to the vessel in a locally-made surf boat, with some passengers and 24 cases of oranges.

THESE frail craft cross the edge of the reef on the crest of chosen waves, and when the sea is rolling in from the wrong direction a crossing is fraught with hazard.

Our small boat has completed loading and we are now seated atop a cargo of cased oranges for the New Zealand market. The small, frail craft slowly edges its way along the narrow channel towards the reef.

About 25 yards from the line of angry breakers we wait, as the watchmen on the reef's edge scan the sea, watching for the correct series of waves before giving us right-of-way. For twenty minutes we wait, while a string of loading boats take their places behind us. Our native captain and his crew are fully occupied in keeping the little craft's head to the waves, which sweep across the reef.

At last we are given the signal, and our two rowers pull with might and main toward the foaming billows. Their captain literally yells his orders to them to put every ounce of strength into it, and they certainly do.

We are now approaching the edge of the submerged coral cliff where rollers mount higher and higher, and finally crash with ceaseless thunder against the jagged walls. These great swells have come in unbroken freedom across countless leagues to the South Pacific from the Antarctic. Unconsciously we tighten our grip on the orange case beneath us, and prepare for the crossing.

We are now on the edge and should soon be through. But something has gone wrong. There has been a split-second error in timing, with the result that the waters have rushed back to the ocean, leaving our little craft poised perilously on the cliff's edge ,with its nose pointing sickeningly downwards toward the onrushing sea.

Now a huge wall of water rises before us and curls green as it breaks at our bows. Surely we must be engulfed.

But the boat lifts as the water rises, and we slip off the reef's edge. Then our bows plunge into the boiling sea before us. But, miraculously, we are righted and are still afloat.

The captain shouts and strains on the steering oar; the muscles of the rowers stand out hard and tense as they pull to save our lives and cargo.

We are quickly drawn away from the reef by the foaming backsurge, as old briny withdraws his diabolical forces, to gather them for the next onslaught. We are in the midst of masses of foam and spume that come swirling out of the crashing water.

We brace ourselves as we see the second comber, like a huge battery, rise menacingly as though to pound us into the deep. The curling breaker picks us up and turns us broadside on.

It seems that nothing can save us now. Our boat is a cockleshell in a roaring chaos. We must be capsized now, and perhaps dashed without mercy on the reef we have just crossed.

Again we experience a miracle! The seething billows let us go only a few feet from the coral wall, and our crew labours fiercely to turn the boat's prow back to the open sea. The third wave is not so large. It lifts us high on its crest; then we slide away down its back into the safety of the sea beyond. We are half full of water, but afloat.

As our heroic and skilful crew complete the arduous task of baling, their exhausted captain orders them to rest a while before pulling over to the *Maui Pomare*. There he stands, steering-oar in hand, his whole body trembling in reaction to the tenseness of the experience.

As we rest we offer a thankful prayer to the Ruler of earth and sea for His protecting care. Another reef crossing has been safely negotiated.

DARAPRIM, NOW

Still they come! Johannesburg reports that medical officers in Belgian Congo and other parts of West Africa have had notable success against malaria with another new drug, called Daraprim. It is claimed to be not only a prophylactic—less than a grain will wipe the malaria bug out of the system. It seems over-optimistic: but that is the report as broadcast from Africa.

CROSSQUIZ—NO. 243

ACROSS

1.—Who first crossed the Atlantic in a sole flight from West to East?

7.—What is the general name for a workers' association?

8.—What is the name of the gold colour surrounding the whole figure in sacred pictures?

9.—What is the name of the science of household management?

10.—Which Gilbert & Sullivan princess conducted a ladies' seminary?

11.—What shields a horse's eye to prevent him looking sideways?

12.—Which town in Nebraska, on the Missouri, is famous as a meatpacking centre?

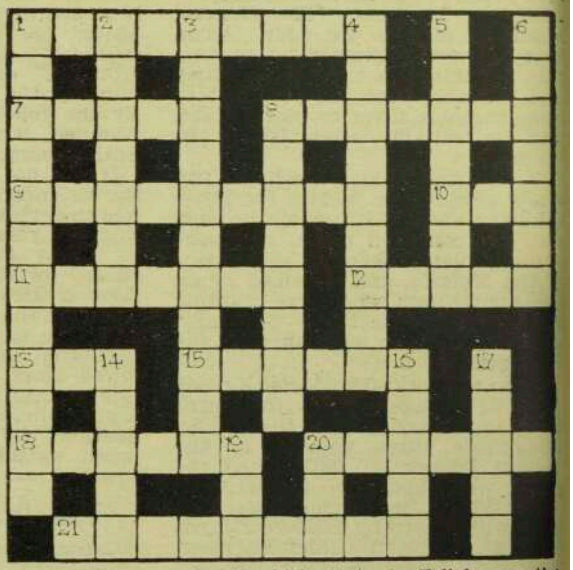
13.—Who is the national hero of Spain who drove the Moors out of that country?

15.—What overcoat must come from Northern Ireland?

18.—What is the name of the eastern coast of the Mediterranean including Greece and Egypt?

20.—Who discovered antiseptic treatment?

21.—Which plant is cultivated for its young shoots which are esteemed as a table delicacy?



DOWN

1.—Which film star is known as "The Look"?

2.—Which city in Kenya is the centre for big game shooting?

3.—Where did Bruce gain his famous victory over Edward II?

4.—By what chart do astronomers predict the future of a man's life?

5.—Of which State is Tallahassee the capital city?

6.—Which is the "Cotton State" of the U.S.A.?

8.—What name is given to a person who keeps bees?

14.—Which Elizabethan explorer discovered a channel between the Atlantic and Arctic Oceans, after whom it was named?

16.—Which wars were ended by the marriage of Henry VII to the daughter of Edward IV?

17.—What hard metal is an alloy of iron and carbon?

19.—What substance, obtained from pine-trees, can be a sailor?

20.—What is the record of a ship's progress?

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Fighting Disease in NZ's Island Territories

New Zealand now has an extensive health service in her Island Territories of Cook Islands and Niue and Western Samoa. Much of the health work is done by Assistant Medical Practitioners who are trained at the Central Medical School, Suva. But there are also others—nurses, mosquito-control teams etc.—who are trained in their own islands. These photographs tell something of the story of what NZ is doing for the Islanders' health in Cook Island and Western Samoa.

Below (top to bottom): The 40-bed tuberculosis hospital at Rarotonga.

Control of the filarial (not malarial) mosquito as top priority. *Filaria* is the most widespread disease of these Groups—swamps and pools like these are sprayed regularly.

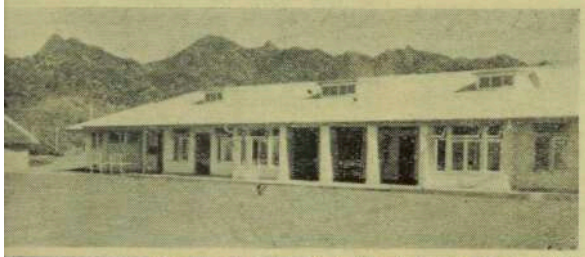
At right, top to bottom: These nurses and AMP's from Apia Hospital, with many others like them, maintain the Islands' health services

At school, the child is given regular medical and dental check-ups. Here, a mobile health clinic is visiting a West Samoan school.

Inside the dental clinic in Western Samoa.

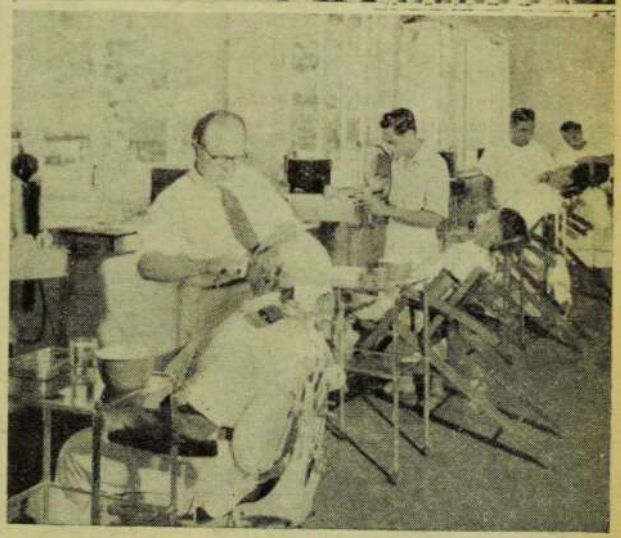
—Photos by the NZ Publicity Board.











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Tropicalities

AWKWARD FOR ALL

SINCE the advent of Colonel J. K. Murray, Administrator of Papua-New Guinea from 1945 to 1952, the people of Port Moresby have got accustomed to the appearance of selected natives at official functions, and do not now react strongly. But, in old-fashioned Rabaul, they still have to learn that the Territories are being sociologically rearranged.

While the new Administrator, Mr. D. M. Cleland, was making his first official visit to Rabaul, there was the usual 5.30 p.m. cocktail party at the residence of the District Commissioner; and Mr. McCarthy, in accordance with official policy, invited the members of the native Village Council to the function. European officials came along, with their ladies; but a good many non-officials were ostentatiously absent.

"Our brown brothers stood around awkwardly, and no one could quite get going," says a private letter-writer. "It was rather odd to invite the poor blokes to come and watch the masters drink cocktails, while they are restricted to lolly-water. Or were they?"

Rabaul will get used to it in time, no doubt.

THE EVIL HE'S DONE

FRENCH taxation expert, Louis Mercier, returning from Tahiti to France after spending six months organising a new taxation system in French Oceania, said in Auckland that his mission had been successful—but that everyone was glad to see him leave, though the evil that he's done will live after him.

FISHING IS GOOD

THERE may be stormy seas around Norfolk Island—it is one of the places detested by mariners—but there is nothing wrong with the fishing grounds. The snapper which may be caught in certain places there have been responsible for some fishermen getting a life-long reputation as liars.

A few days after the new Administrator, Brigadier Norman, arrived in NI, he went fishing, and he hooked and captured one of the biggest groper seen in those waters. He thinks he is going to like Norfolk Island!

HISTORY OF AN ISLAND

IT is nearly 150 years since Captain Matthew Flinders, in the very unseaworthy ship, *HMS Investigator*, set out from Sydney to circumnavigate Australia and chart the coasts.

Near Thursday Island, Flinders discovered a small island, about 1¾-miles long by about ½-mile wide, partly wooded, and fringed with a coral reef. Flinders recorded that "as it had no other name I called it Good's Island, after Peter Good, the botanical gardener."



CAPTAIN NORMAN WILLIAM MACDONALD of the mv Kurimarua, of which he has been Master for the last 8 years. The headquarters of his ship are with the Western Pacific High Commission, in the British Solomons, where he has built himself a solid reputation as a master mariner.

"Captain Mac" is of Scots and Nova Scotian blood, and he was born at Waipu, in New Zealand. He went to sea in J. J. Craig's sailing ships, and eventually became Captain of the 3-masted barque Invergarry. He joined the Union Company in 1919, and rose to be staff-captain of the Niagara before he left in 1930.

During the War, Captain MacDonald was relieving Harbourmaster at Levuka, Suva and Lautoka, and he also served as pilot to ships of the US Navy. He joined the staff of the Western Pacific High Commission in 1945.

—Sketch by Brett Hilder.

I note that *Pacific Islands Year Book* spells it "Goode," so that is evidently the official way.

This is from an article in *NZ Gardener*, by A. W. Anderson, a noted authority on botany:

"Peter Good attended to the manual work of collecting seeds and plants on Flinders' ship. There was also a botanist named Robert Brown, and a botanical draughtsman named Ferdinand Bauer. The botanical party had been specially chosen by Sir Joseph Banks. Peter Good entered Kew Gardens in 1796 and was highly thought after by the Curator.

"When *HMS Investigator* came back to Sydney, on June 9, with many sick men, Peter Good was too ill to be taken ashore. He died on board.

"Such was Peter Good, the first Kew-trained plant collector to reach Australia. His name survives in a wildflower, *Goodia Lotifolia*, found in NSW by Peter Good, and seeds of which were transmitted by him to Kew Gardens."—AJS.

NO HERO TO HIS VALET

FRED ARCHER, recently visiting Rabaul, says that one of his houseboys used to "do" for Captain Brett Hilder; so the other day Fred showed him Brett's photograph in *The Woman*.

Yes, he savvied. "Master, him he all the time he paint him boat long Bee Pees." He went on to explain that Bee Pees often looked askance at the cost of keeping their boats painted; then, as his eye fell on some reproductions of Hilder's work, he asked: "Wonem?"

Fred explained that Hilder had forsaken boat-painting for art; and as the idea of "piksa" penetrated dusky's skull, he clucked disapprovingly. "No bloody good," he declared. "Sumsing nothing, tasol. Na sopos he paint im boat, he some fella sumsing."

* * *

An applicant for clerical work informed Fred that he had been *kuskus* for Master Cummings *na limlimbu* (on leave). He stated modestly that he had practically run the taxi business, and could "figure." Fred worked this out as an indication that he could do simple arithmetic, so he asked him what "four fours" amounted to.

A long silence, followed by a disgusted cluck, then: "Me lusim! Before me savvy! Me tink twelve!"

He didn't get the job.

THIS PROGRESS!

There is an increasing number of native cemeteries in a certain section of the New Guinea Highlands, reports an SDA missionary, Pastor H. White.

In this area, until the recent advent of the white man, the primitive natives always ate their dead, irrespective of the cause of death. Ageing folk accepted the system as a matter of course.

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DICK BROWN ON WORLD TOUR

SUCCESS STORY OF A COOK ISLANDER

LAST February a Cook Islander and his wife sailed from Auckland on a voyage that will probably take them round the world—to Sydney, Jakarta, Singapore, Colombo, Port Said, Genoa, Monte Carlo, Rome, Venice, Switzerland, Germany, France, England for the Coronation—then back to the South Seas via Panama in their own ship.

The Cook Islanders are Mr. and Mrs. Dick Brown, of Rarotonga, and their present voyage represents a remarkable success story.

Dick is the son of a Scot who deserted his ship to marry a maid of Mangaia Island, and was one of a large family. He is now 60. Of powerful build, he was a great and popular sportsman in the Cook Islands in his youth. From his father's trade store on Mangaia he gravitated to the capital, and went to work with A. B. Donald & Co., of Rarotonga. His subsequent success may be attributed to his drinking a good deal less orange-beer than the average Cook Islander. He soon had his own little trade store, from which he made a modest living.

Although denied the opportunity of a good education himself, Dick saw to it that one of his brothers —Alex, later to die as a Sergeant in the RNZAF in a raid over Germany—was educated in New Zealand.

Dick's rise in the business world came with the arrival of the American Forces to the South Pacific in World War II. A small advertisement in PIM led to an enormous curio trade with American PX stores in all parts of the Pacific. Dick, from his Rarotonga headquarters, arranged the markets and the shipping—and the women on the outer isles did the work. The profits were good for all concerned and especially for Dick.

WHEN, with the Americans dispersed and the rich harvest ended, Dick had another vision in which he was encouraged by the people of the Northern Group. Why not get in on the rich MOP trade?

But that meant a ship of his own. This time, the 90-ft. schooner *Tahitienne*, built for a rum-runner who died before he could use her, and later acquired by the former Maxwell & Co., of Tahiti, lay derelict in Auckland's Rotten Row.

She was everything a ship couldn't be. She was rotten, they said, and would founder as soon as she hit the open sea. She had a concrete keel. "One touch on a reef and it will crumble to pieces—and over she'll go," the experts opined. "Those chain-plates'll pull clean out of her sides as soon as she smells a breeze", the waterfront experts decided.

But through it all—paying through the nose to the smart business men of Auckland who knew a good chance and lack of tough business experience when they saw it—Dick got his ship away. She did not get there the first time—nor even the second—but she did on the third attempt, with as green a crew in their respective positions as ever put to sea.

And when she arrived at Rarotonga—after a moderately fast passage, the ship and Dick were feted as never a ship had been before. William S. Bond has told the story of her christening in these pages, and in *Where the Trade Winds Blow*.

Then, in the few years of her short life, she was in plenty of trouble. Through lack of experienced engineers she was ever stopping at sea; or, if there was no breeze, or too contrary a one, she would be out of fresh water or food. How she survived for as long as she did is a mystery. Islands-style, she never had a permanent crew. On arriving off an island, the work-passage crew would fade ashore, to be replaced, more or less, by another party of volunteers, often dead drunk, for the next leg of the voyage.

But Dick was an Islander, and most of the people liked him and wanted to see him succeed—so the cargoes of shell from Manihiki and Penrhyn came his way, and the price was good. A volunteer crew might not lead to discipline or the wise operation of a ship—but it certainly led to low costs. So the cargoes flowed south six and seven hundred miles to Rarotonga—thence on to New York by other means.

HAPPILY, the *Tahitienne* eventually met her fate in harbour within yards of where she had been feted so royally by every village on the island a year or two before. She parted her moorings in the precarious Avarua passage. Some say that the cloud of dry-rot dust that shot up when she hit the reef could be seen away down on Dick's home island of Mangaia. There is no doubt she was due to go, and it couldn't have happened in a safer place.

There were some who thought that this was the end of the enterprise—but they did not know Dick. Very soon, he brought another vessel, just as ancient, and without sails, from New Zealand. *Karoro's* life, too, was short and interesting. Her remains sit to day on Aitutaki reef—but she paid for herself, and more.

Next came the Fairmile *Mahurangi*—still in operation, though the cause of plenty of nautical excitement in the Group. No one knows how Dick's ships really make money—but the New Zealand Income Tax Department knows that they do.

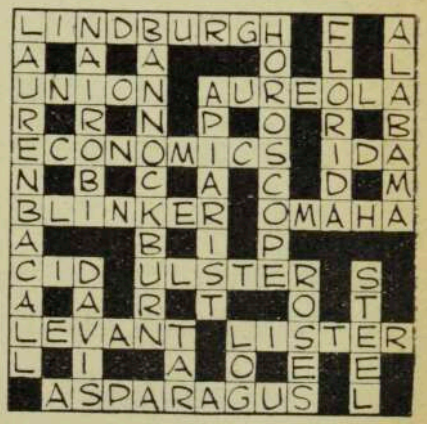
Dick made no secret of the fact, when he passed through Auckland recently—on the way to Europe to look for another and a bigger and a better ship, that he was milked of five figures when he came within the orbit of taxation.

If ever a man deserved success he is Dick Brown. Whenever things are at their worst—with his ship-of-the-moment spouting water at every seam, or her motor in its last agony—Dick is laughing as loudly as his crew. Where a European would have given up years ago, Dick takes trouble in his stride.

His appearance in the Cook Islands shipping business undoubtedly has done a great deal towards the stimulation of the mother-of-pearl trade in the Northern Group. With more ships and keener competition, the Manihiki people are working as never before, and the shell they produce is bringing a rich harvest to the Cook Islands—and to New Zealand's dollar earnings.

The people of the Cooks hope that Dick Brown will enjoy his present, well earned jaunt into the outer world, find another ship that might do as much for the fruit industry as his others have done for the shell trade, and bring her safely back to Rarotonga. Few doubt that, before he gets her there, she will create plenty of news en route.

SOLUTION TO CROSSQUIZ FROM PAGE 68



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HOW TO USE PAWPAW

Extracts from talk broadcast from ZJV (Suva) by the Nutrition Section of the South Pacific Health Service.

GROWING PAWPAWS

The average time is 12 months from sowing the seed until the tree begins to bear. Seeds of a good-flavoured fruit should be sown where you wish the tree to grow, since the pawpaw is not always easy to transplant. Prepare holes about two feet in diameter and six feet apart, by thoroughly digging the soil as deep as possible, and working in a little compost or manure. After getting the soil ready, water thoroughly and leave for a day or two to enable the soil to settle, and then sow half a dozen or more seeds to each hole.

When the seedlings are two to three inches high, weed out all except the strongest one, which should be allowed to grow to maturity. Weed around the plant but do not damage the plant or its roots. The tree is short-lived in shallow soil, so if you have no depth of soil in your garden, it is a good idea to sow a few seeds each year to maintain a supply of fruiting trees.

There are three types of pawpaw trees. The "male" tree has flowers on long stems, but seldom produces fruit. The "hermaphrodite" tree carries "male" and "female" flowers in small clusters, the centre flower usually being the "female", while those on each side are "males" which supply the pollen for setting the flower, and so producing the fruit. The "female" produces "female" flowers which, on pollinating, set and produce fruit.

The last two types are those which should be kept for bearing fruit and the "male" variety should not be kept. It is interesting to note that local legend has it that if a "male" tree is beheaded, it will change its sex, behave itself and produce fruit! This was tried on five "male" trees. One developed into a "female"; but the others were not successful, and died. It is nevertheless an experiment worth trying if you have no fruit-bearing trees.

USING PAWPAW

When buying pawpaw, make sure the ripe ones are firm and not bruised, and that they give slightly when pressed with the fingers.

The ripe fruit is excellent for breakfast or dessert, served with lemon or lime; or, for a change, add a little sherry or sweet wine as well. Chill before serving. Diced pawpaw added to fruit salad gives it a very distinctive and delightful flavour. The pulp of pawpaw mixed with milk or cream makes a delicious frozen dessert.

When ripe, pawpaw is a very rich source of vitamin A, and a good source of Vitamin C. As an alternative for orange juice it is excellent, and it may be given to infants at a very early age without any other preparation than mashing. This is because of its low fibre content.

There is an enzyme in the skin and leaves of pawpaw which you may be able to make use of in the kitchen. To soften the fibres of tough meat, wrap it in a pawpaw leaf. Tie the parcel firmly, and give it several hits with a rolling pin or wooden spoon. Leave for 30 to 45 minutes, but no longer, otherwise the meat may start to disintegrate. Unwrap, wash the meat very well, and cook in the usual way.

Unripe pawpaws make a very good vegetable if boiled and served in the same way as vegetable marrow or pumpkin.

Here are some recipes:—

PAWPAW DELIGHT

Stew about 1 lb of nearly ripe pawpaw in ½ cup brown sugar, a little lemon juice and ginger. There is no need to add water. Line a pie dish with short crust pastry. Put a layer of pawpaw on the pastry, sprinkle well with seedless raisins, or sultanas, and some desiccated or grated coconut. Cover with a thin layer of pastry. Repeat until the dish is full, finishing with a layer of pastry. Brush over with milk or beaten egg, sprinkle with sugar and bake in a hot oven for about ¾ hour. When cooked, dust with icing sugar and serve either hot or cold.

STUFFED PAWPAW

Peel a firm, ripe pawpaw, cut a small square at the side and remove the seeds. Fill the fruit with mince, to which has been added a little chopped onion, salt and pepper. Replace the square. Place in a greased baking tin. Pour over a little melted butter and bake in a moderate oven. When cooked, sprinkle with crisp breadcrumbs and serve with a good gravy, or tomato sauce.

PAWPAW MILK SHERBET

1½ cups ripe pawpaw pulp.
3 teaspoons lemon juice.
½ cup orange juice.
1½ cups milk.
1 cup sugar.

Press the pawpaw pulp through a coarse sieve and add the fruit juice. Dissolve the sugar in the milk and add the fruit mixture gradually to the milk. Pour into the ice tray of the refrigerator and freeze quickly, stir every half hour.

To convert this recipe into Pawpaw Ice Cream, substitute 1 cup of evaporated milk or cream for the milk. Stir several times during freezing.

NURSING HEROINE IS DECORATED



When M. Letorneau, a member of the Government of France, was in New Caledonia recently he visited Ducos and there presented the Cross of the Legion of Honour to Sister Othilde. The photograph shows Sister Othilde wearing the decoration. She has given 20 years of her life to nursing service among the sick people of the New Caledonian leprosarium, and she herself has now contracted the dread disease.

RECIPE CORNER

READERS are invited to send in their favourite recipes using Islands ingredients or ingredients readily obtained in the Islands. Ten shillings will be paid for each one published.

GRANADILLA FLUFF

Dissolve two level dessertspoons gelatine in one cup hot water. Cool.

Beat stiffly the whites of three eggs.

Have ready one cup sugar and one cup fruit juice (granadilla, native orange and lemon is a good mixture).

Add cooled gelatine to the stiffly beaten whites of eggs and beat with rotary beater. Still beating, add sugar and fruit juice last. In cool weather it will set almost as it is beaten. Chill in refrigerator. Serve with custard made with the yolks of the three eggs.

—Mrs. R. P., Kavieng, NG.

SNOW DESSERT—MADE IN A JIFFY

1 tin unsweetened milk.
¾ cup sugar.
1 teaspoon vanilla.
3 teaspoons gelatine dissolved in ½ cup boiling water.

Put ingredients into a basin, and whip with rotary beater until it will stand on its own.

It can be put into a sweet dish, or into a greased cake tin, and when set turned out and decorated with fruit and cream.

—Mrs. F. H., New Hebrides.

COCONUT CRUNCH

Place a thick layer of freshly-grated coconut in a cake tin and sprinkle liberally with sugar. Bake in oven until brown and crisp. Break into small pieces.

—Miss K., Apia, W. Samoa.

Tasman Empire Airways announced in March that as from April 20, Coral Route air fares will increase by 10 per cent., due to increased operating costs. Parties of ten or more, travelling as a group, will get a 10 per cent. reduction on the new rates.

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SAMARAI'S G.O.M

Colourful Life of Laurie Henderson

LAURIE HENDERSON—dead a 72, and carried to his grave i Rogea cemetery, Samarai, b mourning comrades of the RSSAIL —really had lived three lives. H went from his High School in Wes Australia (where he had been notabl as an oarsman) to a bank, an showed much promise. But the wide world called; he threw in banking and before he was 27 he had joine the Papuan public service. He be came Resident Magistrate a Kerema, then a rough and toug station accessible only by whale boat. Five years later he was RM at Tufi, in the Cape Nelson area Following a regrettable inciden there, in which he suffered a badl injured hand, Mr. Henderson re signed and went South. A subse quent inquiry showed that he wa not blameworthy. But he did no return to the public service.

A year later, in 1913, he returne to Papua, married in Port Moresby and soon afterwards he settled dow in Samarai as the owner and man ager of the Cosmopolitan Hote He never returned to Australia.

He sold the hotel after 15 years but the plantation and other in terests with which he became en gaged suffered severely in the De pression, and he lost nearly every thing. He tried pearl-diving in th China Straits, various kinds of trad ing, recruiting. Many men gav up and departed, but Laur Henderson hung on, recovered hi business, and met all his obliga tions.

Among other things, Mr. Hender son was a recruiter of labour fo the Misima goldmines. When th Jap phase of World War II began and the New Guinea area was evacu ated, some 400 indentured labourer were left on Misima with abou 3,500 Misima natives. There wa no doubt about what would happe to the labourers if and when foo ran short. Mr. Henderson, assiste by Mr. Ernest Whitehouse, made i his business to repatriate every on of those abandoned labourers, thu preventing what could have bee a major tragedy.

Mr. Henderson also managed t salvage food supplies and oil fue from abandoned Samarai, and thu was able to give timely assistanc to refugees fleeing southwards fro Rabaul.

When the Japs reached Miln Bay, in their southwards thrust Laurie Henderson and his lugge gave the Allies most valuable help He and his boat were strafed many times when ferrying supplies t troops along the coasts. He becam a member of the Forces—he wa beach-master at Oro Bay durin

e Buna campaign—and he was warded the OBE.
After the war, he resumed his siness as trader and recruiter, d his plantation interests became ofitable. Everyone held him in gh regard—even his few enemies and most sought his clear-sighted vice. After his experiences in pe Vogel Oilfields, rice-growing, ld-mining, the Returned Soldiers ttlement on Goodenough Islands post-World War I project that w now know about) his know-ge was varied and accurate.
His son, Rennie Henderson, rved as a fighter pilot in the AF during the war; survived a sh in France at the end of e war; and is now settled in nada as a businessman.—JOHN WILKINSON.

OOK ISLANDER RECEIVES IMPORTANT POST

R. TAKAO TINIRAU has been appointed Resident Agent of Manihiki, Cook Is. He is a nior Cook Islands Assistant dical Practitioner (graduate of e Suva Medical School) and mber of a leading Cook Islands nily. He has been stationed in nrhyn, Puka Puka and Manihiki recent years and has been act-RA at Manihiki since the resig-tion of Mr. A. H. Brown some time ago. This is believed to be the first time that a native Cook Islander has been appointed to the position of Resident Agent (a position equal to that of District Officer in other Territories).

Manihiki, with its rich pearl shell beds, now exceeds every other island —Rarotonga not excepted—in value of exports, and, apart from Penrhyn, is the only dollar-earner of the fifteen islands.

Sir Leonard Isitt, Chairman of Directors of TEAL, and Mr. R. W. Marshall, general manager of the NZ Tourist Department, attended a conference of the Pacific Interim Travel Association in Honolulu in March.

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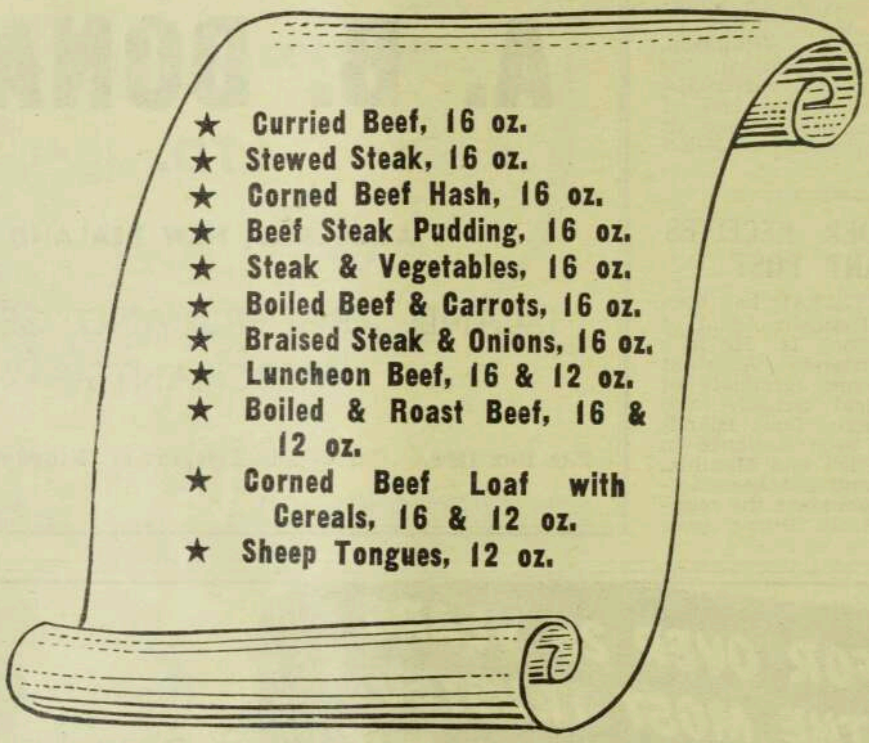
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TTLING DOWN
) A
-YEARS-JOB

From Our Own Correspondent

P. MORESBY, April 10.

URING March, three members of the CSIRO Land Resources and Regional Survey team ived in the Territory to get some t-hand knowledge before start- the field survey of the Buna ion.

r. R. D. Hoogland, the botanist the survey team, is working in aboration with the Government est Botanist, Mr. J. S. Womers- and is remaining in the Terri- until the Buna survey is com- ed. Messrs. B. W. Taylor (Ecolo-) and S. J. Patterson (geomor- logist) returned to Canberra y in April to help draw up the is for the main Buna survey, ch starts in July.

he actual field work at Buna occupy three months; and then ther nine months will be needed interpretation of the results of field work. This will be done anberra.

n his recent visit to the Terri- the leader of the CSIRO sur- team said it was not possible ive any exact estimate of the needed for the full-scale sur- of Papua and New Guinea, but it could not be less than twenty years.

NEW INDUSTRIES IN PAPUA-N. GUINEA

Cane—Peanuts—Passion Fruit

P. MORESBY, April 4.

A PROMISING new industry has been started at Port Moresby by Mr. and Mrs. R. J. Prior, who have set up the first unit of a factory and are manufacturing cane furniture from "lawyer" vine.

Mr. Prior had a cane furniture factory in Sydney before the war, and after some years with the Administration in the post-war period he decided to return to the cane furniture business.

The firm is known as Haydin's Rattan Products, and Mr. Prior has trained a team of native rattan craftsman. Suites and individual chairs and tables are being manufactured, based on modern designs, and the output is offering stiff competition to cane furniture imported from the Far East.

Australian manufacturers are showing interest in obtaining supplies of lawyer vine for furniture making, and the first shipments have already gone South.

The venture is providing a new source of cash income for coastal natives, who bring in canoe-loads of vine from points along the south-west coast. Mr. Prior plans to extend his output to bamboo furniture.

Going south on this *Bulolo* are 20 tons of peanuts, consigned by various growers at Wau. They will

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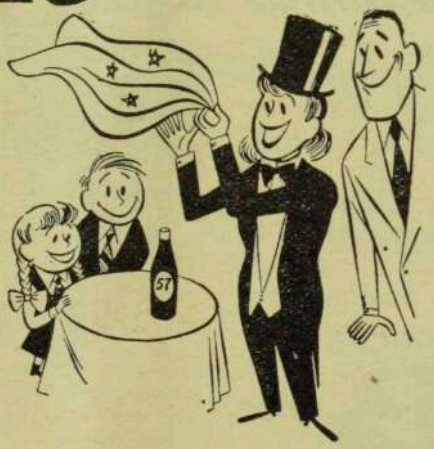
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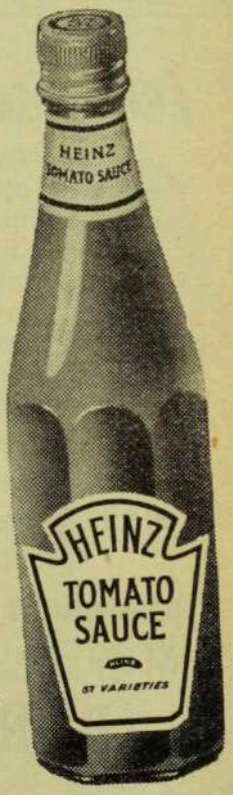
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be sold on the open market in Sydney.

Also on the *Bulolo* are another seven tons of passion fruit pulp for Cottees Passiona Limited, grown in the Highlands.

NEW TIMBER INDUSTRY

Five members of the staff of Commonwealth New Guinea Timber Limited (which is the Commonwealth-Bulolo Gold Co. formed to work New Guinea's stands of Highland pine) have been sent to Canada and the United States to get the latest information on modern methods of manufacturing plywood. They are Messrs. R. Gay, Senior, J. Sneddon, E. Gibb, J. Leslie and R. Weedan.

The construction of the plywood factory is well on the way at Bulolo, and good progress has been made on the ordering of machinery. The mill may start producing plywood next December.

Queen Cannot Visit Samoa

A WARM invitation by the Government of Western Samoa to Queen Elizabeth to visit that Territory during the Royal Tour next year, cannot be accepted. Advice to this effect was received from the Queen's private secretary, whose message stated that the Queen hopes, on some future occasion, to visit those islands, but does not now feel able to alter the existing arrangements for her 1953 tour.

ELECTION IN OCEANIA

A SUMMARY of the results of the election for the Assemblee Territoriale, held throughout French Oceania on January 18, shows that 29,030 votes were recorded. The RDPT party won in 15 of the 18 electorates, with 15,062 votes.

Independents gained two seats and 3,615 votes; the UDIOF one seat, and 7,581 votes; and RPF no seat and 2,772 votes.

The winning party, headed by Deputy Pouvanaa a Oopa, was defeated in Papeete (UDIOF), Northern Marquesas (Independent), and Uturoa (Independent).



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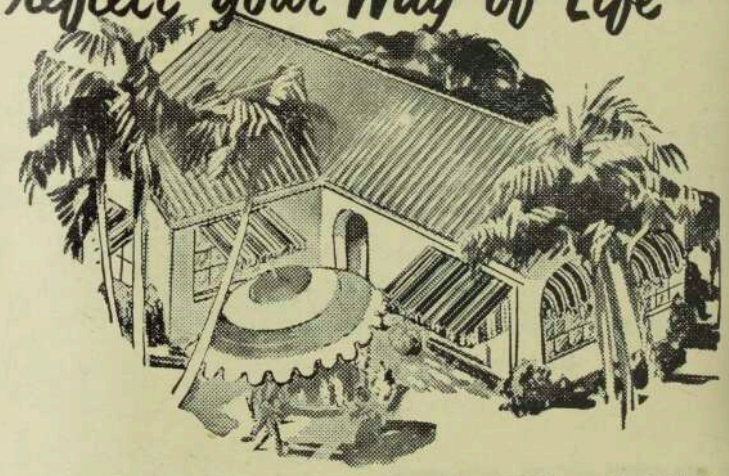
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REPARATIONS FOR BETTER TOWNS IN PAPUA-NEW GUINEA

P. MORESBY, March 20.

ARLY in March, the Territory Town Planning Board visited Rabaul and conferred with the ens on the proposed zoning me for the township.

arious problems were hammered at a full-day conference be-n the Board and some 15 of town's leading citizens.

ne Board Chairman (Mr. Cor-Gore, of Port Moresby) em-sised that if Rabaul folk wanted town restored to its pre-war ndor, they would have to pull n all the temporary buildings ted since the war, and make attempt to convert these into nanent structures. Close co-ation would also be needed be-n the Administration and pri- citizens on the standard of dings to be erected, and their equent maintenance.

r. Gore said the Board's report ld be handed to the Admin-tor immediately, and every-g possible done to have a de-e town plan in the hands of aul people without further de-

ne Board comprised the follow-ing, in addition to the Chairman: Dr. H. N. White (deputy for Dr. J. Gunther); Mr. W. L. McGowan (Works Department); and Mr. C. L. Anthony, Assistant Secretary for Lands).

MORESBY TOWN ADVISORY COUNCIL

The following have been appointed members of the new Port Moresby Town Advisory Council:

West Ward—E. A. James and E. J. Frame.

Central Ward—L. A. Willis and E. E. Kreiwaldt.

East Ward—F. G. Edwards and J. L. Weston.

General Members—Mrs. J. I. Wyatt, Mrs. T. M. Price, J. A. A'Hearn, C. L. Anthony, F. G. Hill.

Public Service Members—The District Commissioner, Dr. N. H. White, W. L. McGowan, R. K. J. O'Dell, R. E. P. Dwyer.

LITICAL CONTROLS IN NEW CALEDONIA



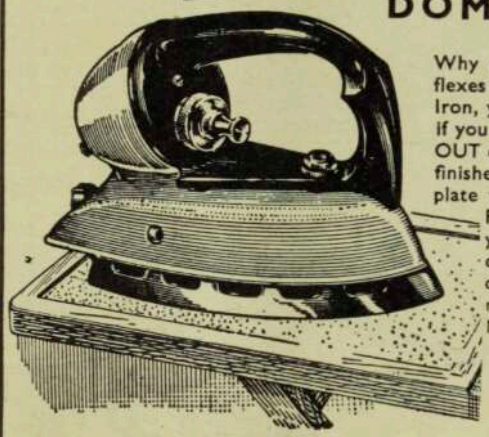
struggle for political and adminis-e reform in New Caledonia still on. When a member of the French nment, Minister Letorneau, was in Caledonia last month, a number of sts, based on a wish that the local bly (Conceil General) should have control over New Caledonia affairs, presented to him. The photograph M. Berges (President of the il) handing a document to M. eau, while Senator H. Lafleur (in ackground) looks on.

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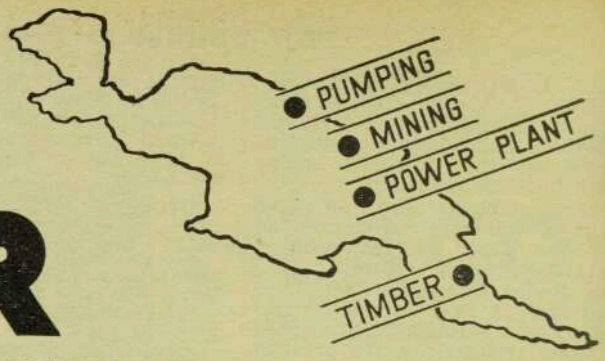
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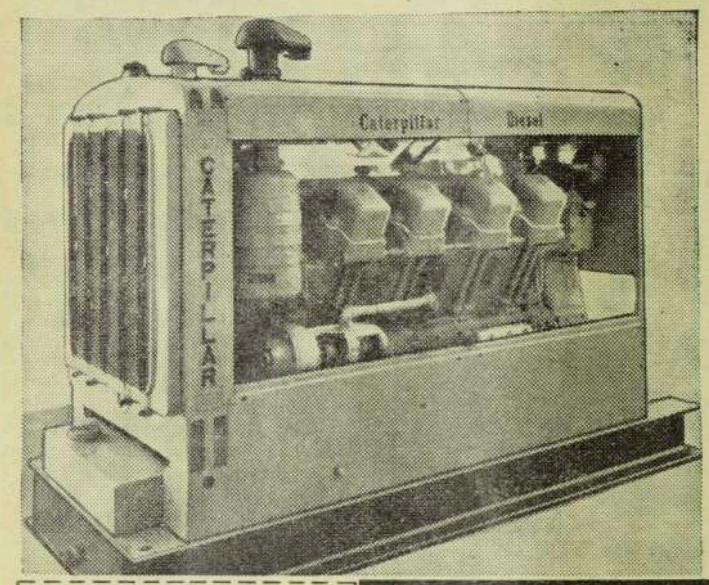
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FOR PACIFIC RADIO AMATEURS

Conducted by Ex ZK-1-AC/VR-2-AK

(Address notes to P.O. Box 179W, Wellesley Street, Auckland, NZ.)

ISLAND HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

Your scribe—ZL-1-AIK—using an ARC-5 vfo., CW only at present, on 7 mc/s, will look for Islands calls from Hams with contributions for this column at 0700 GMT most week-nights.

● Most interesting signal of the month, and most mysterious, was FO8AI, currently listed as belonging to French Oceania's airway company, Air Tahiti. Reception was generally poor in Auckland but the station appeared to be operating from an American-owned yacht lying at Takaroa, Tuamotus. At time of publication the name of the yacht is still unknown, though the operator aboard is believed to be W7HNK. That call is vacant in the latest call-book, and is evidently now held by a new owner, first name Jack.

This yacht came from the Pacific Coast by way of Honoluiu and all the inhabited islands of the Marquesas, to its present QTH. Plans are to carry on to Tahiti in April, thence back to the States via the Leeward Islands and Hawaii. FO8AI has been active on 14.2 mc/s (vfo) around 0600Z, working KH6 and VK2. Medical advice for a sick Takaroan was being collected from a VK2 doctor on one occasion late March. The FO8 call was causing plenty of interest with the card hunters. Details next month.

● From Pitcairn Island comes a letter from Floyd, VR6AC, who left Auckland late last November with the declared intention of appearing on 14 mc/s phone by Christmas. Floyd's 5-tube receiver has "had it". The transmitter is functioning OK and a new receiver will soon be going forward from Sydney, so perhaps by mid-Winter the rare VR6 call will make itself heard. We can picture the DX-men queueing already! Meanwhile, with radio off the agenda, Floyd lately made the 75-mile open-boat journey, with a couple of surf boats, 25 Pitcairn men, seven women and eight children to uninhabited Oeno atoll, on a picnic jaunt for coconuts, clam shells and ornamental branches of coral for the curio trade. A few days were spent there, then the party returned after "a change and a real good time".

● Next came a letter from Phil Palmer, VR3C, of Fanning—whose middle name, so he says, is Radio but definitely not DX Radio. A rag-chewer at heart, Phil is inflicted with a call of such rarity that every time he shows his nose on 14 mc/s his own and his prospective rag-chewing companion's frequencies are swamped with the eager huntsmen. Result: Phil, "ham-

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strung", is confined to the laboratory, attempting to develop an Automatic QSOer that will contact the DX-hounds on one frequency while he, on another, talks shoes and ships and sealing wax with his friends and others prepared to talk.

● ZK-1-AB, Dough Cunnold, due to return to Rarotonga per March sailing of Maui Pomare, took another month's leave to fully recover from a throat operation he underwent since coming to New Zealand on leave. No news was available late March of the new ionisphere observer for ZK-1; and whether or not he's a Ham. Max Armstrong, lately operating as ZK-1-AC at Aitutaki, returned to Wellington in March, his radio job completed.

● Alan, VK9YY, expressed the belief here in February that he and VK9FM, of Madang, where the only two active T.N.G. stations. Perhaps this had its effect, for late March we heard Bob on Iwo Jima —KA-0-IJ, only Iwo Jima station—in 14 mc/s phone contact with Ron Chugg, VK9-RC, also of Madang. The VK9 was inaudible in Auckland.

● Nadi has another active 3.5/7/14 mc/s Ham back on the job. Jack Paton, one of Fiji's first post-war stations, should again appear with his old call-sign VR2AC. He took up a new three-years assignment at Nadi Aeradio early March.

● New stations listed: J. T. Carr, VK-1-JC on Heard Is.; VK9DS, D. B. Schroder, C/o D.C.A., Port Moresby; VK9MT, M. Tie, C/o D.C.A., Port Moresby.

Bob Black, VK2QZ, headed back for New Guinea late February, we understand, so he may be assumed to be active as portable VK9 by now. VK-1-RG, formerly of Macquarie Is., was understood to be returning there last February. VK-1-EM, who has been using the same gear, was to return to VK.

● The W/VE contest during March indicated that conditions may not be quite as bad as they normally seem. Outside the contest period few 14 mc/s sigs were heard in Auckland. The best, as in recent months, were North Pacific-Japan, as heard during mainly early evening listening. Stations heard or known to be active were: FO8AI, KA-0-IJ, KA2FC/HP/JF/US, KA3AF, KA5SL, KA7SR, KA8AB, KG6AAY/ABN/ACS/AEJ/AEP/FA, KJ6AX, KR6LJ, KW6BB/BI,

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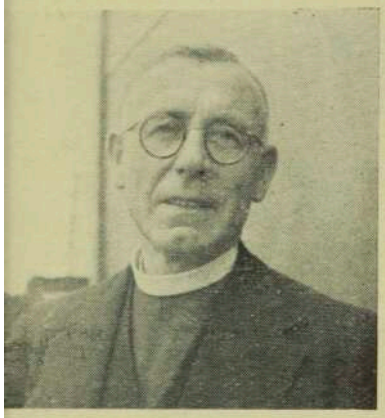


Is a very good rum indeed, as one sip will tell you

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BISHOP OF MELANESIA TO RETIRE

SHORTLY after his departure from Auckland aboard the Melanesian Mission vessel *Southern Cross*, advice was received from Melanesian Mission Headquarters at Honiara that the Rt. Rev. Bishop G. Caulton, Bishop of Melanesia, had tendered his resignation. This was confirmed later by the Most Rev. R. H. Owen, Archbishop of New Zealand. He said that Bishop



The Rt. Rev. Bishop S. G. Caulton, MA, Anglican Bishop of Melanesia, whose retirement is announced, effective March, 1954.

Caulton, who planned to retire in March of next year, felt that, with the work of the Mission's post-war re-organisation almost completed, he was right to make way for a younger man who could plan the work of the diocese for future development and progress.

Bishop Caulton, formerly Dean of Auckland and vicar of St. Mary's Cathedral parish, was consecrated Bishop in 1948. He joined the Melanesian Mission in 1929; served as priest at Ugi, San Cristobal and Gela; and resigned in 1937 to take up the appointment of vicar at Whakatane, NZ. He rejoined the Mission on his appointment as Bishop.

9RC, ZM6AA. Wake Is., we note, is becoming reorganised. Other sources report VR-1-F as recently active—QTH Wilkes Is.

Final note: We recently heard an Islands station remarking that an item that appeared in this column regarding the station was "well out of focus". Letters from all quarters are warmly welcomed and will ensure that we keep 100 per cent. in focus.

English author Raven Hart, of Ceylon, left Auckland per March *Matua* for Fiji. He planned to visit Suva, Yasawas and, later, Vavau, in Tonga.

Maoris May Adopt Islanders

UNDER the terms of a Maori Affairs Bill coming before Parliament in Wellington next session, the child adoption customs of the New Zealand Maoris will be modified. Whereas in the past Maoris have been permitted to adopt only Maoris, they will, when the Bill is passed, be able in future to also adopt "certain other Polynesian children."

The Cook Islanders and the Maoris, although separated by some hundreds of years, are so close together racially, that they can converse; and the link between Maoris, Cook Islanders and Tahitians is almost as close.

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 and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY, Box 2434, G.P.O., Sydney.

(The President may be contacted by telephone at XJ 3205.)

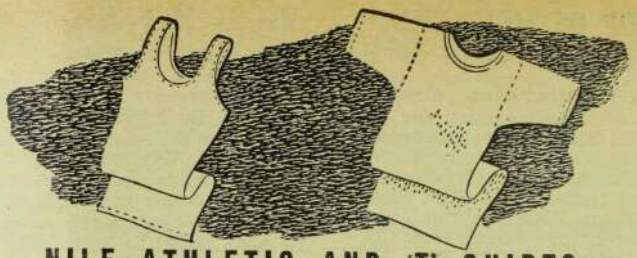


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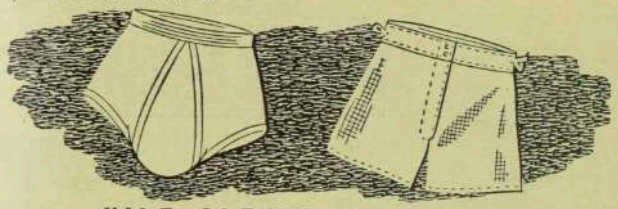
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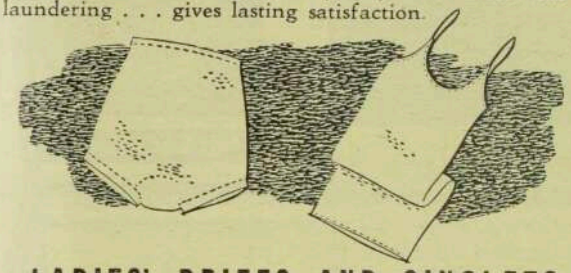
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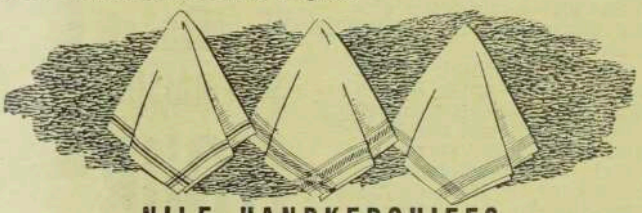
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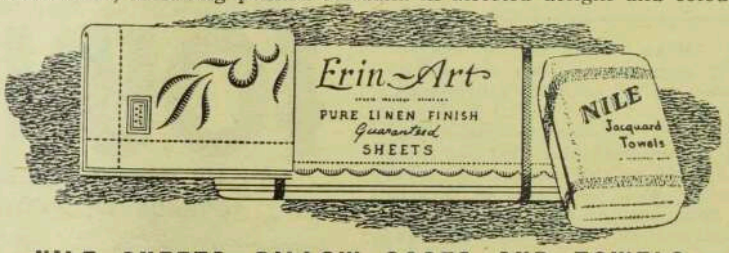
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An attractive range of Erin-Art sheets and pillow cases in all sizes; tea towels and brightly coloured bungalow cloths are offered by Nile. Furthermore, there are cotton prints suitable for lap laps or cotton frocks, as well as all sizes and colours in Nile jacquard towels, Nile beach towels and bath towels.

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ONE HECTIC WEEK IN RABAUL

RABAUL, March 23.

SO many VIP's have been so lavishly entertained in Rabaul in March, that it might fairly e called the Month of Munch!

There was an official cocktail arty "up on the hill," at the istrict Commissioner's residence, enable the local folk to greet he newly-appointed Administrator nd Mrs. Cleland. The latter had n exceedingly busy ten days in abaul and district.

The Chinese Union combined ith the local branch of the Kuo in Tang to give a dinner in onour of the Administrator.

Then the Chinese Consul from ustralia, Mr. Liang Kung Wang, id his friend Mr. David Narme, rived; and they also were enter- ined at a public feast.

The Administrator and Mrs. eland gave a cocktail party to elcome the members of the UNO ission, and the guests included embers of all three communities— uropeans, Chinese and natives.

There was another feast on the ening of St. Patrick's Day, with dancing and floor shows, and again many nationalities were present, in harmony. The party of the Chinese Consul in Australia (Mr. Wang) left early, however, and it was reported that they did not like some members of the UNO Mission. But the Mission was not very popular, anyway; and the fact was that Mr. Wang's party had to get up very early next morning to go to Kavieng.

Finally, Messrs. Wang and Narme gave a buffet dinner—and, rather than enumerate the guests, it would be easier to make a list of those not present. The Chinese certainly do understand the arts of hospitality.

Rabaul is praying now for a quiet week before Easter, when most of Madang will arrive here to test our skill in golf, Rugby League, tennis, swimming — and, maybe, more hospitality.

£50,000 GIVEN TO TONGA

UNDER the will of the late Jules Joseph Verhaege, who died at Onehunga, NZ, on January 22 last, the whole of his estate of approximately £50,000 NZ has been left to the Tongan Government, for the improvement of medical services and the health of the Tongan people, and for the education in New Zealand of boys of Tongan blood. It is feared that succession duty will heavily reduce the amount that the Tongan Government eventually will receive.

Mr. Verhaege, a Belgian, was in business as a general trader in Tonga for many years, before going to New Zealand 35 years ago.



SOUTH SEAS ISLANDS PHOTOS, 2¾ in. x 4¼ in.

No. 1 set of 12 — Tropical Scenes.

No. 2 set of 12 — Girls in Ceremonies.

No. 3 set of 12 — Children at Play.

Set of 12 photos, $1.00 (7/3 Samoan, N.Z., Stg.; 8/9 Aust.).

No. 4 set of 50 assorted, $4.00 (£1/9/- Samoan, N.Z., or Stg.; £1/15/- Aust.).

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SOME POINTED QUERIES ABOUT KENAF PRODUCTION

ABOUT 1,200 woolpacks made from kenaf fibre grown experimentally in Papua have been distributed in Australia, for test. Reports on 200 say they are satisfactory.

Australia is trying to establish the kenaf industry in Papua-New Guinea. About £260,000 is being made available for roads, bridges and wharves in the Oro Bay area of Papua, and the backing of Australian industrial and pastoral concerns is being sought.

Australian planners developed the idea when jute—a product of India—was in very short supply soon after the war, and prices of woolpacks, copra bags, cornsacks, etc., soared. It was felt that some alternative fibre was needed.

But, in the past year or so, the Indian jute situation has been reorganised. Jute products now are coming to the markets at prices which will be sharply competitive with bags made from the kenaf fibre of New Guinea.

Will Australia protect the new industry? Or will it surrender to the demands of the big interests, and leave the kenaf producers "out on the end of a limb"?

Australia encouraged planters to produce rubber in Papua. They now produce excellent rubber. But, because Australian rubber manufacturers and consumers howl at the suggestion of a duty to protect the Papuan industry, the Papuan rubber producers have to enter into hopeless competition with the products of cheap-labour countries. Why should the kenaf producers expect any better treatment?

Rev. W. G. Murphy, LMS Missionary in the Cook Islands, has returned from leave in England. His ship, the *Rangitane*, arrived in Auckland a few hours too late to connect with the first sailing of *Maui Pomare* for Rarotonga.

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THE PRICE AUSTRALIA PAID

URIED in Papua-New Guinea cemeteries, as the result of World War II, are the remains over 8,000 Australian servicemen:

Bomana (P. Moresby) ..	4,500
Lae	2,500
Bitapaka (Rabaul)	1,200
	8,200

A War Graves Commission chitect, Mr. P. Wilson, who re- rned to Australia recently after o years' work in P-NG, reported at a memorial building and suit- le entrance gates are now being ovided at the chief cemeteries, ich are in very good order and intained as parks and gardens.

ARTIFACTS WANTED

NFORMATION regarding sources of supply for Pacific Islands handicraft goods and jewellery ms is sought by Mr. James I. lden, of 15021 South Jackson reet, Midway City, California, SA. Mr. Halden is of opinion at he can work up a market for h goods in the United States. invites communications from idents of the South Pacific Is- ds who are in a position to pply quantities of "Islands rios." Mr. Halden says that he prepared to place a sample order h the first three people who mmunicate with him from each the Territories of Fiji, Samoa l Tahiti.

REE-PLANTING CAMPAIGN IN CENTRAL SUVA

SUVA, March 27.

recent years, tree-destruction in Suva has been deplorable. But nowadays, people from the vernor downward are doing their to promote tree-growing.

n March 26, a group of Euro- n, Fijian and Indian women, by the Mayoress (Mrs. D. M. N. Farlane) continued the planting young flamboyants along the ourside drive running past Gov- nent House. This drive, which ered a terrific battering in the hurricane, is prosaically called ine Parade. It is an extension Victoria Parade, and it is hoped after the Royal visit in De- ber it will be renamed Queen abeth Drive.

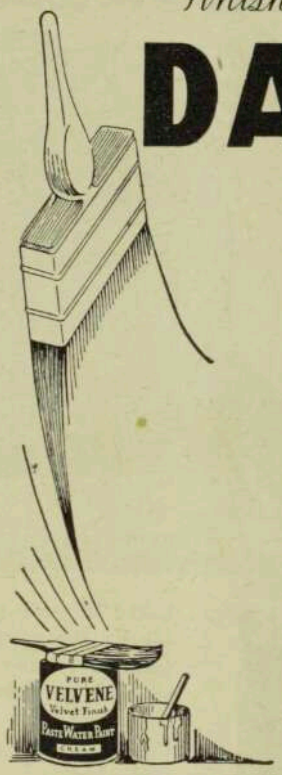
ite last year a row of flam- nts was planted near the Boys' mmar School to replace the t weeping fig trees which were oted by the hurricane.

he discovery of rhinoceros le infestation in the Suva area lent urgency to the Town Council's general clean-up campaign. Under the emergency regulations all occupiers of land are required to eliminate dead palms and to deal with any possible breeding-places for the pest. These include decaying vegetation on the ground and garden compost heaps. Removal of any soil from the Suva area without permission of the Director of Agriculture is strictly forbidden.

Mrs. Polly Bambridge Brown, wife of Mr. Robert Warren Brown, of Papeete, Tahiti, became the mother on March 23 of a fine son, who has been named Ronald Roger Teriipaora Brown. Various proud relations have reported the event, including Mr. Charles Brown, Jnr., of Raiatea, who insists that he and Mrs. Brown are greatly enjoying the status of grandparents.

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High-grade, ready mixed house paint.

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The velvet finish water paint.

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One-coat metal paint, harmless to tank water.

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The all-purpose, high-gloss, long-life enamel.

VELTONE
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So easy to carry when travelling. Sturdily built. Only 15¼ x 7 x 11½ in. cabinet. Weight 19 lb. With all the facilities of larger receivers.

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Easy Terms GUARANTEED 12 MONTHS

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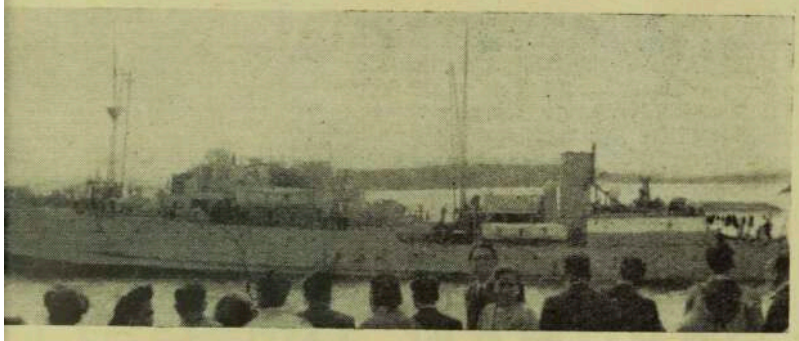
MALLSHIPS OF THE PACIFIC

HIFOFUA FOR SURVEY

The Tongan Government vessel *ifofua* was bound for Auckland for ydocking and survey, late March. *ifofua*, a 90-foot auxiliary ketch, as built in Auckland by Bailey in 27. She is a 7-knot (average) ssel, with a general-cargo capacity 50 tons and cabin-passenger commodation for ten. She carries crew of about 14. She generally y-docks in Suva.

HIRO CHANGES HANDS

Lewis Hirshon, of Papeete, sold



GS Maui Pomare commenced a new season on the Auckland-Cook slands run in March, defying last year's rumours to the contrary.

passenger vessel *Hiro* to Com-nie Bazaar, a Chinese syndicate, ently. The price was reported 2½ million francs—about £14,000 .

Formerly American owned and ned *Memory*, the twin screw senger craft was given her pre- t name on arrival in Papeete in ly 1939, for use on the Tahiti- ward Islands service. She will remembered by American ser- emen who served on Bora Bora, she regularly brought men down leave to Tahiti from the US y wartime base.

AUI POMARE COMMENCES NEW SEASON

n survey in Auckland since late uary, NZGS *Maui Pomare* red for Rarotonga, Aitutaki, u, Mauke and Mangaia, March with a full cargo and passenger She was to carry the delegates the South Pacific Conference at mea from Rarotonga to connect n TEAL aircraft at Aitutaki. On return run to New Zealand she bring the first citrus shipment the season.

DONALD SHIPS REFIT

B. Donald & Co's *Charlotte ald*, normally engaged in the k Islands inter-island trade, expected to complete refit in eete (where she has been for e months) and return direct to otonga in mid-April. Establisse- ments Donald Tahiti's *Tiare Taporo*, auxiliary schooner in the French Oceania trade, has also been undergoing repairs in Papeete recently. The bulwarks have been replaced.

BENECIA TRANSFORMED.

The small photo. on page 93 shows how Herve & Cie's *Benecia* appears to-day. Lovers of the graceful Islands schooners of the past are likely to wince at the sight of this once sailing craft. She was wrecked in the Tuamotus in July, 1950, purchased on the reef by her present Papeete owners, and salvaged and brought to Tahiti, to be entirely transformed into a straight-out motor vessel with greatly built-up deck structures. The hawse-pipes, and her slightly bent bow, give her a parrot-like appearance in our photo.

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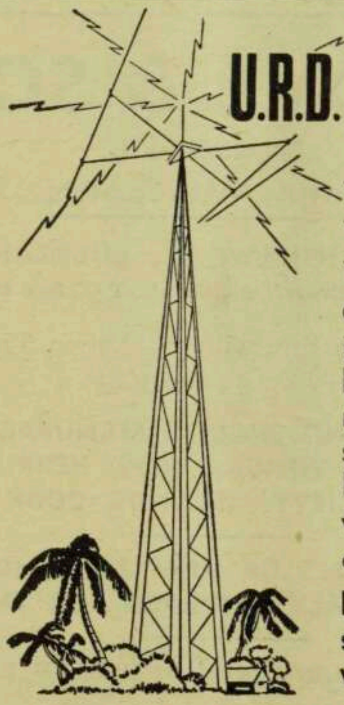
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FUN IN THE *HOLMBURN*

Holm Shipping Co's *Holmburn*, off on her current chartered voyage to the Campbell Is. weather station, far south of New Zealand, before doing another run to the Kermadecs, had the NZ Minister of Civil Aviation (Mr. Macdonald) aboard in March.

Striking heavy weather on clearing Port Chalmers, NZ, *Holmburn* took shelter at the Heads; but, during the night, while at anchor in the heavy swell, she lost her cable and anchor. Re-equipped, she sailed again a few days later, with cattle, sheep and general stores. In April, she was to make a call at Norfolk Island after servicing the Kermadecs.

NHS & T CO. ACTIVITIES

War surplus equipment brought by the New Hebrides Shipping & Trading Co's *Vila Star* from Biak to Tauranga, NZ, was in the news in March. The owner of the equipment, Mr. G. E. Gilltrap, of Rotorua (who had personally gone to Biak to salvage the machinery from the jungle) reported that wharf thieves had stolen £2,000 worth of speedometers, oil gauges and other instruments packed in empty drums, after discharge at Tauranga.

Late in March, *Vila Star* was loading an experimental shipment of specially-treated pine-wood prefab. houses for the company's own use on Santo. Fletcher Construction Co. of New Zealand were the suppliers. If the specially-treated pine timber stands up to the termites it is hoped that a big trade will be developed to the Islands by this firm, through NHS & T Co.

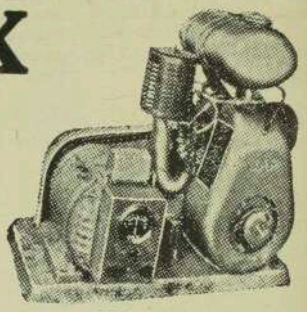
THE *PRESIDENT COOLIDGE*

The latter company is at present engaged in big salvage operations at "Million dollar point," Santo. Captain Beim, a Director, said that his company was considering tendering for the salvage of the *President Coolidge*, former US troop transport accidentally mined in Segond Channel, Santo, in 1942. This and thirteen other wrecked vessels are currently advertised for scrap by the US Maritime Administration.

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f successfully tendered for, Cap-n A. Duff, present master of *Vila tr*, will take charge of the salvage rk. The US terms of sale lay vn that the vessels must be apped, not salvaged for recon-ioning. (See "Some Angles on rap", elsewhere in this issue).

WRECKS FOR SALE

Recently offered for sale as ap—and not for salvaging as rigable vessels—are the 15,000- *President Coolidge* lying on the tom in Segond Channel, Santo, w Hebrides, and the 11,000-ton sident Taylor, high, and almost , on Canton Island. These are of 14 vessels offered by the ited States Maritime Administra-n.

KON TIKI MAN RETURNS

Mr. Bengt Danielsson, a member the *Kon Tiki* expedition, and hor of a book on Raroia, entitled, he Happy Island," arrived in ckland at the end of March per *rangi* from Honolulu. He was ompanied by his wife and child. er spending some weeks in New land, visiting libraries and seums, the family plans to settle Tahiti.

Mrs. Danielsson is a Parisienne. first met her husband in Peru prior to the famous drift age, and married him later in ope. Mr. Danielsson has recently n attending Universities in erica.

SEQUEL TO *WAN YUI* TOW

ate last year the Far East ers of the old USS Co. coaster *ukuta*, unwilling to accept the very terms of the Australian ritime unions, sought to circum-t them by employing the Chinese ionalist LST *Wan Yui* to tow *ukuta* as far as Noumea; and re, apparently, they were to ster the vessel under the French , for the remainder of the age.

art of the crew, flown to Noumea n Sydney, then found, accord-to an Australian shipping paper, at the registration of the vessel not in order and a scratch w aboard." They approached British Consul, who investigated, ed the sailing.

gakuta eventually sailed; but, arrival in Japan, the ship's icles were impounded and the tain and officers charged with ng and abetting the illegal sail-of the vessel from Noumea. sequel is not yet known.

SUPER FOR P-NG

marine superintendent and an ineering superintendent were ancies advertised recently by Papua and New Guinea Coastal Inter-Island Shipping Service. ary in both cases was £1,238. lications close in March.

LETTERS FROM HOME

Seamen in the South-West Pacific, spotting postcards drifting by, should report to the bridge. The Fisheries Division of the CSIRO has been scattering postcards, sealed in clear plastic envelopes, to study ocean currents in coastal waters. Each one, filled in and returned, is worth the price of a drink or two (2/-) and they could be carried north to New Guinea waters.

US FISHERIES VESSEL AT PAPEETE

The US Fish and Wild Life Service vessel *John R. Manning* called at Papeete in March, from Honolulu.

Under the command of Captain Gordon Wilkinson—who called at Papeete some years ago in the yacht *Nomad*—the tuna-clipper was on a tuna research voyage. The research

(Continued on Page 93)

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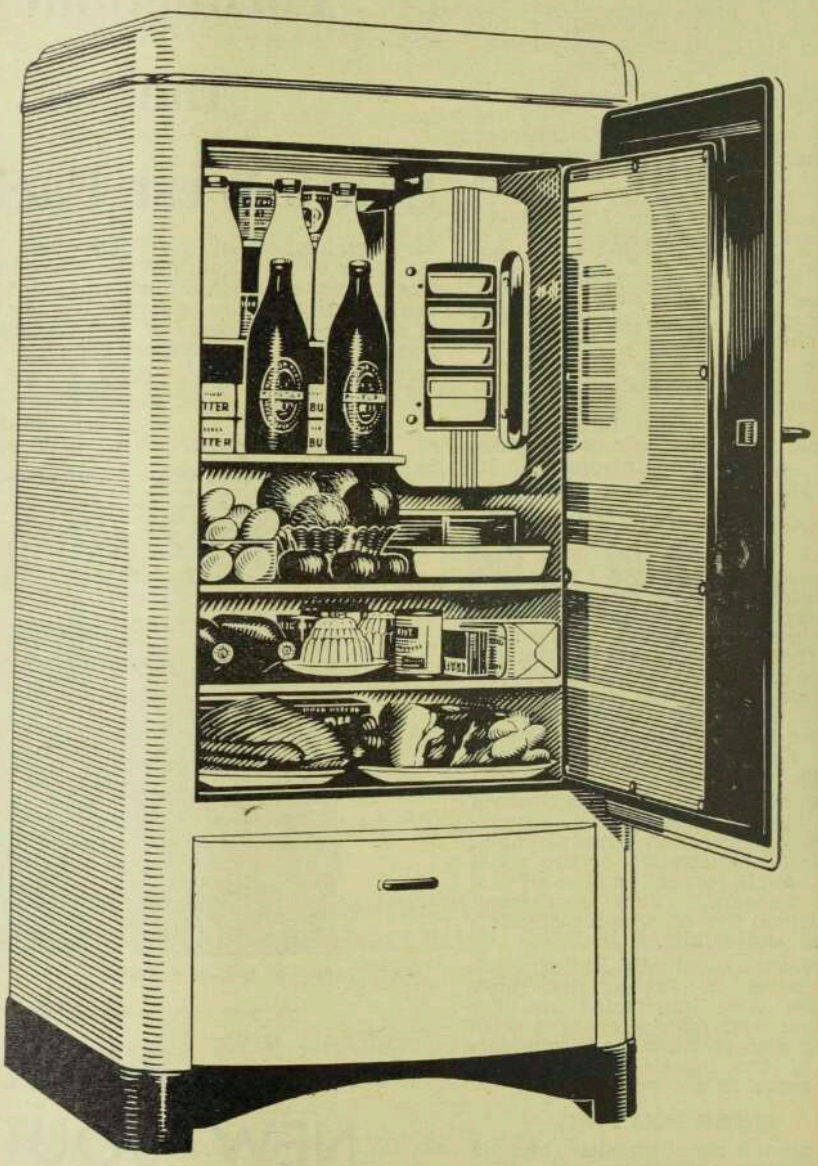
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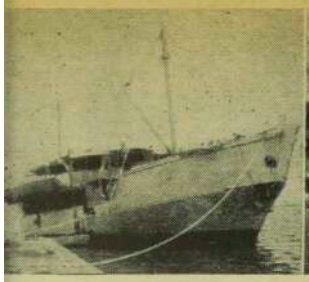
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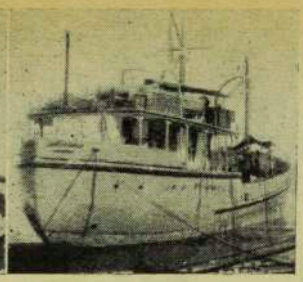
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From left to right:—
The former graceful schooner Benecia, transformed. (See page 89).
Mr. R. A. Woods, who recently retired from the position of Chief Officer, Melanesian Mission yacht Southern Cross, after four years in the vessel.
Charlotte Donald, A. B. Donald & Co.'s Cook Is. trader. Formerly Kinabatakgan, her port of registry remains Singapore.

am was headed by Mr. Will Van mpen, US Dept. of Interior.

Data on the distribution of the rious species of tuna, and their ding habits, was the main pur- se of the cruise. About 4 tons of na had been caught, opened and amined for stomach contents be- e the vessel arrived at Papeete. out 20 tons of tuna will be taken k to Honolulu for canning, the ferent species then being ex- ined after a time for a check on ir canning properties.

Captain Wilkinson and his com- ny were very hospitably enter- ned in Tahiti.

THE MV *WALLACH*

The Lighthouse service motor-boat *Wallach*, 102 tons, manned by Captain C. W. Hart, two European technicians and 15 Papuan natives, returned to Samarai in March from a periodic overhaul in Townsville. It services 30 lighthouses between Port Moresby and Kavieng, and all the beacons between Samarai and Moresby.

GUNBOAT *LA MOQUEUSE*

The French gunboat *La Moqueuse* arrived at Papeete on March 10 from Noumea, via Wallis Island. According to travellers from Tahiti, the gunboat's arrival there was rumoured to be associated with some political tension, following the recent election of the new Assemblee. *La Moqueuse* was under quarantine and fumigated, due to having called at Wallis Island, which is said to be now infected with coconut beetles.

WORLD CHAOS

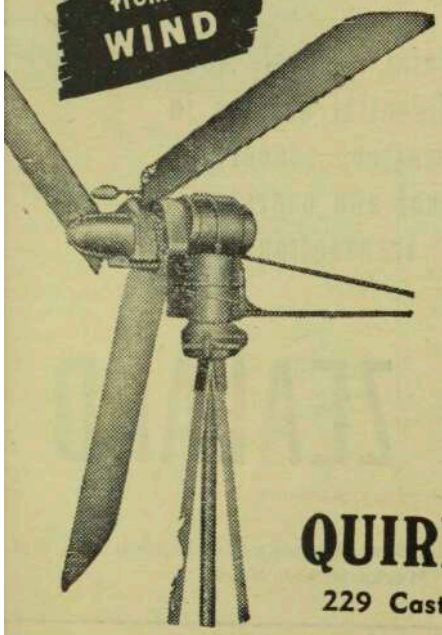
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KAUMOANA FOR PAPEETE

Last month it was reported that a new vessel is en route from France to be operated in the inter-Island trade of French Oceania, by John and Sam Mervin, of Papeete.

The vessel, named *Kaumoana*, is a former American sub-chaser with an interesting history. She was seized in Marseilles while engaged in the profitable but dangerous and illegal trade of smuggling American cigarettes across from Tangier, and was bought there by her new owners when put up for sale by the authorities.

Kaumoana is similar to the Papeete vessel *Taurua*, and to the vessel, now owned by W. R. Carpenter interests in Suva, in which Ronald Johnson drifted from near Hawaii to Fiji some years ago. Like those vessels, *Kaumoana* has been considerably altered, with deck accommodation built for passengers. She is about 112 feet long, the US Navy equivalent of the British *Fairmile*.

TRAINING SHIP ON CRUISE

With 186 midshipmen of the California Maritime Academy aboard, the US merchant marine training vessel *Golden Bear* cleared San Francisco on February 8 on a 9,000-miles training cruise to Hawaii, Samoa and, possibly, Tahiti. These lads are future officers of the US merchant service. *Golden Bear* is commanded by Captain Ralph M. G. Swany.

FOR MELANESIA

The *Wynvale*, a 50-tons former Government personnel boat, will shortly make its first appearance in Islands waters, as a trading vessel.

Bought by Mr. J. Allpas, through Captain Kennedy, Sydney ship-broker, she is expected to trade in the New Guinea area—although at this stage plans are not definite.

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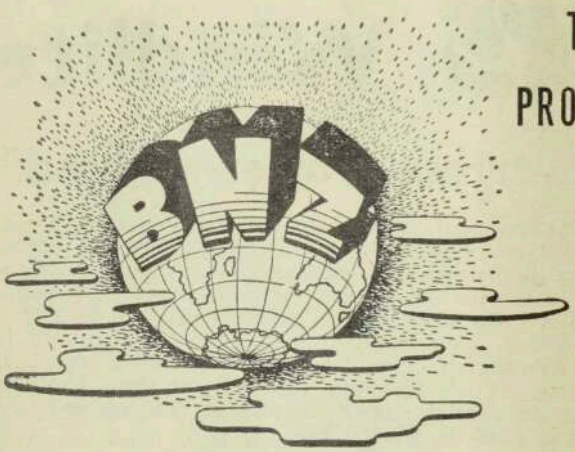
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News of Cruising Yachts

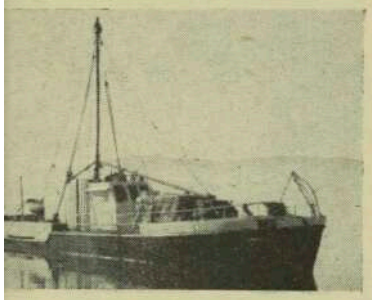
• First of several yachts to head andsward from New Zealand this tumn, the well-known Trans-sman racer, *Ghost*, cleared Auck-nd for Papeete direct on March The 28-foot cutter is skippered Ken Brown, with Neil and Keith leman, of Auckland, and Arnold eaney, of Wellington, all experi-ced yachtsmen, completing the nplement. Neil Coleman was one the crew of *Rangi*, the Auckland ht wrecked on Norfolk in 1952.

• *Wanderer III*, from the Solent, gland, with Eric and Susan scock aboard, and bound for the tipodes, is now reported to have ared Balboa, January 23, for the rquesas. *Wanderer II*, Hiscock's lier yacht, now owned by Bill well, was preparing to clear peete for Penrhyn in March on way to Australia.

• *Sin Miedo*, reported here last nth, again cleared Papeete Feb-ry 13 for the outer isles. The ht, we believe, will head back Honolulu from French Oceania.

WS OF SMALL SHIPS—FROM PAGE 94

l she may finally make her debut the Solomons or New Hebrides. he was used by her previous ners, the North West Shipping Launceston, Tasmania, in con-



The Wynvale.

ction with their various trading erprises on the Tasmanian coast.

HOENIX ISLAND FISHERIES

n our January Radio Amateur es there was mention of a per named "Dusty" and a vessel ed *Joita*, apparently in Phoenix-ning-Palmyra-Honolulu area. e now learn from Captain ry Douglas, of *Maureen*, in the erts, that the skipper is actu-Captain "Dusty" Miller, nerly employed with WPHC, and vessel—according to Phil ner, of Fanning—is the 62-ft *ta*. Captain Miller is operating shing business in the area under name of Phoenix Island Fish-s—and is apparently one of the sea-links between those Islands, ning, Washington, Palmyra, istmas and Honolulu.

• *Arthur Rogers* lost another member of her original crew in February when author W. J. V. Crealock (*Vagabonding Under Sail*) left owner Hepworth and his wife in sole possession and returned to England per MM liner *Caledonien*. Other members aboard on her arrival in Papeete late last year have gradually dispersed during the hurricane-season lay-up.

• *Tropic Seas*, with John and Mary Caldwell and their three children, finally cleared Papeete on March 9 in continuation of their cruise, via Islands ports, to Auckland and Sydney. Their Tahiti-born son, Roger Hiro, is sampling deep-water sailing for the first time.

• *Novia*, 34-foot San Diego ketch, manned by Lee and Ann Gregg, cleared Balboa early February for the Tuamotu, Marquesas and Tahiti.

• *Calypso*, American yacht in Tahiti waters, has found moorings there while her owner, with his brother-in-law, Mr. Kim Powell (an American now resident in Tahiti) journeyed back to earn some dollars on the Panama Canal construction job. They departed per last *Caledonien* sailing. Both men have previously worked in the Canal Zone.

• Two yachts already known in the Islands and reportedly now preparing to again clear Auckland soon on further cruises, will have different profiles this year. *Bounty*, formerly a gaff cutter, has now be-

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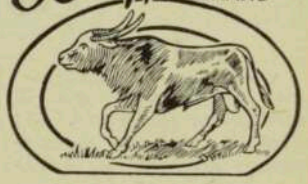
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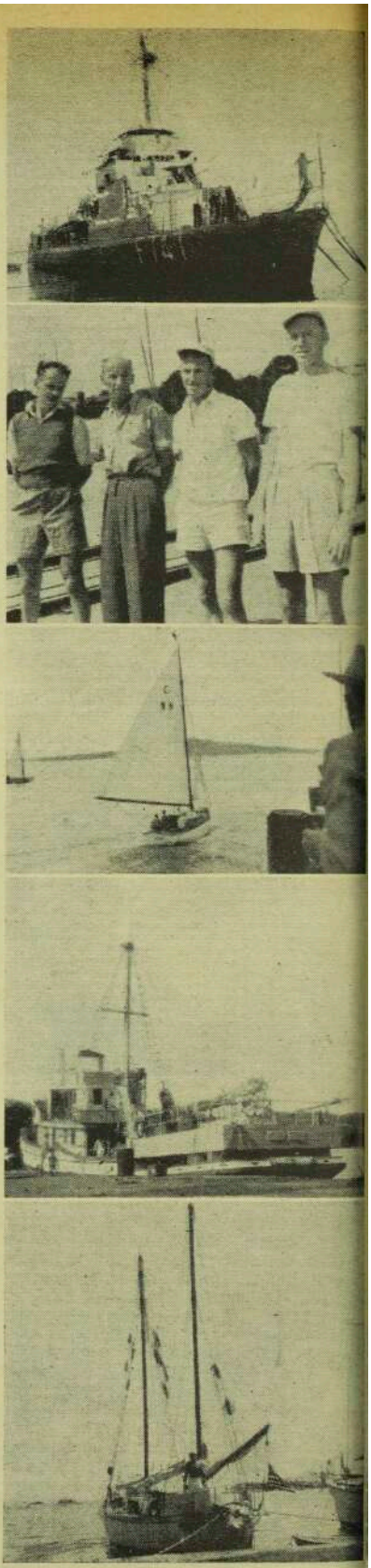
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TITLES TO PHOTOGRAPHS OPPOSITE

From top to bottom:—

The French gunboat La Moqueuse arriving at Papeete.

First cruising yacht of the season to clear Auckland was Ghost. The crew, about to board, are, left to right, owner-skipper Ken Brown, Keith Coleman, Arnold Greaney and Neil Coleman.

Ghost, outward bound, with Auckland's ancient volcanic harbour-sentinel, Rangitoto Island, in background.

The tuna research clipper, John R. Manning, in Papeete.

Tropic Seas about to clear Papeete in continuation of her cruise.

---

me a wishbone ketch, and *Wakaya* as been converted to a normal tch rig. These yachts cruised onga-Fiji previously.

• *Waltzing Matilda*, which urneyed to Britain from Sydney 1951 via the South Pacific and agellan Strait, is homeward bound a Panama. Phil and Keith avenport cleared Falmouth early nuary in the 46-foot cutter for iami, Fla., the trans-Atlantic ssage taking 56 days. The yacht ould appear in the Islands this inter. She had recently been uising in Norwegian waters.

• At Barbadoes, in January, was e English yacht *Moonraker* (Dr. A. (Peter) Pye and wife Anne) und for Tahiti and thence Vanuver.

• Another yacht soon to leave Britain is the well-known ten-tonner *Tern II*, formerly owned by yachting writer Claude Worth. In 1950, under the ownership of Lt.-Col. D. G. Brodie, *Tern II* won the RCC Cup for a cruise to Majorca and return. Now owned by Lieutenant E. Pester, RNZN, she will clear about June for Panama, the Islands and New Zealand.

• There's news of the schooner-yacht *California*, which was in Tahiti waters early 1951, and other Island ports further west later that year, in the course of a round-the-world cruise. In a letter from the aide of US Admiral Robert Carney, Commander of Allied Forces in Southern Europe, we gather that the yacht is now in the Mediterranean. (The Admiral had been aboard at Naples, spotted a copy of our *Pacific Islands Year Book*, liked what he saw and wrote for a copy right away).

• According to coconut radio, Birger Bryhn and family, with their stout 58-foot Norwegian pilot cutter, are likely to be on the move

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Wire before your arrival to "OCEANIC, PAPEETE"—Our registered cable address.

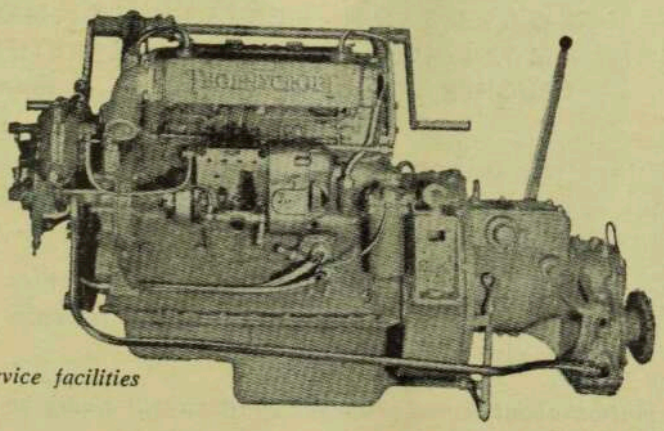
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THORNYCROFT (Aust.) Pty. Ltd. 6/10 Wattle Street, Pyrmont, N.S.W.

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again if the yacht is not soon sold in Sydney.

• *Ho Ho II* arrived in Australian waters, via Islands ports, in 1951, the Norwegian owner planning to sell her there. The yacht becomes liable for import duty if she remains over the allowable period unsold. *Ho Ho II* is a valuable vessel and duty would be considerable. Birger's friends in the Islands will hope that the matter is successfully resolved.

It will be recalled that Bryhn and a companion came to the Pacific in the mid-1930's, and eventually lost their then yacht *Ho Ho* on Norfolk Island.

• *Tropic Seas*, American yacht owned by the Caldwell family, after a lengthy stay in Papeete during the hurricane season (which affects islands further to the west) cleared Papeete on March 9 in continuation of her voyage to Australia, via Islands ports and New Zealand.

• Six months out from the States, Jack and Lee Wheeler, of Portland, Oregon, arrived at Takaroa, Tuamotus, during late March in their yacht *Gemini*. This yacht has made calls at Honolulu and all the inhabited islands of the Marquesas. She cleared that Group from Hanavave. Jack Wheeler is a radio Ham, and he has been heard in frequent contact with the States, Hawaii, Australia, New Zealand and Japan.

Gemini should arrive in Papeete during April; thence return home via the Leeward Isles of French Oceania.

• *Viator*, 32-ft San Francisco schooner, in which Mr. and Mrs. Harry Close visited Polynesia last year, is home again. The yacht, last reported clearing Rarotonga for Penrhyn and Honolulu in September, arrived safely at the Hawaiian capital, and left for 'Frisco in December.

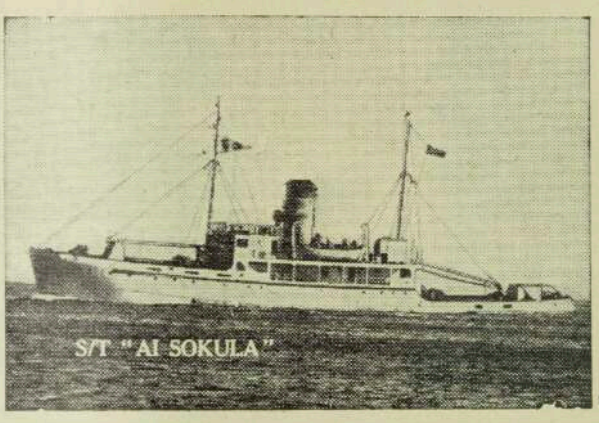
• *Stortebecker III*, last reported in the Tuamotu in January, has arrived at Honolulu and plans to clear for the States in mid-April. The 33-ft yawl evidently could not find a buyer in Honolulu (see Feb.)

STEAM TUG "AI SOKULA"

Cargo capacity approx. 250 tons Dead Weight—500 tons Measurement.

AVAILABLE FOR EMERGENCY SALVAGE OPERATIONS

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• In recent months the move-
nents of the yachts *Wanderer II*
nd *Wanderer III* have been re-
orted. Now, to add to the con-
usion, comes *Wanderer*. Edward
llcard, English yachtsman and
achting writer, arrived at Wick-
ord, RI, USA, after a trans-
tlantic passage last December.
rom there, after converting the
erman-built yawl to ketch rig, he
ill take off late 1953 on a five-years'
ruise which aims at ports of call
ainly off the usual circumnavi-
ators' agenda. Allcard may be seen
the Islands next year.

• Yet another yacht to join the
ueue of craft planning to head
slandswards from Auckland this
utumn is Vitali Brothers' 36-ft
utter *Blue Water*, number seven on
e list of probables. Only the big
-ft *Leda* is likely to journey farther
an the South Pacific.

• Ronald Johnson, best remem-
ered for his extraordinary drift
oyage in a war-surplus American
b-chaser from near Hawaii to
iji, in late 1947 (see PIM, March,
48) is off on another nautical ad-
nture, from Sydney. Johnson,
fter disposing of sub-chaser 67I
enamed *Purple Sea*) to W. R.
arpenter & Co. (who in turn re-
amed her *Tovata* and are using
r in Fiji) went to Sydney in 1951
ply his trade as a street photo-
apher. There he acquired his
esent yacht, again named *Purple*
a—a Tasmanian-built 45-ft cutter
ith 11½-ft beam, now seven years
d. Although without motor, John-
n has regularly taken cruise
rties out on Sydney Harbour dur-
g two summers. He plans to head
r New Guinea, Micronesia, and
ssibly the Far East on a photo-
aphic and journalistic cruise.
rst port is likely to be Rabaul.

• Louis Valier, of yacht *Tere*,
o has made a number of voyages
om Honolulu to Tahiti, is the new
esident of the Honolulu Yacht
ub.

• *Nellie Brush* (ex *Carib*), bound
r Tahiti from Florida, has cleared
e Bahamas for Balboa, on the
cond leg of the journey. This
cht is a Tahiti-type hard-chine
ssel. Owners are not yet identified.

HONOLULU-PAPEETE RACE

The forthcoming Honolulu-Papeete
cht race is creating interest
ound the Pacific, though it seems
likely that there will be any
trants from Australia or New
aland.

Chairman Eugene Overton, of the
anspactific Yacht Club, reports
m Los Angeles that seven yachts,
ging from 40 to 100 feet overall,
ve indicated their definite inten-
n to enter; and there probably
l be others.

Dr. Percy Wilson, of 75 Young
tel Building, is handling arrange-
nts in Honolulu, with the Tahiti
l controlled by M. Van den
Broek d'Obrennan, who will be back from France soon.

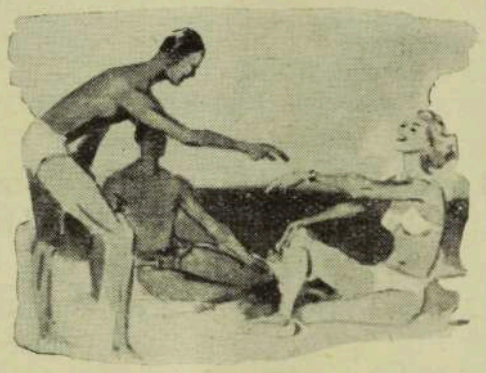
The race is scheduled to commence from Honolulu on July 24, as a follow-on to the Los Angeles-Honolulu Trans-Pacific Race. It will be the first time for many years that an ocean yacht race has terminated at Papeete. Trophies will be presented by the French Oceania Government, which is giving the event every encouragement as a tourist attraction.

SHORT WAVE RADIO

Port Moresby will shortly use a new short-wave outlet for its evening transmissions—6130 kc/s replacing 7280 kc/s.

Suva, currently operating test transmissions on 5995 kc/s, is now using the new shortwave outlet for its noon to 2 p.m. transmission, as well as from 5.30 p.m. to close-down at 10 p.m. Later it is intended to use the shortwave outlet in parallel with the usual broadcast frequency (930 kc/s) for the morning broadcast from 7 a.m. to 9 a.m. also.

Suva tested during late February and March on 6130, 7195 and 9535 kc/s before returning to the present channel. All channels were marred by overseas interference, heavy morse interference spoiling Auckland reception of the present 5995 kc/s channel. Reception may be better in the Islands, with the Suva signal overriding the interference.



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An it's a fashionable watch too, sturdy but beautiful in its lines, perfectly styled.

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EVENTS IN PAPUA-NEW GUINEA

P. MORESBY'S TAXIS

BACK in the early pre-war years, Port Moresby's taxi service was little more than a couple humble jeeps, but now the town as four taxi and hire car services, cluding the sleek black "money object" type, and the familiar o-tone jobs. The newest additions the Moresby scene are three new olden taxis, the first in the town be fitted with taxi meters.

STAFF CHANGE, PNGVR

Lt.-Colonel N. P. Maddern, Area ommander Papua and New Guia, and CO of P-NG Volunteer fles, leaves to become Assistant djutant-General in Victoria, and ll be succeeded by Lt. Colonel T. Young. Colonel Young is 39, a ntroon graduate and has served the Middle East, Britain and w Guinea.

VALUE OF LAND

A block of land, with a 60 ft. ntage, in the heart of Moresby's siness area, was put up for ction sale on March 21. It is ar the Papua Hotel, and extends m Mary to Douglas Street, with shops on the Mary St. front-. It is owned by Mr. Arnie Hayes, o fixed his reserve at £12,000. Bids rted at £7,500 but stopped at ,600. It may be sold by private negotiation, as there is a marked shortage of business sites.

SURVEY OF THE SOIL

The Agricultural Department, making a preliminary soil survey of the Brown River area, out from Port Moresby, is seeking an outline picture of the various types of country. The work is in charge of the Department's Soil Survey Officer, Mr. C. K. Graham. Working with him are five trainee Native Soil Survey Assistants, who have just completed an initial three-months' course before going on to field work. All have attended the Sogeri Higher Training centre. More young natives will be sought for training as Soil Survey Assistants, and this work will be dovetailed with the general CSIRO Territory-wide soil survey project.

PLANTING PINE FOR PINE

Since November, 1952, the Bulolo Forestry Station has replanted 165 acres of logged-off land, and next year the replanting area will be increased to around 300. For the 165 acres the Station grew 100,000 young hoop pine trees, raised from seed collected from virgin stands in the district. Now 350,000 seedlings are being grown for the 1953-54 replanting programme.

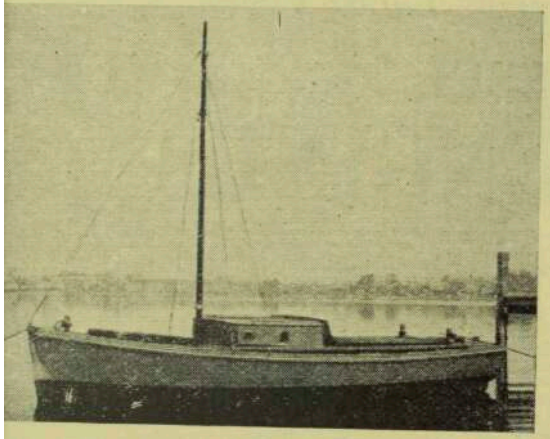
At Keravat, in New Britain, Forestry officials in this year have planted 85 acres of logged-off land with 45,000 trees. Of 245 acres, seedlings have been planted thus:—85 acres with Kamarere; 140, Burma Teak; and 20 acres, as an experiment, with Balsa.

CONTRACT ON MANUS SALVAGE

A Melbourne firm, L. & M. Newman Pty. Ltd., has got a contract

IF BACK ACHES TRY A KIDNEY "HOUSECLEANING"

Are you embarrassed and bothered by too frequent elimination during the day and night? These symptoms, as well as Bladder Irritation, Backache, Swollen Ankles, Leg Pains, Nervousness, Dizziness, Lumbago, Interrupted Sleep, Circles Under the Eyes and a generally run-down feeling, are usually due to germ-caused kidney and bladder troubles. The very first dose of Cystex, the scientifically compounded medicine, goes right to work overcoming these troubles in 3 ways. 1. Quickly kills germs causing troubles. 2. Gets rid of poisonous acids. 3. Strengthens and reinvigorates the kidneys and bladder. Get Cystex from your chemist to-day under the guarantee of complete satisfaction or money back.



HALVORSEN'S

30 FT. x 10 FT.

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rther particulars from the builders:

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to collect all remaining unsold surplus war materials at Manus. It is on a royalty basis, with a time limit of 12 months. This firm had a big interest in salvaging surplus war materials in the British Solomons.

BURNS PHILP IN NEW STORE

Burns Philp (New Guinea) Ltd. have moved their Port Moresby retail trading operations to new shop premises in the new building erected in Musgrave St. for the BNG Trading Co. This is a £60,000 three-storey structure of steel and concrete, built beside the old hotel premises at the lower end of Musgrave St., and opposite the old BP store. The basement section is being used for bulk storage, the main floor as shop premises, and the third storey for offices.

The old BP retail premises were erected in 1911, and came through the war years with no more damage than destruction of the bulk section by a bomb.

OLD SMELTER FROM BOOTLESS

The sale of the old smelting equipment, which has been lying at Bootless Bay for around 30 years, revived memories of a once flourishing copper-mining industry. The smelter, sold early this year by Mandated Alluvials to Mr. George Gay, was originally installed by New Guinea Copper Mines Limited some time in the nineteen-twenties and for some years afterwards big exports of copper and gold were shipped from the Astrolabe leases. The industry finally failed after a drastic fall in the overseas copper markets, and the company went into liquidation.

PUBLIC WORKS CONTROL

The Administration has appointed Mr. W. R. Smith, from New South Wales, as Secretary for Works. He is aged 30, is a registered surveyor, has a civil engineering degree from Sydney University, and his experience includes service with the NSW

WYNNE S. BREDEN PTY. LTD.

PHOENIX SHIPYARDS — NEWCASTLE, N.S.W.

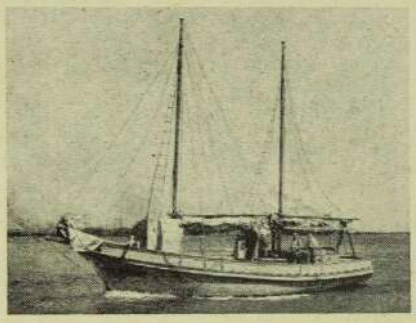
25 Ton Gross Aux. Ketch

*

55 h.p. Diesel

*

Speed 8¼ knots.



Capacity: 760 cu. ft. in Hold.

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350 cu. ft. . in Aft Cabin

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ain Roads Department, and as ssistant Manager for Arcos Con-ruction Co. of Sydney. He was th the RAAF during the war, and as a prisoner-of-war. He is arried and has four children. His duties are to control and rect the Works Section of the lministration, and maintain liaison th the Federal Works Depart-nt on Administration construc-n jobs.

BIGGER ALLOWANCES

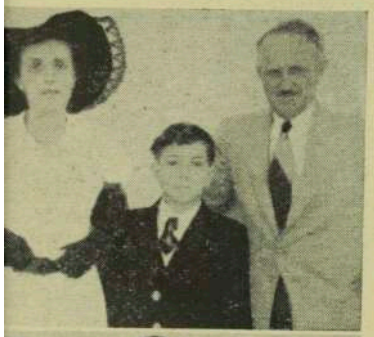
The Administration Territorial owance for married men has been raised from £170 to £250 a year. The rate for single officers remains unchanged at £150 a year.

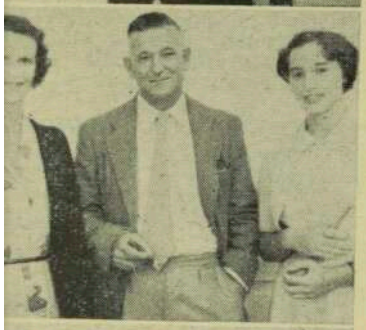
TRAINING AN ISLANDS REGIMENT

The field exercises by the Pacific Islands Regiment during a 16-day period in March, were the largest peacetime military manoeuvres ever carried out in the Territory, and gave the 450 men a thorough test on all angles of field work. The area worked over extends from Jackson"s airstrip, at Port Moresby, to a point three days' march along the Kokoda Trail.

Colonel H. L. Sabin said that the PIR had learned a tremendous amount from the exercises, which would be put to good use in the future. His troops got through the manoeuvres in excellent physical condition and, incidentally, had thoroughly enjoyed them. There had been the usual crop of broken ribs and several cases of snakebite, but this had in no way diminished the unit's appreciation of active field duty.

The PIR has now been established about two years and has a strength of around 600 (including one company of 123 stationed at Vanimo, on the north coast of New Guinea).







urning from leave in March were to bottom):—

and Mrs. M. Heise and son, return-W. Samoa per "Matua". Mr. Heise ached to NZ Reparation Estates.

and Mrs. H. A. Ragg, and Judy, ed to Suva, where Mr. Ragg is aster.

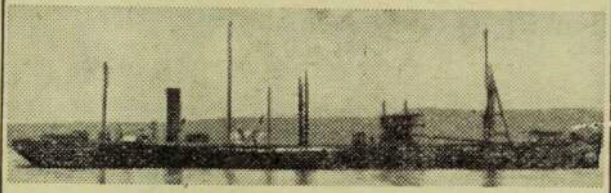
and Mrs. A. J. Elphick, with Judith eith, returned to Suva. Mr. Elphick vernment Printer there.

FOR SALE
BY
PUBLIC AUCTION
S.S. "NARUTA" OIL TANKER

Reputed Particulars (without prejudice)

Length, 525ft. x 58ft. beam, moulded depth approximately 50ft., 12 oil tanks each about 650 tons capacity, engines aft, believed to have been built by and for the Japanese Navy.

The ship is now lying afloat in Rabaul Harbour and will be available for inspection from about 1st May, 1953.



The hull has been damaged by bombs in the vicinity of the engine room aft but is reported to be otherwise in fair condition generally. The vessel will be offered for Sale by Public Auction at Rabaul by:

Messrs. CROYDON & VIGGERS, Rabaul,

on Saturday, 16th May, 1953. The vessel will be offered for Sale on the condition "as is — where is" at the time of Auction.

The Vendor considers the ship is capable of being repaired for service in a number of capacities. Further information can be obtained from the joint Agents for the Vendor (Andersons Pacific Trading Co. Ltd. — Rabaul).

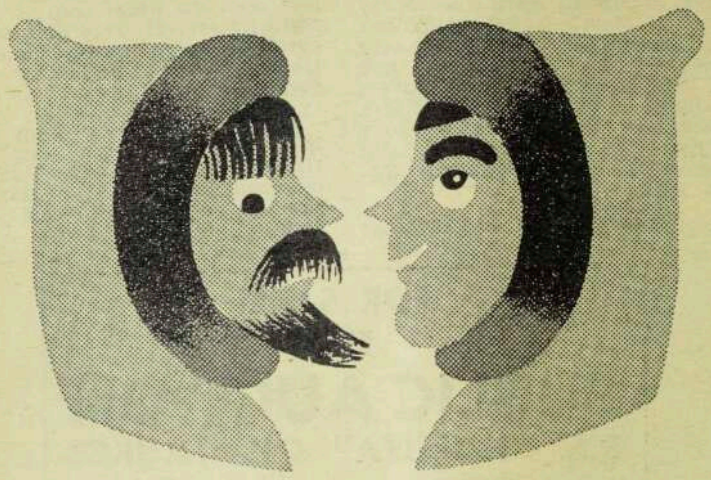
Farmers & Graziers' Co-Op. Grain Insurance & Agency Co. Ltd., Sydney

William E. Reed, 145a George St., Sydney.

Cables: "Wilreed," Sydney (Bentley's Code).
Phone: BU 1968

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Though the Eskimo lives
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For Blue Gillette shaving
there's warmth in his praise.
He knows when he's using
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Gillette is the name
for both razor and blade.



With Gillette, cool customers the world over enjoy smooth, money-saving shaves. There is no blade so sharp and none that lasts so long as Blue Gillette. And they always use a Gillette Razor as well. Because razor and blade are made for each other.

Blue Gillette Blades

CONTROL OF DISEASE AT BORDER

The Dutch and Australian auth orities are introducing a join plant-quarantine system for Dutc and Australian New Guinea. Th Territory Department of Agricul ture can now make direct contac with Dutch officials at Hollandi to safeguard both areas by join plant quarantine measures.

The Director (Mr. R. E. P. Dwye also hopes to establish a joi pool of seed and planting materi in New Guinea to avoid whereve possible the introduction of seed and planting material from oth countries.

The Dutch authorities are sym pathetic to a suggestion for joi action on animal quarantine. A agreement on this may be reache shortly.

MORE GOOD CATTLE

The Department of Agricultu continues the importation of catt of good breeds. *Nankin* landed ju over 200 head at Moresby on Marc 19, and another shipment left Sy ney the same day for the Gover ment livestock stations in the Hig lands. The *Nankin* lot includ registered and grade breed f the Papuan breeding stations Sogeri and Seven Mile—Aberde Angus, Jersey and Red Polls.

THE PUBLIC SERVICE

Mr. "Rube" Brennan is the n President of the Public Service A sociation. Other officers elected the Annual Meeting on March are:

Senior Vice-President: J. Millar.
Vice-Presidents: R. F. Barwi J. R. Foldi.
Secretary: W. E. Briskey.
Treasurer: M. Dall.
Field Officers' Representative: Morris.
Clerical and Professional Office Representatives: L. F. Butler, A. Rackemann and J. E. Ritchie.
Technical Officers' represent tives: V. P. Bloink, C. H. Simkis
Women Officers' representati Miss M. P. Weir.

INSPECTION OF RUBBER

Mr. W. Gosner, who has be associated with copra and rub production in Papua for 15 yea has been appointed to the staff the Agricultural Department look into the practicability Government inspection of rubb At present, the Administration not enforcing rubber inspecti but when new legislation becon effective, inspections will be m at the plantations. This move f lows a request to the Minister Territories by Papuan rub growers.

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PALIAU BACK IN NEWS

Paliau, who in the postwar years ured prominently as a native der in the Manus area, got back o the news in March when he s severely injured by another tive, as the result of a domestic pute. Paliau is making a good overy. He is Chairman of the luan Native Village Council.

FIRST FLOWER SHOW

The first Flower Show ever held Port Moresby is to take place in e Red Cross Hall on Saturday, ne 13.

FIJIAN SCHOLAR FOR AUCKLAND

HE Morris Hedstrom University Scholarship for 1953 has been awarded to Ratu Nacani Uluiviti, son of Ratu Taniela iviti, formerly Roko Tui Lomati.

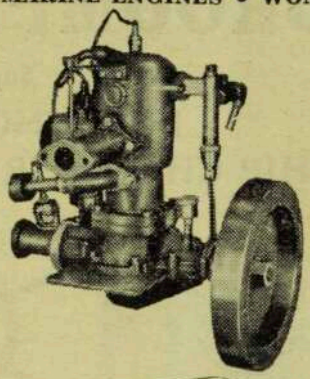
Ratu Nacanieli was educated at een Victoria School, Fiji, and anganui Technical College, New aland. After returning from Wanui he was employed in the Secariat in Suva and, later, in the blic Relations Office. He is to e an Arts course at Auckland iversity College.

Mr. Shankar Pratap, a Suva merchant, arrived in Sydney early in April on a business visit. He is seeking to interest Australian capital in managanese ore—he says that Fiji has two very good manganese mines, from which a large supply of ore could be obtained.

The Rev. A. G. Gardiner was inducted in Auckland during March as minister of St. Andrews Presbyterian Church, Suva. Mr. Gardiner has been clerk of the Presbytery of Waikato, NZ, for three years. He served in both World Wars and was ordained in 1931.

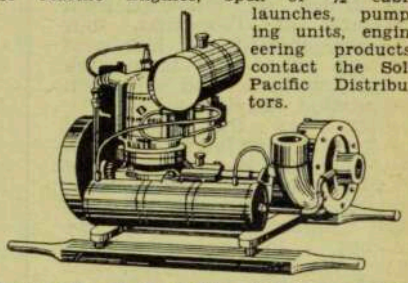
BLAXLAND - CHAPMAN

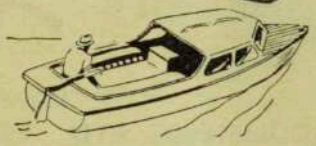
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THE ICE AGE IN BOUGAINVILLE

A CHRISTMAS and New Year gift for some isolated women in Bougainville, TNG, arrived in the form of kerosene-operated refrigerators sent to Methodist mission stations as a result of a fund raised by the Methodist Women's Missionary Union of NZ. It is difficult for those living in civilisation to realise what a "fridge" means in these places.

Sister Merle Carter, of Kekesu, has described in a letter the excitement at the mission station when a "fridge" was unloaded from the *Malaita* at Teopasina, four miles away, carried the last part of the way on a pole framework by 20 mission boys, and set down in the mission kitchen.

"Greater was the excitement when, five hours later, we discovered that there were real ice cubes frozen in it," wrote Sister Carter. "Imagine our delight when on the following Monday we turned out a lovely brew of ice cream! We had the Rev. and Mrs. Trevor Shepherd over to celebrate.

"There is so much less food wasted now. One of the major uses is to keep babies' milk cold. Previously, I had to make milk twice daily; now once daily is sufficient." (This mission station has many motherless babies under its care).

In the same strain Sisten Helen Whitlow wrote of the arrival of a "fridge" at Skotolan by pinnace, after being unloaded from the *Malaita* at Soraken. Twelve mission boys carried the heavy case on poles up a slippery path.

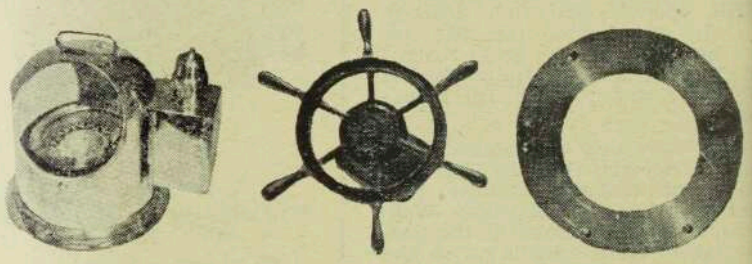
"The sweat just poured off them Well, the 'fridge' was put in th kitchen, the tank filled with kero sene, and the wick lit. In abou three hours we had it frosting, s later the station was shouted ic cream. The kitchen was filled wit natives—just looking, as they say They were thrilled with it."—AJS

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Pacific Conference Considering Problems of Native Living Standards

BY A SPECIAL C ORRESPONDENT

NOUMEA, April 4.

BJECTS listed for discussion at the Second South Pacific Conference, to be held at South ific Commission headquarters, mea, from Wednesday, April 15, Monday, April 27, cover the ts of economic and social de- pment, and health, thus:

Economic:

roblems of conserving the re- ces of the land and water—soil, sts, land tenure, crops, stock,

elation of population to re- ces.
arketing problems.

Social:

ole of women's organisations in community.
hat should a child have been ht by the time it leaves ol?

Health:

lucation of the peoples.
et and its improvement.

ustralia will lead the discussion an introductory paper on the of women's organisations in community; *France*, marketing lems; *Netherlands*, health ation; *New Zealand*, child ation; *United Kingdom*, pro- s of conserving and improving urces; *Kingdom of Tonga*, re- n of population to resources.

e Conference will review re- s on the action taken on resolu- s of the First South Pacific ference held at Suva three s ago.

atements will be presented by Secretary-General of the Com- ion (Sir Brian Freeston), by Deputy Chairman of the Re- h Council (Dr. Ojala) and by Commission's executive officers health, economic development social development.

LEGATES to the Conference, who are coming from eighteen South Pacific territories, and Tonga, will be flown to nea in a DC6 airliner from two nbly points—Sydney and Nadi).

e Sydney group, comprising ates from Papua and New ea, the Solomons, and Guam, reach Noumea on April 13.

e Fiji group will arrive the wing day. It will comprise ates from the Trust Territory Micronesia, French Oceania, Cook Islands, American Samoa, ern Samoa, Niue, Tonga, Fiji, the Gilbert and Ellice Islands.

long the delegates are many prominent in their own terri- s, as follows:

nga—Prince Fatafehi Tu'ipele- (younger son of Queen Salote Tupou), who is Governor of the central group of islands in the kingdom, and Hon. Havae Tu'iha'ateiho, Acting Premier of Tonga.

Netherlands New Guinea—Dr. J. V. de Bruyn (Assistant Resident, Bureau for Native Affairs, Hollandia), Izaak Samuel Kijne (field director of New Guinea Missions of the Dutch Reformed Church), and Markus Kaisiepo (an official of the Hollandia Information and Broadcasting Service).

Trust Territory of Micronesia—Roman Tmetuchl (an administrative assistant), Ignacio Villagomez Benevente (an associate judge of the Saipan Court), and Amata Kabua (a teacher).

Fiji—Ratu George Cokanauto Tuisawau, OBE (Senior Fijian Member of the Legislative Council and member of the Executive Council), Joeli Kete Ravai, OBE (a member of the Legislative Council), and Tuisi Ram Sharma (Indian member of the Legislative Council, and President of the Labour Union).

Western Samoa—Hon. Gatoloai Peseta Sio (Chairman of the Fono of Faipule), and Hon. Tualaulelei (member of the Legislative Assembly).

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American Samoa—Mariota Tuiasosopo (President of the Senate and Aumoeualogo (Speaker of the House of Representatives).

British Solomons—Sergeant Simo Siapu (Solomon Islands Police) an Gideon Zoloveke (Assistant Medica Practitioner).

There will be two women dele gates, Miss Tani Sisa, of Papua, teacher who is doing rehabilitatio work at Saiho, near Mount Lam ington; and Tapaeru Terito Tai Ariki, of Rarotonga, Ariki of th Tahitumu district and member the Island Council.

The Conference sessions will presided over by M. Lassalle-Ser Senior Commissioner for France the Commission.

THE BREW IN SYDNEY



Those who wish to taste an Islan brew make a point, when in Sydney, calling on Mr. P. A. Yeomans, managi director of the South Pacific Brewe now functioning in Papua and distributi its product throughout Papua-New Guine Mr. Yeomans is a nephew of Mr. To Yeomans, well known in the goldfiel industries of New Guinea.

An American buyer of she Messrs. John L. Rie, Inc., 39 Cres hill Road, Tuckahoe 7, New Yor USA, has written to us and sa that they will be glad to recei enquiries from direct producers trocas and mother-of-pearl shell the South Pacific Islands. Mr. Joh L. Rie has had a number of co nections with the South Paci Islands and he states that he now an American representative Messrs. Colyer Watson, of Ne Guinea, and D. C. Brown, of Rar tonga.

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UATORIAL MOUNTAIN EEZES GUINEA PATROL

P. MORESBY, March 31.

URING a recent patrol over the little-known Sarawaged Range (in the Finschafen Sub-Dis- t, and about 30 miles from the st), Patrol Officer T. White ran a type of weather which is not ally associated with New Gui- . The range is only 7 degrees n the equator. Sleet and ice- med grass made travelling diffi- on the high passes, and the nts were so cold that a fire had e kept burning in their impro- d shelters, built like burrows er cliff ledges.

addition to the usual patrol es—such as visiting villages, cking on health, hygiene, food ply and other routine matters— White mapped the range and ked the height of the various ks. The highest climbed by the y was Mt. Bangeta, 12,480 feet. ers were climbed which had er before been tackled by ntaineers, white or brown— rding to the local people.

lthough several native trade es cross the range, these trips avoided by the natives, except he dry seasons, when they often nise hunting parties to catch kangaroos, which are quite erous on the upper slopes and ing levels. But in the season of and rain it can be fatal for ves to be caught in a storm, re they soon perish from the nse cold.

he patrol saw seven graves in place and was told that there others not far away. Only year four natives returning the coast were caught on one he high passes by a storm. Soon e were too ill to move, but the th managed to get away and help. But the three left behind dead when rescuers arrived.

en the patrol members, pped with special clothing and food supplies, found the going tough; and on one night march had to stop towards dawn to a fire and thaw out before could continue the climb.

ry few Europeans have crossed Sarawaged Range. Among the lest to do so was a remarkable rican woman, well on in her s, who went into the area with issionary and concentrated on otanical study of the district. is now living in Brisbane.

. H. R. Niall, District Commis- er at Lae, on long leave, is hav- a "busman's holiday." He has with the P-NG delegates to nea to the South Pacific Con- nce.

OVER 7 MILLION LEPERS

IT is officially estimated that there are 7,000,000 lepers in the world. But the World Health Organisation (Geneva) is of opinion that the actual figure is considerably larger.

The WHO says that, as the result of medical progress in the control of the disease, lepers should no longer be treated as outcasts. They should be interned in special centres only when there is danger of infection—and that danger is less than generally thought. WHO experts say that leprosy is much less contagious than tuberculosis.

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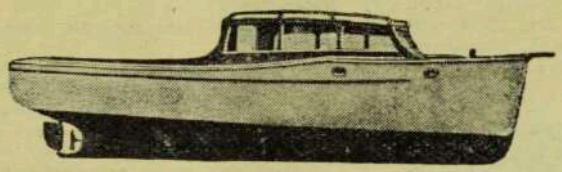
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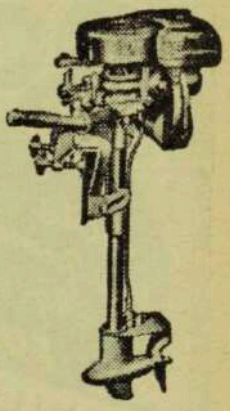
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NOTES FROM RABAUL

RABAUL AREA IN DELUGE

RABAUL, April 2.

The whole of the Bismarck Archipelago-Bougainville area has been subjected to continuous, soaking rains for the past couple of weeks, with the result that roads have been damaged, telephone services put out of action, air services dislocated and all shipping delayed through inability to load and unload in the ports. March had 14½ inches and 3½ inches fell in the first two days of April. With flooded houses and leaking roofs, Rabaul looks forward to a miserable Easter.

TRANSPORT WANTED

Insufficient transport and inadequate housing were matters discussed at the annual meeting of the Rabaul Branch of the Public Service Association on March 31. The efforts of the Town Council to establish a local bus service will be supported. The Moresby motion, for compulsory membership of the Association, was discussed, but no action taken. Office-bearers: President: Mr. M. Munro; Secretary: Mr. R. Boyan; Committee: Messrs. Gall, Healey, Laing, Sister Jones and Miss Egan.

DEATH OF A NATIVE

There has been a lot of official investigation into the death of a middle-aged native labourer named Gangana, on Mala Plantation, Namatanai; and at one stage the manager, George Charles Edwards, was charged with unlawful killing. Gangana claimed he was sick; Edwards believed he was malingering; so Edwards told Gangana to go and wash himself so that he might examine him and take his temperature. Gangana resisted, and he was forced into the sea and forcibly washed, and then he collapsed and died. There was no evidence as to the real cause of death. Edwards was fined £25 for common assault.

The New Britain Council is urging th medical certificates are as necessary f newly recruited natives as for tim expired ones.

THE NEW GENERATION

On March 22, a daughter was born Mr. and Mrs. John Adams. Mrs. Adar is the daughter of New Guinea's pre-w Government Secretary, Mr. H. H. Pag

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Mr. Adams is the son of Mrs. Una ams, of Pallangat Plantation. Anne Adams can therefore be declared ritorian-true.

Mr. and Mrs. Geoff Cook have a son, Blair, born on March 20, at the opean Hospital, Namanula. Mr. Cook on the staff at the Keravat Education tre.

Mr. and Mrs. J. McNamara's daughter born on March 20. Mr. McNamara is a nber of the Colyer Watson staff.

Mr. and Mrs. Ian Fisher report a son, on March 25. Mr. Fisher is Senior rator of Radio Telephone Communi- ons.

GOOD SHOOTING IN RABAUL

fter being dormant for some time, g to inability to obtain ground able as a rifle range, the Rabaul Rifle has become active again; and on ch 15, thanks to the kindness of the opo Club, a competition took place at opo, and the following were the ers in some very good scores:—

. P. Howard	1
olloway Senior and Junior (tied)	2
George	3

e Club's membership is growing and officials are eager to maintain vities.

EVENTS IN WAU, NG

WAU, March 19.

AUSTRALIAN DEMANDS FOR NG SOFTWOODS

quiries have been made through New ea Goldfields, Ltd., at Wau, for the ible supply of Klinki and Hoop Pine use in the construction of the new efinery to be built in Western Aus- a. The manager of NGG, Mr. John en, says that this is a further ple of the specialised market loping in Australia for the employ- of Wau pine.

WAU'S FIRST GRANDCHILD

ristopher Gordon Smith, son of Mr. Mrs. Gordon Smith, of Wau, was born larch 12, 1953, at Wau Hospital. He e first second-generation child to be in Wau. His mother, formerly Miss Holle, daughter of Mr. and Mrs. A. olle, of Wau, was the first female born in Wau. His father, Mr. on Smith, is a Patrol Officer in the inistration.

TORRENTIAL RAINS

llowing a cloudburst at 8.15 p.m. on h 16, all township roads were ex- vely damaged, gardens washed away the mid-level water race which sup- Koranga Gold Sluicing, Ltd., with water-power for sluicing operations broken. Considerable damage was d to the top end of the Wau Golf se by washaways, and the Wau-Edie road is also "out" for several weeks. hundred and eleven points of rain n 1½ hours; and such an overflowing ospital Creek (which caused all the ge) is unknown for over 20 years.

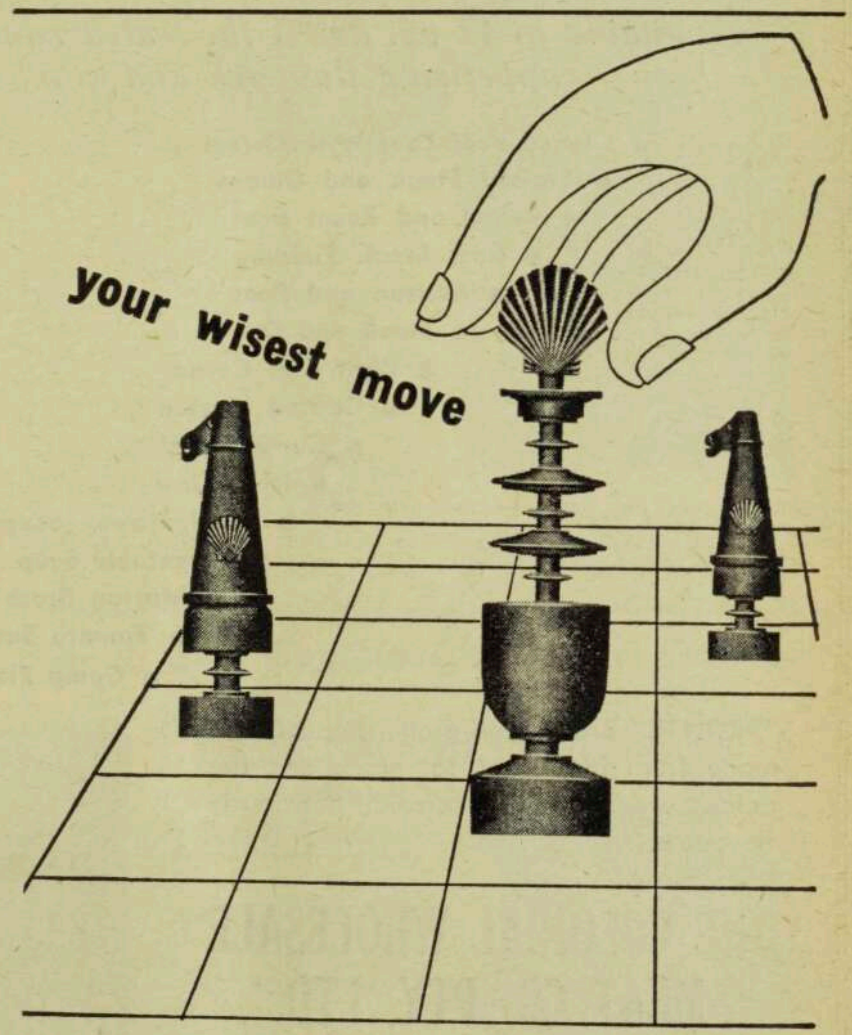
SOLOMONS MISSIONARIES FOR N. GUINEA HIGHLANDS

TWO native missionaries, John Pirah and Alpheus Alikera, are being sent from the Methodist mission district of Western Solomons and Bougainville to work in the New Guinea Highlands. Native congregations in Bougainville, etc., have taken up collections to cover the expenses of these new missionaries. At one gathering, where 700 people were present, the collection was £48.

John Pirah was brought up by the Methodist mission after being rescued in 1917 from drowning in the Pipiru River. Later, he was cared for by Rev. and Mrs. A. H. Voyce.

Much missionary work in the South Pacific has been carried on by native pastors. Samoans, Tongans and Fijians have done notable work in Melanesia. But, hitherto, Western Melanesians have been little used.—AJS.

Dr. W. Worger has retired after 24 years in the Fiji Medical Service and is now living in Levuka. Dr. Worger has been stationed at many centres in Fiji and gave particularly valuable service as a surgeon at the Colonial War Memorial Hospital, Suva.



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TRAVELLERS SEEN IN AUCKLAND

ravellers South from the Islands in rch included: Top, left to right: Mr. Pua (W. Samoa) to study in New land; Mrs. L. Sasse (W. Samoa); Mrs. Mollring, Mr. Mollring and Marilyn (Mr. Mollring has retired from the position of Principal, Teachers Training College, W. Samoa); Mr. S. Brahne, from Apia, to attend Wesley College, Auckland, was met by his brother, Mr. C. Brahne.

Travellers who returned from Auckland to the Islands in March—second row, left to right: Mr. H. Swann returned to Suva after 3½ years in New Zealand; Miss Angeline Riley, of Fiji, and Miss Nellie Davies, of W. Samoa; Mrs. N. Tibbo returned on holiday to W. Samoa (Mr. Tibbo is well remembered in the Islands as former Chief Engineer of "John Williams VI", and is now resident in Auckland).—Mrs. A. McCarthy (wife of Judge McCarthy) and Mrs. A. L. Cox, both from Rarotonga, arrived in Auckland by "Waitemata" in February.

Lower right: Mr. and Mrs. Norman McKegg and family arrived from Rarotonga. (Mr. McKegg is manager of Cook Islands Trading Co., at Rarotonga).

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

VI-STIM costs little, and the guarantee protects you.

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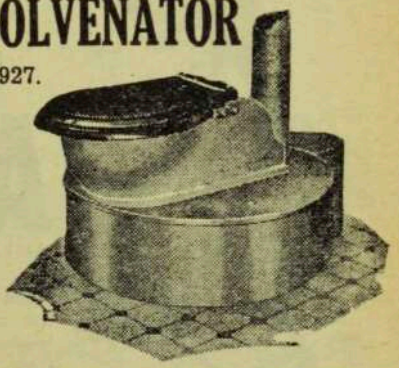
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MORESBY QUICKLY CLEARED OF IDLE NATIVES

P. MORESBY, April 2.

SINCE early March, when the outcry against sneaking natives resulted in a plan being launched to deal with unemployed in Port Moresby, 450 have trundled off to their villages, and another 93 have spent a short term in Bomana jail before turning their steps back to the parental roof-trees. The latter appeared in court on a charge of being in the town more than four days without employment or excuse.

The 450 went off home without the spur of legal action, and the exodus was accelerated by the willing and effective co-operation of their fellow villagers.

Back from a quick tour of coastal areas extending from Daru to Samarai, and a visit to the Northern District, Mr. Elliott Smith (in his capacity as District Inspector) found that his mission had a lot of backing from the native communities. Village committees were set up to ascertain the names of tribal members known to be doing nothing in Port Moresby, and orders went out from the folks at home for the "walk about nothing" boys to return at once to their village responsibilities.

The Administrator (Mr. Cleland) said that the position (unemployed natives in Moresby) had greatly improved at the end of March.

Mr. Martin Moyer, of Seattle arrived at Suva on March 29 with sound-recording equipment and cameras. With Mr. C. A. Stinson of Suva, he will make short films for televising in the United States and some short colour films for cinema use.

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D-DAY AT HOLLANDIA

Dutch NG Celebrates Liberation

HOLLANDIA, April 2.

N April 22, Hollandia (capital of Dutch New Guinea) will celebrate its day of liberation. tactly nine years ago, American d Australian troops came ashore a brilliantly executed pincer-ovement. A large, well-equipped panese army was entirely de-ated, thanks to an assault-plan great detail and split-second arpness, and to close co-ordina-n between land, sea and air ces.

Here, in Hollandia, an important p was taken on the long, dif-ult road to ultimate victory. re, in an area where once there d been only a few native villages d a vast expanse of primeval rest, a city of 140,000 men was med.

Gerson Hassor is one of the very v who saw the amphibious land-s "from the other side", and lives tell about it.

He describes the bombardments, ght and day, for a month before e actual invasion, of the landings d the slight resistance of the panese.

He says that that Japanese period s not very good. Heavy work, ny beatings, and often not ough to eat. His gardens pro-led him to a certain extent with go and sweet potatoes and only w and then, when he had time do it, he caught some fish out the crystal-blue waters of Jotefa y (upon which his village, Tabati, s a fine view).

Later, old Tabati was completely ped out by the heavy bombard-nts, but was built up again on other spot after the war.

Luckily, the inhabitants of Tabati re warned beforehand by dropped flets not to stay near military gets, and they all fled into the ls. Not so Gerson Hassor. He d found a nice cave in the virons of his dwellings, which erlooked Humboldt Bay and tefa Bay, and which was a good mb shelter. From this place he nessed the invasion.

-DAY started about 3 a.m. He was awakened by the heavy thuds of naval shells.

The bright flashes and nerve-aking boom of the big naval illery were mixed with the angry ccato of the lighter guns, the s of screeching shells and the ne of the twin-tailed night-hters. Gerson Hassor still shivers en he tells about those terrify-hours.

When dawn broke, and the first rays shot up from the horizon, rson peered from his sheltering e. He saw hundreds of big and small ships and an endless stream of planes, sweeping down over landing-beaches and airfields.

Then, all noise suddenly stopped and countless white trails showed in the water as the boats left the ships, fanning out all over the bay, towards the beaches. These were the waves upon waves of landing-craft which brought the men ashore.

To his left, Gerson saw strange monster-like machines coming out of the water—he learned later those were the "Buffalos" and "Alligators" used by the Allies to crush the coral reefs on the beaches under their heavy tank treads.

The landing troops met only scattered enemy-fire and very slight resistance. In this way, also, the rest of the first day of invasion passed without much shooting; the day upon which the Papuans in Dutch New Guinea regained their liberty.

Mr. Anare Raiwalui, 29, a Fijian Methodist Mission Clerk, when speaking recently in Brisbane Methodist churches, thanked Australians for their help in repairing last year's hurricane damage. Mr. Raiwalui coached the Fijian Rugby Union Team before it left for Australia in 1952. He is conductor of the Suva Methodist Church choir, and was the Fijian delegate to the recent Travancore world youth conference.

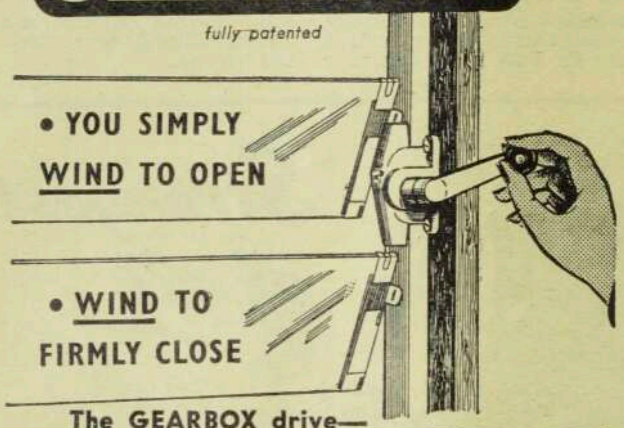


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Future of Papua's Water Power

Aluminium Co.'s Examination

P. MORESBY, April 2.

FROM a base camp at Kairuku the New Guinea Resources Prospecting Co. is checking on the hydro-electric potentialities of certain rivers in Western Papua. This preliminary "scout" survey has been in progress for a year. The Co. may be finished in eight months more, and then will decide whether to investigate further.

Of the shares in the NGRP Co. 51% are held by the Australian Government, and the balance by the British Aluminium Company of London. A director of NGRP, Mr J. J. Boex, has just visited the base camp at Kairuku and the various field sites. With him was Mr Peter Cunliffe, of the New York office of Aluminium Trans-Atlantic Inc. Both now have departed.

A top-rank hydro-electric authority, Mr. B. D. Richards, who has already made one visit to the Territory, will probably arrive later this year for another inspection. He is senior hydro-electric consultant to Sir William Halcrow and Partners, hydro-electric specialists of London. Mr. Richards made a preliminary survey tour of the Territory about 18 months ago, before the Kairuku base was selected.

The Chief Engineer in charge at Kairuku is Mr. Arthur Sutton, who is directing the work of six Europeans. About 50 natives are employed, and much of the river survey work is done from native canoes fitted with outboard motors. These have proved satisfactory.

EDITORIAL NOTE—Very little had been heard about the plans of the British Aluminium Co. during the past year, and it had been supposed that the project to make aluminium on a very large scale, in Papua, from Papuan hydro-electric power, out of bauxite brought from deposits in North Australia, had been more or less abandoned.

It is significant, and of considerable importance to Papua, to know that these inquiries into the possibilities of Western Papua's great rivers, are still proceeding—and apparently, in accordance with a careful plan.

It is worth noting that the Australian Government is in similar partnership with another millionaire concern, Bulolo Gold Dredging Ltd. in the exploitation of the vast stands of pine timber in the Morobe highlands, in New Guinea.

The making of aluminium is dependent upon the availability of an almost endless and wholly dependable supply of very cheap hydro-electric power. The Aluminium Co. is now constructing one of the world's biggest hydro-electric power stations 350 m. from Vancouver.

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evelopment and consideration of ie Gerlach report on Samoan agri- ulture.
• Establishment of a banana oard.
• Commencement of operation co-operative societies.
• General survey of Samoan Gov- nment lands.
• Tariff and Taxation revision.
• Currency and Banking reform.
• Revision of price control system.
• Consideration of land tenure stem, agreeable to Samoans and nsonant with Samoan needs.

IN SOCIAL AND GENERAL FIELD

• Analysis of 1951 population nsus to provide basis for further easures.
• Study of education, with in- nt to introduce compulsory educa- n, by NZ Director of Education.
• Development of vocational aining in Fiji and Samoa.
• Development of adult educa- n by libraries, movies, etc.
• Continued development of alth programme.
• Implementation of Greenberg port on broadcasting.
• Consideration of report of liquor mmission of enquiry.
• A local Defence scheme.
• General labour and workers' mpensation legislation.
• Continuation of Samoan langu- e project.
• Enactment of Prisons ordin- ce and regulations.
• Consolidation and amendment of Land & Title regulations.
• Consolidation of Samoan laws and ordinances.

"COMPLETE SURPRISE"

THE statement of Policy as announced came as a complete surprise to the leaders and people of Western Samoa.

It is, of course, no coincidence that the announcement has been made six weeks before the expected arrival of a UN Trusteeship Council Mission in Apia, to investigate conditions in the Trust Territory.

Most of the important changes now proposed by New Zealand have been long desired by the Samoan people, and they constitute a big

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step forward in the development of the country.

Other measures proposed are of a more controversial nature and will require careful consideration.

The concessions now made by New Zealand are significant evidence of the confidence of New Zealand in the ability of the Samoan people to take over control of the Government of their own country.

It has been pointed out that, with the ever-increasing population of Western Samoa, political and social development must go hand-in-hand with an increase in agricultural production of foodstuffs, as well as primary produce for export—otherwise the Samoans' standard of living will be threatened.

Catching Fish by Spider-Web

A QUEENSLAND resident is amused by a report in a Brisbane newspaper, that a patrol officer out on small islands in the Kavieng area of New Guinea had made the discovery that natives there catch their fish in a peculiar way. Out over the water they fly a kite: from the kite there dangles a string; at the end of the string there is a bunch of spider-web, which skips over the waves. The fish snap at the spider web, and get their teeth tangled in it, and thus are hauled in. Our friend says that this unique fishing method has been reported many times. The PIM described it first over 20 years ago.

Twenty-five members of the Armed Native Constabulary of Papua and New Guinea, under two European officers, Inspectors A. N. Sinclair and W. M. Burns, arrived in Sydney from Port Moresby at Easter, and sailed a few days later in the liner *New Australia* for England, where they will take part in the Coronation celebrations in June. Practically all the contingent wore service ribbons, but only a few of the natives had previously been outside New Guinea.

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'HE TARALALA IN THE SOLOMONS

Some Notes in Passing

By JUDY TUDOR

AMONG the many importations from Fiji into Honiara (a large portion of the European popula-on seems to have served in Fiji some time, and there are 30 to Fijian artisans, clerks, etc., and sprinkling of Indians) the *Taralala* is an honoured place.

This loose-limbed slouching to usic, said to have begun in a ethodist Mission kindergarten in ji, is a favourite pastime of the al native gentry and it will be teresting to see if it gradually ps up through the Group and o New Guinea by way of ugainville.

At the welcome home to Dr. Tom vi, given by the Fijian com-nity of Honiara on March 19, ropean ladies in long evening wns, their formally-dressed ntlemen, Fijians in sulus, bushy-ired local "blondes"—who surely st be the ugliest females in the ole South Seas—local male Solo-n Islanders, a few Indians, all d a sprightly *Taralala* until the all hours, to the music supplied two local bands of guitar-ndolin players.

Somewhere about midnight heavy n poured through the temporary f roof without dampening the husiasm of the dancers.

The *Taralala* followed a Fijian come and presentation of a *ua* to Dr. Dovi, who that day l returned in *Malaita* after six nths refresher course in New land and two weeks' holiday in . A brother of Ratu Sir Lala Sukuna, he chooses, for the time being, to minister medically to the fractious natives of Malaita. He is one of the most popular men in the Group—and that is saying something in a community where the usual form of South Pacific backbiting is more than usually prevalent.

Between the *Tabua* presentation and the *Taralala* was a Fijian feast spread on banana leaves on the matted floor. Chickens, pigs, turtle, manioc, sweet puddings, all cooked in native ovens, were spread out for the guests, who hitched up their evening gowns, sulus or pants, as the case may be, and pitched in, to tear chickens limb from limb and eat with their fingers.

The prize went to a somewhat paunchy Solomon Islander who started near the top of the spread and ate his way stolidly down the whole length of the banana-leaf tablecloth, in about one hour flat.

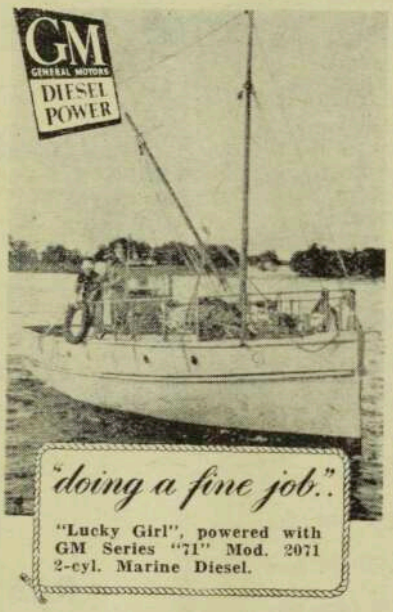
REFLECTIONS ON PIDGIN

HOW nice to get back to civilisation again—to where the natives actually understand you when you give forth in Pidgin, and answer you right back in the same pattern.

The natives around Honiara, BSI, are the dourest, surliest, unsmilingest, most cast-down creatures I've seen in the whole of the South Pacific. If they know how to laugh, then they do it in the strict privacy of their own leaf huts. They submit to the extraction of information

FOOT ITCH
HELPED IST DAY

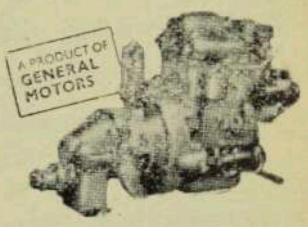
Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles, Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called Nixoderm. Nixoderm stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get Nixoderm from your chemist to-day under positive guarantee to heal your foot itch or money back.



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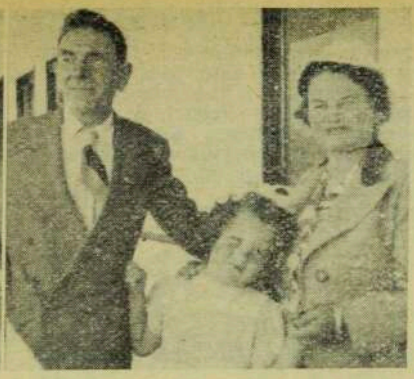
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RETURNING TO FIJI

LEFT: Mr. and Mrs. D. J. Barnes, with Jennifer, Bruce, Annette and Heather, returned to Suva after three years in England. Mr. Barnes is attached to Inland Revenue Department, Fiji.

RIGHT: Mr. A. G. Messenger, formerly of Millers, Ltd., Suva, was seeing Mrs. Messenger and daughter off per Matua from Auckland in March.

n about the same enthusiasm as y would submit to a major ration; and to get it you need be armed with a pair of meta- rical surgical forceps.

have a theory that, as part of trouble, they have only a slight mering of what the average opean is saying—for the simple on that the European, evidently er the impression that he (or is speaking Pidgin, makes up e gibberish as he goes along. en Brown Brother looks dumb, lumber than usual, they try to their ideas across by yelling.

NG, there has always been e pride taken—by Europeans— peaking good Pidgin. Nothing he same feeling is abroad in Pidgin-according-to-the-Rules purned by post-war residents, pean and native—perhaps be- e both feel that its use spells of dignity.

may be that Pidgin, officially, out, in BSIP. But, if so, nority has neglected to provide bstitute.

a contribution to better re- ns between European and vn Brother (and the Chinese nunity, too) I suggest the quick compulsory introduction of a *a franca* (even if it is Esper- and everyone has to return to schoolroom), else before long entire population of the owful Solomons will be reduced ign language.

SPEAKING SARTORIALLY

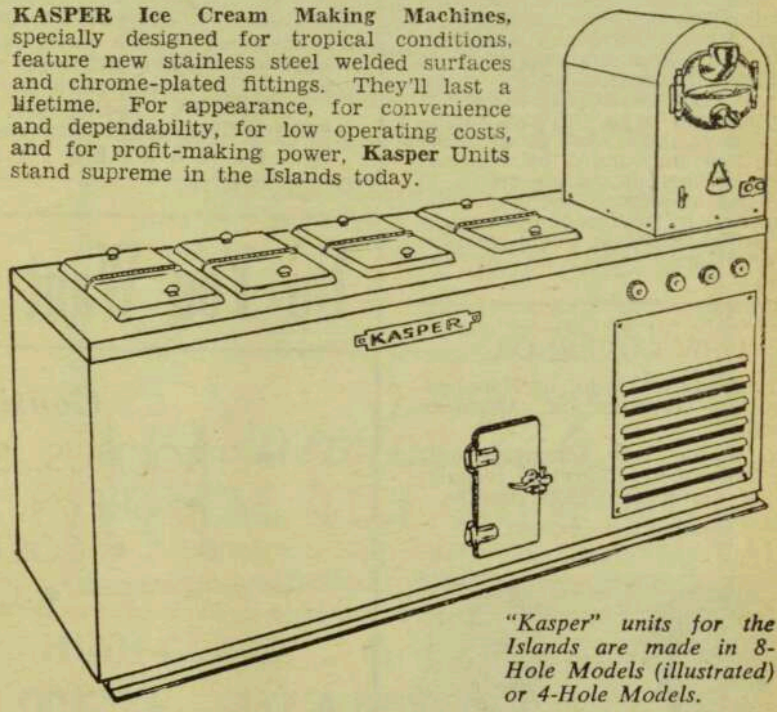
E would have to be more enthusiastic about the British Solomons than I to make a of holding them up as an ex- le to the rest of the Pacific— the gold cup goes to the Euro- gentlemen of the place for sensible not-so-formal even- dress.

has been usual in most parts iese South Seas for the ladies ear long skirts at night, while nen wear nothing more elabor- han a fresh white suit—which s seems to me to be a sartorial ism. The men of Honiara have improved considerably on this, with black dress trousers, black cummerbund, long-sleeved, soft white shirt and collar, and black bow tie.

A black felt hat and a red cape would turn them into Spanish toreadors—but the rig looks attractive and is probably as cool as anything can be in this pressure-cooker climate.

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THE RACIAL PROBLEM AGAIN

A grievance of some British residents of the New Hebrides is the failure of the British administration to "recognise" children of British fathers and native mothers—that is, to afford them British citizenship rights. As a consequence, many of these part-Europeans are taking French nationality, which apparently can be had virtually for the asking.

The "recognition" is not merely a matter of academic interest or social pride—it is vital to these people when or if they wish to travel outside the New Hebrides. As French citizens with French passports the world is open to them. The alternative seems to be to remain "unrecognised" British, and to stay at home.

SOURCE OF IRRITATION

A post-war regulation of the New Hebrides (which was designed to protect the then scarce supplies of sugar, soap, etc. being carted off to Europe by crews of visiting ships) has recently been brought into force again in Vila and Santo. The re-introduction of the prohibition seems to be directed mainly against Australian ships and designed to produce irritation rather than revenue. Seamen buying a stick of shaving soap or a tube of toothpaste have had the goods confiscated or impounded by Customs officers. The alternative seems to be to pay an export tax; or get the permission in writing of the French and British Resident Commissioners to take the goods out of the country.

There are only two commodities in the New Hebrides which are likely to attract the comparatively few Australians who pass through the Hebrides on the two-monthly trips of *Malaita*—French wines and French perfumes. Every other commodity is too ridiculously high-priced to attract anyone but the desperate. And as French wines and perfumes are something that the average Australian can take or leave at will, it is unlikely that the Condominium will wax fat on export taxes from these.

Messrs. Gilbert and Sullivan will never die while the Condominium continues in being.

NEW GOVERNOR

Mr. Lawrence Judd, of Honolulu, once, as Governor of American Samoa.

Mr. Ewing was appointed only last November, following resignation of Governor Phelps Phelps.



These two selected police officials of Fiji, Inspector J. Suguturaga and Sub-Inspector Walli Mohammed, left Suva by TEAL service in March, en route to England, for a special police course.

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AORANGI'S LAST VOYAGE

Orient Line Plans a Test

WHEN the RMS *Aorangi* left Sydney on April 16 for Auckland, Suva, Honolulu, Vancouver and return, she was on her last Trans-Pacific trip. Her owners have announced that, despite subsidies from Australia, New Zealand and Canada, and heavy passenger traffic, she is unprofitable.

Most people believe that this—the last regular Trans-Pacific shipping service—is being abandoned because the *Aorangi* is worn out. That is a pleasant fiction for official dom.

Actually, the *Aorangi* is being withdrawn because she is on Australian articles; and no shipping service on earth could stand up indefinitely, under trans-Pacific conditions, to the rapacity and uncooperativeness of the Communist-ridden Australian Seamen's Union, and the laziness and indifference of Australian seamen and waterside workers. The age of the *Aorangi* is a contributing factor—but not the main factor.

After this, the Pacific—so far as can be seen now—will be without a scheduled service between Australia and North America. Some shipping companies—notably, the Carpenter interests, have indicated that they may organise a service, but there is nothing definite.

In March, with much publicity, the Orient Line—the powerful and efficient concern which runs liners between Australia and Britain—announced that it would enter the Pacific trade with the 20,000-tons modern liner *Oronsay* when the *Aorangi* drops out. But this, as yet, does not mean very much.

The *Oronsay* will make a time-table run between Australia and North America early in 1954; and probably another similar run later in 1954; but the cautious Scottish directors say that any future service will depend upon the results of those two voyages.

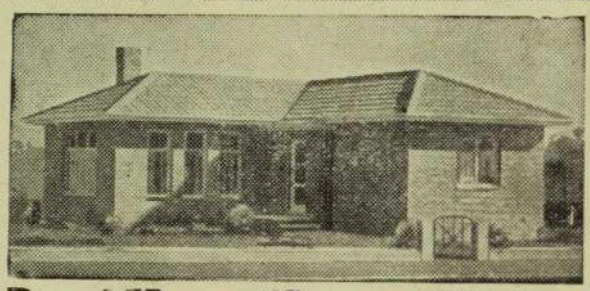
The Orient Line will have a big advantage over the Canadian-Australian Line, because the *Oronsay* is on English articles, so that the staffing and running of the ship have some relation to economic conditions. Therefore, as the *Oronsay* is a favourite with travellers, the *Oronsay's* voyages should be profitable, where the *Aorangi* ran hopelessly in the red.

It would appear that in the latter half of this year, and during part of 1954, while Orient Line is making the test, there will be no trans-Pacific shipping service.

SUVA'S NEW FIJIAN SUBURB

A NEW Fijian settlement at Nabua, on the Suva-Nausori Road, is growing rapidly and in the fairly near future it may house a thousand people. It was created to provide homes for Fijians working in Suva.

Most of the buildings are of a modified Fijian type, but work will shortly begin on 10 double-unit concrete houses of the pre-fabricated type designed by the Government Architect (Mr. C. N. Nettleton) for the cottage-housing scheme which forms part of the Colony's Development Plan. A school will be opened soon.



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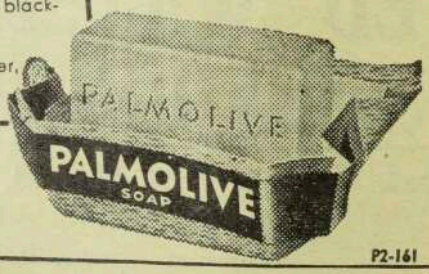


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IS TOURIST TRADE DEMORALISING?

Heated Argument in Samoa

From Our Own Correspondent

APIA, March 26.

TRADE prospects are very goo The 1952 MOF copra pric will now continue. Cocoa pric are high—£335 Stg. for First grad and £225 for Second. It now look as if in 1953 we shall export t New Zealand a quarter-millio cases of bananas (compared wit 65,000 cases in 1952).

There is a heated controversy i the local newspaper concerning th value or otherwise of a large tourist traffic for Western Samo Samoa is now on the TEAL rout between Fiji and Tahiti; all th other Groups are reaching ou eagerly for tourist business; an Samoa can fairly claim that it ha tourist attractions at least as goo as those of other Groups.

The Samoan people are amon the few Islands communities whic can be called "unspoiled," and section of our people fear that th introduction of a large stream o tourists might demoralise them.

Little Ship For Auckland

WITH *Ada*, a small motor-vess of 300 tons, bought in Ital Captain Peter Nash, of Auck land, arrived recently in Cairn Queensland. He said his firm, Tas man Steamship Co., would add th *Ada* to its present fleet, for servic between New Zealand and th nearer Pacific Islands.

NORFOLK ISLAND

March 25.

The arrival of the Muliama th month was welcomed by many housewiv who have had to bake their own brea since the bakers ran out of flour a wee ago. We are short of water, too; bu rain is in the offing and a good dow pour is expected daily. Otherwise we a living on the fat of the land.

The Muliama will lift a record bea crop and return direct to Sydney.

The new Administrator (Brigadier No man) has been getting acquainted wit our activities and problems; and, as believer in getting things done, he going to be popular on this Island. The is no aloofness about Mrs. Norman, eithe and she now is "at home" to callers o two Wednesday afternoons each mont

Sub-Inspector John Tremayne, o the Police Department, becam critically ill at the end of Marc and was sent by plane from Po Moresby to Cairns for special hos pital treatment.

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CAUGHT FISHING

ap Ship Arrested in New Guinea

See also page 15.

HEN, at noon on March 28, a DCA ship reported that a Japanese ship was fishing close to coast near Ablingi, south coast of w Britain, the Moresby-Canberra lio ran hot. The shrieking Australian newspapers suggested that s was an international incident first importance. Officialdom nt into action, most efficiently. Twenty-four hours later, the sistant District Officer from Kanan, Mr. C. V. Single, went aboard ship, noted that she had been gaged in fishing—for which she magnificently equipped — and ested her and directed her into ndrian. She lay there until the vy craft MSL708 arrived and orted her into Rabaul, on April The Japanese gave no trouble. Civil Aviation vessel CA70, Capn Dwyer, assisted the Administion; and a Navy bomber was sent while the ship was arrested. he was identified as the *Sumihi Maru*, owned by the Sumihi Fishing Co., of Misaki, and it s reported that she carried a lossal freezer," in which were 22 s of fish. She is of 164 tons, does knots, and her total personnel is About 40 miles of fishing lines e recovered from the area where boat was operating. The floats ended over 8 miles of sea. Her ster is Kimio Ohyama, the mate Fukuda, and there is aboard a ing expert, Shinomia.

he Captain faced Rabaul magiste Mr. J. R Rigby on April 4, was charged with having ed in territorial waters without mission. Mr. George Caiger an C commentator, who is on a t to New Guinea) acted as interpreter.

he Japanese officers did not ear to understand what it was about, although Mr. Caiger exined that they were entitled to possible legal help. The case was ourned until April 9 to enable Crown Law officer, Mr. A. riscoll, to arrive and conduct the secution. Meanwhile, the Japse remain under guard aboard ir ship in Rabaul.

escribing the arrest, Administor D. M. Cleland said: "It was excellent piece of work by all cerned. I ask for nothing better fficiency, co-ordination and con- in a united effort."

STRALIAN MEETS JAP IN EAST PAPUAN WATERS

From Our Own Correspondent

P. MORESBY, March 20.

COASTAL trawler, the *Elsie B*, which operates out of Port Moresby and around the Papuan coast, encountered a 300-tons Japanese ship about 3 miles from Woodlark Island, early in February.

The master of the trawler, Captain James Carleton, said that when the Jap vessel sighted him it immediately altered course. When the *Elsie B* did the same, the 300-tonner steered directly at the trawler.

Captain Carleton immediately sent out a radio message, giving his position and the fact that a Japanese vessel had been sighted.

The Jap ship stopped, and the crew put on a show to indicate that they were fishing. But it was obvious that it was a staged effort, for the crew brought up dead kingfish on tuna fishing poles. The Australians said the "catch" had been hastily pulled out of the Jap's refrigerator and put on the lines.

The 300-tonner had its name in Oriental characters on the stern and bow, but there was a sign in English on the bridge painted "Fishing Vessel."

The Japanese crew waved and called as the trawler passed.

Other reports around the Territory during the past few months indicate that quite a number of Japanese vessels are operating in the seas around Papua and New Guinea. They are within their legal rights, so long as they do not operate within territorial waters.

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NEW STAGE IN CHENG HO STORY

De Bisschop Now Attacks Degener

THE history of the junk-like vessel *Cheng Ho*, currently mouldering in Papeete harbour, has been told here in its various phases. The facts surrounding its post-war history, and details of the situation from which later troubles have stemmed, were set out rather fully in our issue of March, 1949.

Now, from Tahiti, comes a 12-page cyclostyled statement in French, issued by Captain Eric de Bisschop, one of the shareholders and the recent master of the troubled craft.

The statement recounts the history of *Cheng Ho* from the time that Captain de Bisschop, his wife, and others, went into a partnership with Otto Degener, of Honolulu, on a plan to run fish from Palmyra to Hawaii. It tells how that plan, due to legal technicalities and lack of finance, did not come into operation; and how, to overcome some of these difficulties, it was decided to register the vessel under the French flag in Papeete.

The statement attacks Otto Degener; former French Consul Pecker, of Honolulu; and former Governor Maestracci, of French Oceania, for failure to assist the company in its technical troubles in Honolulu. It indicates that most of the difficulties were associated with inability to convert francs to dollars.

It is shown that Captain de Bisschop—who, on his own accounting, is no business man—inadvertently allowed the Customs Department, in Tahiti, to make out the registration of the vessel in his own name, instead of in that of the Company—and, furthermore, to make spelling mistakes in his own name.

De Bisschop shows how, later, in a Honolulu Court, when the Company was unable to meet its dollar debts to Degener, and Degener was fighting for seizure of the vessel from the Company, a clever lawyer "proved" to the Court that De Bisschop (supposed to be in collaboration with the then Governor of Tahiti) had forged the registration.

Now, with the vessel lying in Tahiti, and the error in registration admitted by the Customs and righted, De Bisschop apparently is confident that he will receive fairer treatment in a French Court than he claims to have received in American Courts in Honolulu.

The statement suggests that De Bisschop now plans to bring a personal action against Degener for libel, and then to fight the matter of ownership in an effort to recover the funds which he claims were invested by the Company, his own wife (who is President of the Company) and her family, who came to his financial rescue in Honolulu when for a time it appeared as though Degener would be victorious.

A little ship of 82 tons, for the Lutheran Mission in New Guinea has been launched at the Norman Wright yards, in Brisbane. She has been named the *Simbang*, and will cost about £30,000.

BOOKS WORTH READING

PASSING OF THE ABORIGINES (Daisy Bates).—It is difficult to find a more dramatic story than that which Mrs. Bates tells—this book is her record of a life dedicated to the Australian aborigines. Though a sad story, it is a human document recorded with humour, wisdom and much understanding. Illustrated. **18/6.** Post 1/-.

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THE DISABILITIES OF THE SOLOMONS

Why 'Trade Scheme' Is Continued

OME of the problems which confront the British Solomon Islands Administration were in-ated in statements made by De-rtmental heads during the sit-gs of the BSI Advisory Council February.

For example, there are no general ders now in the Solomons—only Government enterprise called he Trade Scheme."

When replying, on behalf of the vernment, to various financial d economic points raised in de-te, the financial Secretary (Mr. M. MacLeod Smith) summarised history of the Trade Scheme, m its inception in 1943 as an ergency measure. He said that vernment never intended that Trade Scheme should become a manent Government Institution, er the war was over. Very con-erable effort had been made to suade commercial firms which re operating in the Protectorate ore the war, to return; but the gotiations were not successful. ater, about 1948 to 1949, another y strong attempt was made to Messrs. Burns Philp and Co., ., interested. Burns Philp, at time, took the view that they d already locked up a good deal their capital elsewhere; they arded the Protectorate as one of more expensive of their enter-ses, and were not anxious to re-n.

t was feared that selling the ade Scheme to one firm would rely be transferring a monopoly m public ownership to private nership and, rightly or wrongly, vernment considered it a duty to retain ownership of that monopoly. In 1949, Government concluded that, for the time being, it was impossible to persuade any of the pre-war firms to return, and proposed to give the Trade Scheme some measure of permanency by passing special legislation to incorporate it. Though it was then *intended*, from force of circumstance, to make the Trade Scheme permanent, it was not *desired* to do so. The view of the Administration was that, in principle, it was not a good thing for Government to trade, and this Administration did not wish to trade unless it was found to be necessary. The present position was not satisfactory to Government, to the public, nor to the Trade Scheme itself.

The Financial Secretary said that he did not think that Trade Scheme's disadvantages, while operating under Government control, were fully appreciated. Government had often insisted that the Trade Scheme should take certain actions which, as an ordinary commercial enterprise, it would probably not have taken. He referred *inter alia* to the setting up of branches at Auki and Gizo, which was desirable as a matter of policy, but had not particularly helped the Trade Scheme; to the *Kurimarau* charter to Trade Scheme; and to

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The Crown Colonies have already announced the denominations for their special issues, and the face value of these is approximately 10/6 sterling.

In addition, New Zealand will have a set of five values with a total face of 2/11, and the four Dependencies (Cook Is., Niue, Samoa and Tokelau Is.) will have theirs, with a total face value of 2/5. Doubtless most if not all of the other British Countries will also have their special stamps.

We shall supply these stamps, either complete for all issuing countries or specified areas thereof on the basis of 1/7 Australian per 1/- sterling of the face value. Used sets can also be supplied at 1/9 Australian per 1/- stg.

As mentioned above, it will be of great assistance to us if you will place your order as early as possible. It will be appreciated if a £1 deposit be sent with each order—balance payable on receipt.

QUEEN ELIZABETH II DEFINITIVES

These have already started to appear, and from now on there will be an increasing flow of new stamps for most of the British Countries, either in single denominations or complete sets.

Here, too, we shall be glad to know as early as possible what your requirements will be. If you are a member of our New Issue Service, you will receive them automatically at the regular New Issue concession rates. If not, it will be to your advantage to join, or otherwise please let us know in good time what you will be needing, as with the present import and currency restrictions it is most essential that we can plan our ordering well in advance.

Our regular price basis for these Queen Elizabeth II stamps will be: Mint sets to 1/- face or equiv. 1/8 Single values above 1/- or equiv. 1/7 Used sets to 1/- face or equiv. 1/10 Single values above 1/- or equiv. 1/9 Aust. per 1/- sterling.

Canada, mint, 2d. per cent.

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It will be wise to fill any gaps in your collection while these stamps are still on sale, for immediately they are withdrawn they will start to increase in price. These can be supplied in mint condition on the same price basis as is set out for the new Queen Elizabeth II stamps.

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Orlo-Smith's "C.S.C.", 1953, 7/9.
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the need for increased capital Trade Scheme had no power t borrow, and Government was no in a position to borrow on its be half.

The Administration was resolve to change the present positio which satisfied nobody. The Ad visory Council, or Standing Com mittee, would be consulted befor any final decision was made.

Referring to problems of carg transhipment at Tulagi, th Financial Secretary assured mem bers that Government was greatl concerned over the position a Tulagi, which is regarded as highl unsatisfactory. It should in fair ness be remembered that tranship ment at Tulagi had had to be ver hurriedly improvised.

He thought there had been som misunderstanding about the func tions of the Customs Department The latter was responsible for see ing that the cargo landed, whic was subject to duty, was properl accounted for and duty paid on it but it was not a forwarding agent

LAW AND HEALTH

The Attorney-General (Mr. P. N Dalton) spoke of Company legisla tion, and reminded members of th complexity of Company law. The Fiji Companies Ordinance had mor than 350 sections and occupie over 250 pages of print. The draft ing of a Companies Ordinance fo the Protectorate would unavoidabl take a very long time, but if n were instructed to draft such a ordinance he would do his best.

The Senior Medical Officer (Dr W. H. McDonald) referred to the Tuberculosis survey made in the first three months of 1952. At tempts were being made to isolate and treat cases. It was intended to bring some of the most modern drugs into use.

NEED FOR MORE OFFICERS

The Chief Secretary (Mr. R. J Minnitt) referred to the Com munity Development projects a Hauhui and Kia, and said that the objective was to imbue the people with a spirit of communal enter prise and readiness to employ their own resources in the develop ment of their villages.

Speaking of members' requests for more Administrative Officers in the outer districts, he said that the Protectorate could not afford any more officers at present. Gov ernment would like to do more, but in this, as in all things, it must cut its coat according to its cloth It was hoped before the end of the year to appoint a District Com missioner Outer Islands who would spend most of his time visiting these outlying communities.

He said that much preparatory work remained to be done by the Senior Education Officer, at present on leave, before the Education Regulation could be fully imple mented. Government welcomed the opportunity for close consultation

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e Missions. Adequate facilities
: Teacher Training Schools were
ry necessary, and the matter
uld be discussed with Missions as
on as possible.
Shortage of staff and of accom-
odation for training purposes had
riously hampered the Agricultural
epartment. The SAO had last year
scussed at Keravat (New Guinea)
the question of training there for BSI people, but Keravat was faced with similar problems.

The Government regarded the question of native welfare in Honiara as most important. The Community Centre, weekly picture shows and organised football leagues were some of the measures devised to help. A number of native employees already had gardens and he understood that all who had wanted to cultivate a garden had been helped.

There was also the problem of finding suitable land within reasonable reach of living quarters, and this could usefully be investigated by members of the proposed Town Advisory Board.

THE HELPING HAND



Whenever an Islands passenger vessel rives at or departs from Auckland, two ll-known figures are likely to be there. ft: Mr. A. L. Lewis, in charge of NZ and Territories Department's Auckland ice. Right: The Rev. R. L. Challis, of e Pacific Islanders Church, Auckland, d formerly of the LMS Church, rotonga.

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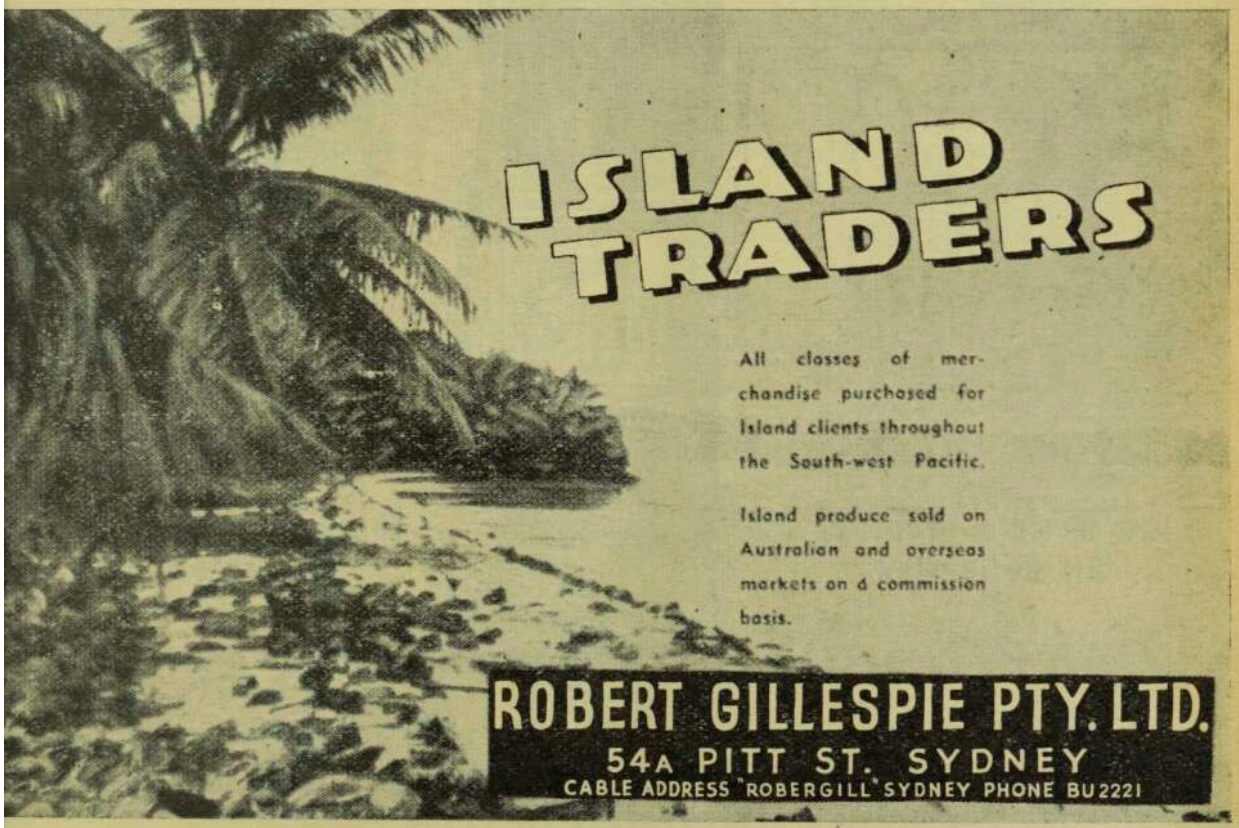
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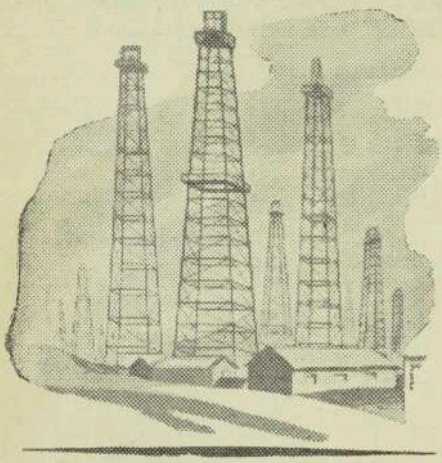
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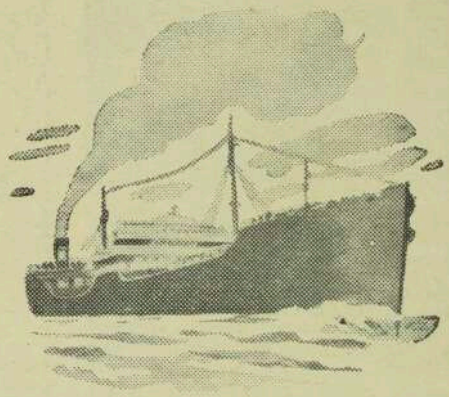
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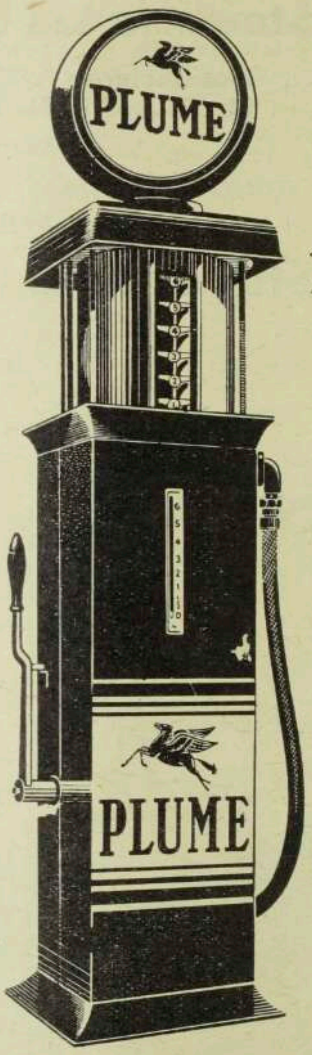
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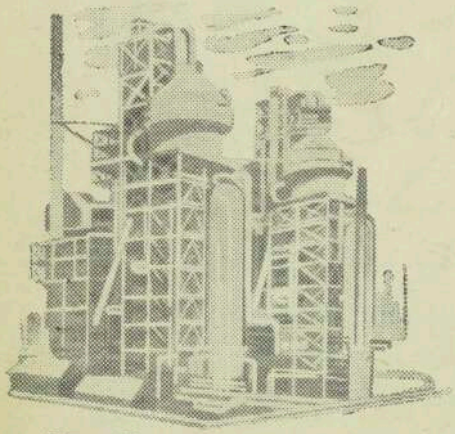


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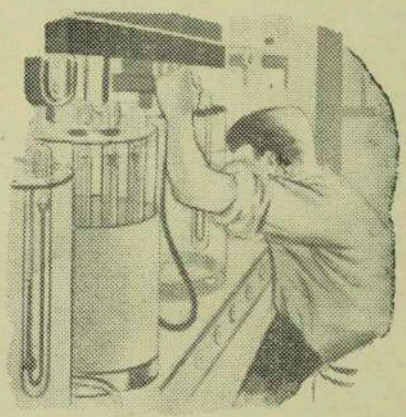




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Fijians' Notable Success In Malaya

REPORTING from Singapore, a *Melbourne Herald* writer says that the two outstanding units the jungle campaign against hinese Communist terrorists in alaya are the Cameronians, under ieut.-Colonel W. Henning, and the ijians, under Lieut-Colonel Ron inker.

He says their methods vary idely. The Cameronians go in for od control; and move in for the ll only when hunger drives the rrorists out of the jungle. But e Fijians, who revel in jungle trols, like to scout deep in small rties—the type of warfare in hich they excelled in the Solomons d Bougainville.

The Malayan terror is being adily but surely eliminated. But e campaign is far from over. The ji battalion probably will be nted for another year or two.

Samoa's Executive Council

The following are the members the new Executive Council, set recently to assist the High Comssioner in the work of adminisation:

Nominated by European and moan members of the Legislative sembly: G. F. D. Betham; Tualulei Mauri, Leutele T'eo, Mataia ropa.

Official: Attorney-General (Mr. E. Wilson), Treasurer (Mr. L. M. ok), Government Secretary (Mr. J. H. Grattan).

Members Ex Officio: Two Fautua ion. Tamasese, Hon. Malietoa), d High Commissioner (Mr. G. R. wles).

The Executive Council held its st meeting on March 10, five years ter the Samoa Amendment Act, 47—which gave the Territory its esent Administration—came into eration.

Northern Fiji Notes

A branch of the RSPCA has been formed the Vatukoula-Tavua district: Mr. yzer (chairman), Mrs. G. Crabbe cretary), Mr. N. Richardson (treasurer) h Mesdames Millar, Mason and Turner d messrs. Shanan, Singh, Ratu Epeli, Costello, Hanlin, R. Yarrow, O'Connor d P. Clay as committee. Mr. E. Mune, CSR, Tavua, is advisory officer excio.

Mr. Alan Kernick (Vatukoula) is back m two months' leave in New Zealand. . A dinner party was given in Tavau tel by Mr. Des. Tilley, Lautoka, to ewell Mr. John Smith (manager). Among se present: Mr. and Mrs. Webster, Mr. d Mrs. Hancock, Mr. and Mrs. Plaisted. . . Mr. Jack Crockett, of Rabaul, NG, s been visiting old friends in the rthern districts.

A joint send-off was given in the CSR Hall, at Rarawai, to Mr. Fank White (who retired from the company after 31 years' service) and Mr. Bruce Edwards (on transfer to Lautoka). Mr. Potts (manager, CSR, Rarawai) on behalf of those present, presented Mr. White with a handsome cheque subscribed by officers of Rarawai, Lautoka, Penang, Nausori and Labasa.

Mr. and Mrs. McLaughlin, of Penang, are on holiday in Tahiti. Mr. Dennis Brown, of Penang, has been to Samoa and Tonga on the "Tofua".

The marriage took place at the Mission Church, Nailaga, Ba, on April 4, of Miss Judith Lilian Hanna, only daughter of Mrs. L. A. Hanna and the late Mr. R. S. Hanna, of Cambridge, NZ, to Mr. Patrick John Breen, formerly of Malaya.

Among those who entertained parties on Easter Saturday at a dinner-dance cabaret, in the Tavua Hotel, were Mrs. Jeffries (Suva), Mr. Taffy Mainwaring (Rarawai), Mr. P. Rice (Ba), Mr. Fred Potter (Vatukoula) and Mr. Max Lovell (Ba). During the evening everyone sang "Happy Birthday" to popular Mr. Rube Millikin, of Vatukoula.

Mr. John Cramer-Roberts (Vatukoula) entertained friends at a cocktail party at his residence, as a surprise party to his wife, Jeanne, just returned from holiday in Australia . . . Mrs. Peter Segaert (Penang) and Mrs. John Segaert (Tavua) have gone on holiday to Australia. Mrs. Bob Kay (Vatukoula) has recentiy returned.

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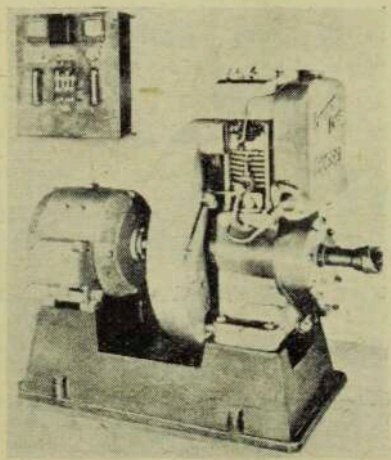
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DEATHS OF ISLANDS PEOPLE

MR. F. R. OTT

One of the best-known European residents of Western Samoa, Mr. Frederick Rudolph Ott, died at Apia Hospital on February 24, aged 70. He was one of the pioneer cocoa-planters in the Territory, and had only two years ago retired from the service of NZ Reparation Estates, where he had been plantation Manager for over 30 years. His funeral at Magiagi Cemetery (at which the Bishop in Polynesia, Right Rev. Kempthorne, officiated), was attended by the High Commissioner (Mr. G. R. Powles), the general manager of the NZ Reparation Estates (Mr. D. R. Eden) and a representative gathering of residents.

MRS. EILEEN MAY

Mrs. Eileen May, 43, wife of Dr. A. May, Assistant Director of Health in New Guinea, died in hospital at Sydney on March 30. She went to Sydney in January for medical attention and underwent an operation, but her condition did not improve. Dr. May was in Sydney during his wife's illness.

Mrs. May was an active Associate Member of the Port Moresby Golf Club, and was also closely connected witn the establishment and running of the Fort Moresby Pre-School Children's Centre.

HIGH CHIEF DETUDAMO, OF NAURU

An outstanding Pacific Islander, Mr. Timothy Detudamo, paramount high chief of Nauru, died in Sydney on April 11, aged 65. He was flown South recently for medical attention.

He was a well-educated man of fine principles, and he took a keen interest in public affairs, and in the welfare of the native people of Nauru. He was a life-long supporter of the London Missionary Society. One of his notable achievements was the translation of the Bible from English into Nauruan. His body has been embalmed, and will be returned to Nauru, where the burial will be attended by much ceremonial. Detudamo's death will cause great sorrow among his people in Nauru.

Detudamo's son has been for some time a student at the School of Pacific Administration, in Sydney.

MR. R. P. SCHOLTZ

Aged 76 years, Mr. Reichardt Paull Scholtz, a resident of Raiatea, French Oceania, for over 30 years, died on March 11, following an operation. He was born in Well-

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gton, NZ. He left a large estate Raiatea.

JB-LIEUTENANT RAYMOND VARNEY

Sub-Lieutenant Raymond Varney, the French Army, died while on special mission in Northern Viet am, in February. He was the son the late M. Leon Varney, of hiti. Born in 1918 he joined the ee French Forces in Tahiti, and t there per *Monowai* in 1941, ter three years' local Army ser- e. At the end of World War II joined the French troops in do-China.

MRS. CHARLES ADAMS

Brief advice was received late March of the death of Mrs. arles Adams, of Tarawa, Gil- t Islands. Mr. Adams is officer charge of Tarawa radio-tele- ph station. They were in Aus- lia on leave about 18 months .

MR ROBERT SUTHERLAND

Mr. Robert Sutherland, who was l known in the South Pacific ing 40 years, died on March 13 Norfolk Island, where he and s. Sutherland had resided for 15 rs. Mr. Sutherland, experienced Pacific Islands commerce, joined Administration established by w Zealand in Western Samoa er World War I, and filled ny positions—notably, Repara- n Estates Accountant, Supplies chase Officer and Chief Treasury rk. About 1930 he entered the estry Department in New Zea- d; and he retired to live in folk Island about 1937. For some rs, in NI, he was Local Govern- nt Auditor.

Mr. Sutherland was held in high ard by all who knew him; and s. Sutherland and he will be re- mbered for their outstanding pitality to troops in their area ing the war. Mr. Sutherland survived by his widow.

REV. F. R. BISHOP

The death occurred in England April 4 of Rev. F. R. Bishop, was the first Church of Eng- d clergyman in Rabaul (in the enties) and who greatly endeared self to the people of that period his fine character and readiness give self-sacrificing help at all es. He served in World War I, was ordained after the war.

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	Aug., 1939.	March 2.	April 1
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ma . .	s25/6	s27/6	b26/6
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.G. Ltd. .	b1/10	b1/10½	b1/10
Search . .	s3/11	s2/6	b2/2
mo Oil . .	b5/-	b9d	s7/-
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WAU	Ireland & Doe	Hotel Wau	May 30-June 2
LAE	Hotel Cecil	Hotel Cecil	June 2-5 & 12-15
GOROKA	Guest House	Guest House	June 5-12
MADANG	Hotel Madang	Hotel Madang	June 15-18
KAVIENG	Hotel Kavieng	Hotel Kavieng	June 18-22
RABAUL	Cosmopolitan Hotel	Cosmopolitan Hotel	June 22-July 1

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

(The following are based on the MOF contract prices for 1953 in the Territories named.)

PAPUA-NEW GUINEA.—Copra Marketing Board rates: Main ports, Hot air, £69/5/- per ton; FMS, £69/5/-; Smoked, £68/5/-. Sydney crushers pay: Plantation Hot-air: £91; FMS, £90/15/-; Smoked, £90/2/6.

FIJI.—At Suva and Levuka, 1953: Plantation grade (60 points and over) £F66/5/6 per ton; FMS (45-57½ points) £F66; other grades from £F64/15/-, down to £F62/15/-.

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W. SAMOA.—MOF contract is £Stg.65 per ton, f.o.b., Western Samoa; producers receive about £10 less.

BSI.—Prices based on MOF contract of £Stg.65, per ton, f.o.b. Rates to producers are: £A62/3/4 per ton, delivered Honiara; £A63/3/4, delivered Tulagi or Yandina; £A62/18/4, delivered Gizo.

NEW HEBRIDES.—March quotations 94 Metrop. francs per kilo (£A121/5/10 approx. per long ton).

FRENCH OCEANIA.—Tahiti: 10.25 francs per kilo (£A74/6/- per long ton); Tuamotu 10.80 francs per kilo (£A74/6/- 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 April 2 was £Stg.252/10/- (£A315/12/6) c.i.f. ton, Cont. ports.

N.G.—£A280 approx. per ton, in store, Sydney.

New Hebrides.—Sales to France in March brought: 250-255 Metrop. francs per kilo (£A322/11/7-£A329 approx. per long ton) for Superior grades; average grades, 240 Metrop. francs per kilo. (£A309 approx. per long ton).

Samoa.—Sydney agents in April quoted Samoan cocoa at £Stg.240 (£A300) f.o.b. per ton, first grade. (Samoan currency equals Stg.).

COFFEE.—Islands prices ruling in April were: **Papua-N.G.**—No shipments received in Sydney lately. Last price was at 7/6 approx. per lb. (approx. £840 per ton), which was abnormally high. Price is expected to level off at about 5/- per lb. (approx. £560 per ton).

New Caledonia.—Crop mainly exported to France. Recent quotation was 398 Metrop. francs per kilo (£A513 approx. per long ton).

RUBBER. Papua-New Guinea.—Because of the agreement made in March between the Commonwealth Government and the Papuan planters, P-NG rubber will now be sold to Australian mills at the Aust. equivalent of the ruling price in Singapore on the day of sale, plus 10 per cent. (primage allowance). This means that the market will fluctuate from day to day. Quotation on April 9 was: 28-2/3d Aust. Singapore rate (used by Australian firms as basis for buying Papuan rubber), April 9: No. 1 grade RSS (sellers) spot 65¼c lb. c.i.f. (approx. 26-1/6 Aust. lb.).

VANILLA BEANS.—Sydney quotation (by Victor Karp, Tulk & Co.): White Label 25/6 per lb.; Yellow, 25/6; Green, 24/6 c.i.f., Sydney.

RICE.—Rice shipped from Sydney to Islands was fixed last year (for the 1952 1953 season), at £75 per ton, f.o.b., White Unpolished, and Brown. (On plantation **Papua-NG** approx. £100.) New season' (1953-1954) price expected early May.

DESICCATED COCONUT. — Sydney agents quote Ceylon, 1/7-1/16 Stg. per lb spot, delivered to store, Sydney (1/11-13/1 Aust. per lb.). **New Guinea:** 2/5½ lb spot, delivered in store, Sydney.

PEARL SHELL.—Prices fixed between **Torres Strait** producers and Otto Gerdau Co. (USA) for 1952-53: AA/A/B grade 85 cents lb. (£A850 approx. per long ton); C, 80c. lb. (£A800); D, 55c. lb (£A550); E, 40c. lb. (£A400); EE, 30c lb. (£A300)—all c.i.f., New York. **Cook Is.**—American market firm at 35 cents U.S. per lb., f.o.b. Rarotonga. Producers currently receive 1/8 lb. Aust. (approx £187 Aust. long ton).

TROCHUS SHELL.—There has been little interest in shell in Sydney lately. Recent quotations are: **B.S.I.**, £A135 per ton; **New Hebrides**, £A100 approx. per ton; **N.G.**, £A150 per ton.

GREEN SNAIL SHELL.—Sydney agents recently quoted: 1st grade, £A200 per ton; 2nd grade, £A140 per ton for **B.S.I.** shell.

LONDON PRICES

LONDON, March 27.

Copra, c.i.f., Continental ports, ton:—

New Hebrides	86,000 Metrop. francs (£A110/18/- approx.
Tahiti	90,000 Metrop. francs (£A116 approx.
FM Straits	£Stg.9 (£A117/10/- approx.
Ceylon, FMS	Nominal
Philippines, Mar.-Apr.	US$28 (£A129 approx.

Coconut Oil, c.i.f., ton:—

FM Straits, 3½% drums	£Stg.13 (£A163/15/- approx.
Ceylon, Mar.-Apr.	£Stg.13 (£A167/10/- approx.
Philippines, afloat	Nominal

Cocoa, per 50 kilos, c.i.f., Nth. Continental Ports.—Accra, May-June, £Stg.1 (£A300 approx. per long ton).

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EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji basis £100 Fiji: Buying, £A111/2/6; Selling £A113. **Fiji-London**, basis £100 London: B. £110/12/6; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.— Through BANK OF NSW Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £A124/10/9. **Samoa-London**, basis £100 London: B £100/7/6; S. £101/10/-. **Samoa-NZ** basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111 S. £110.

PAPUA-NG.—COMMONWEALTH BANK (branches Port Moresby, Lae, Rabaul, Madang) and **BANK OF NSW** (Port Moresby, Lae, Rabaul) quote exchange rate Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate **Australia-BSI:** 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. **FRENCH BANK (Comptoir National D'Escompte de Paris)** in Sydney quotes (nominally): 140 Pac. fr. to £Aust.; 17 Pac. fr. to £stg.; 64 Pac. fr. to US $.

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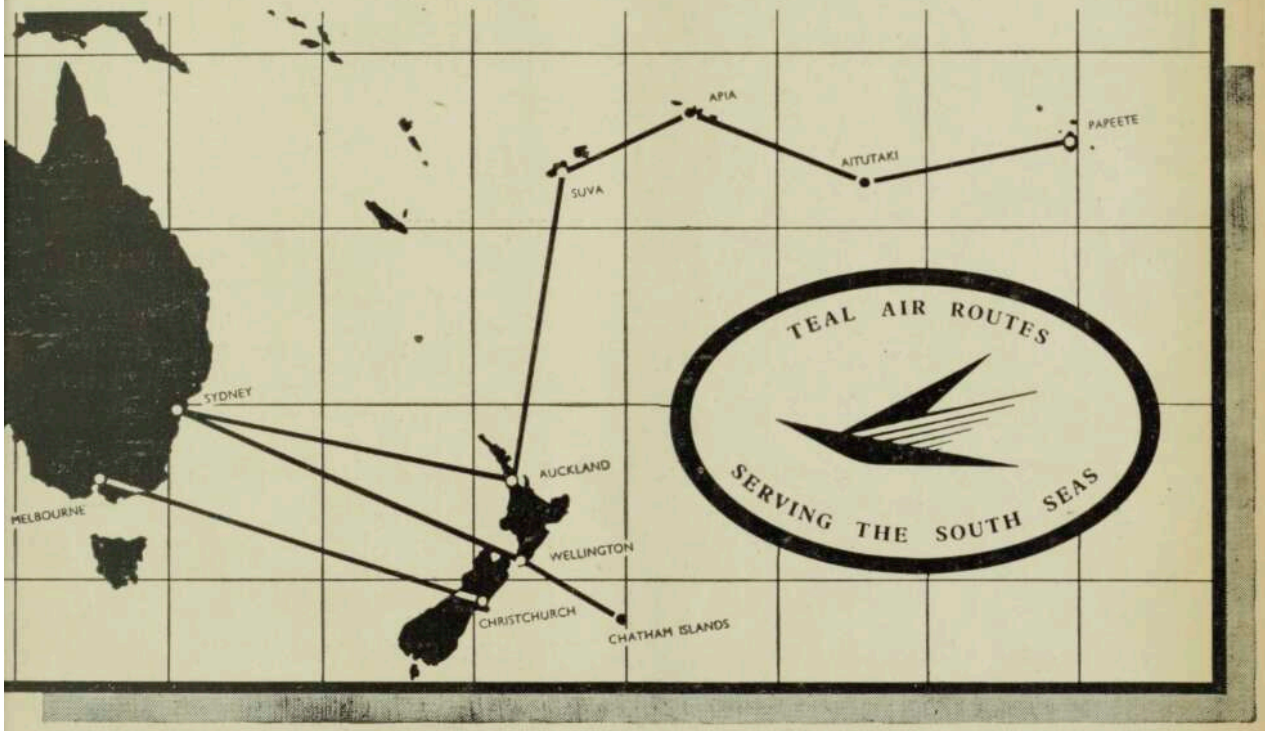
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