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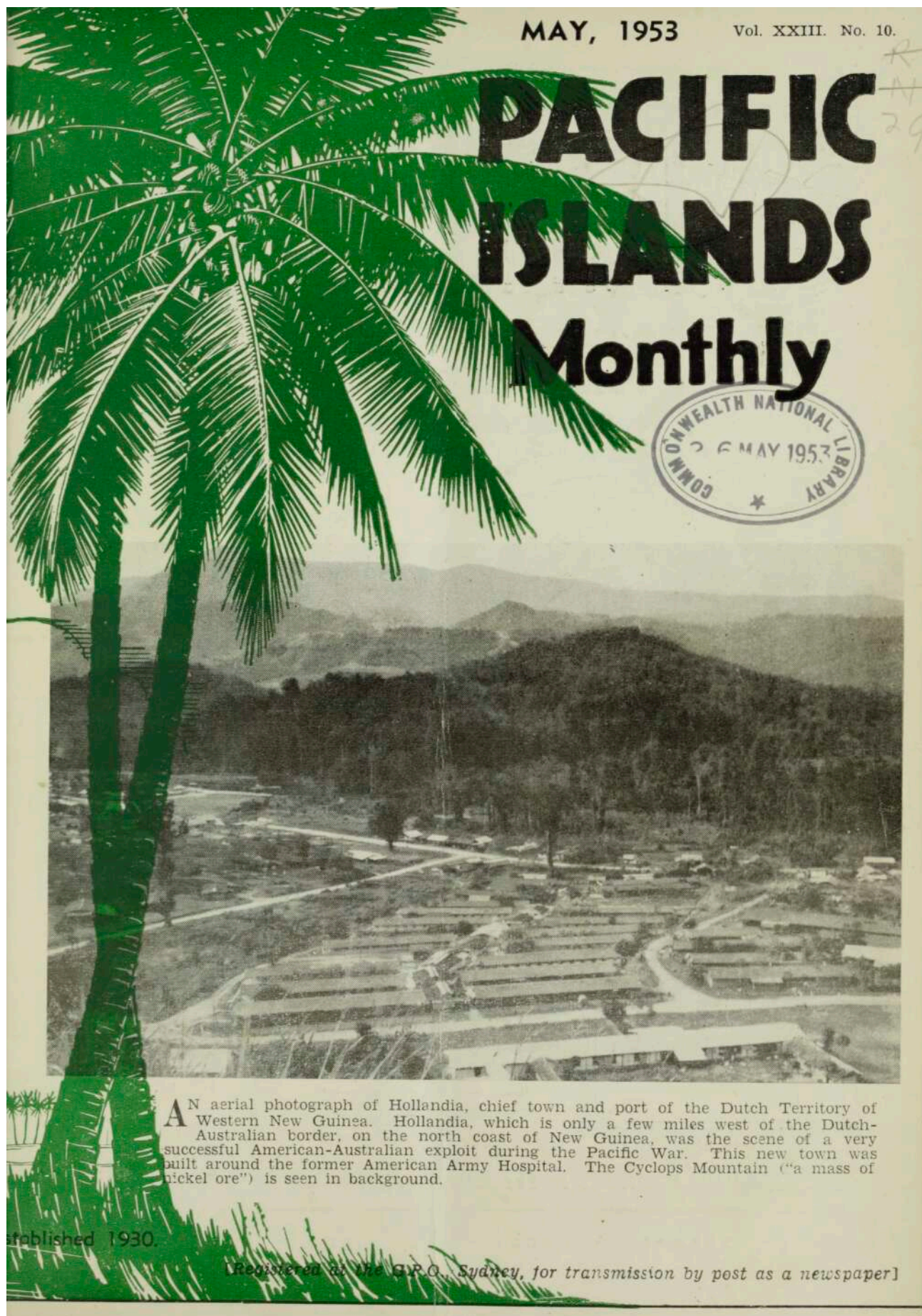
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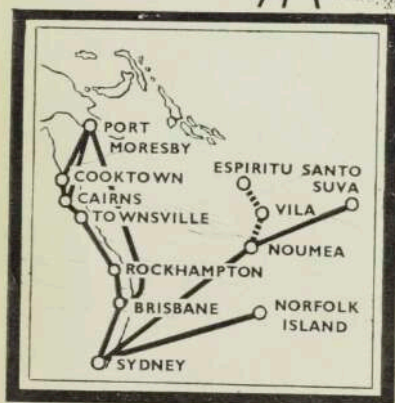
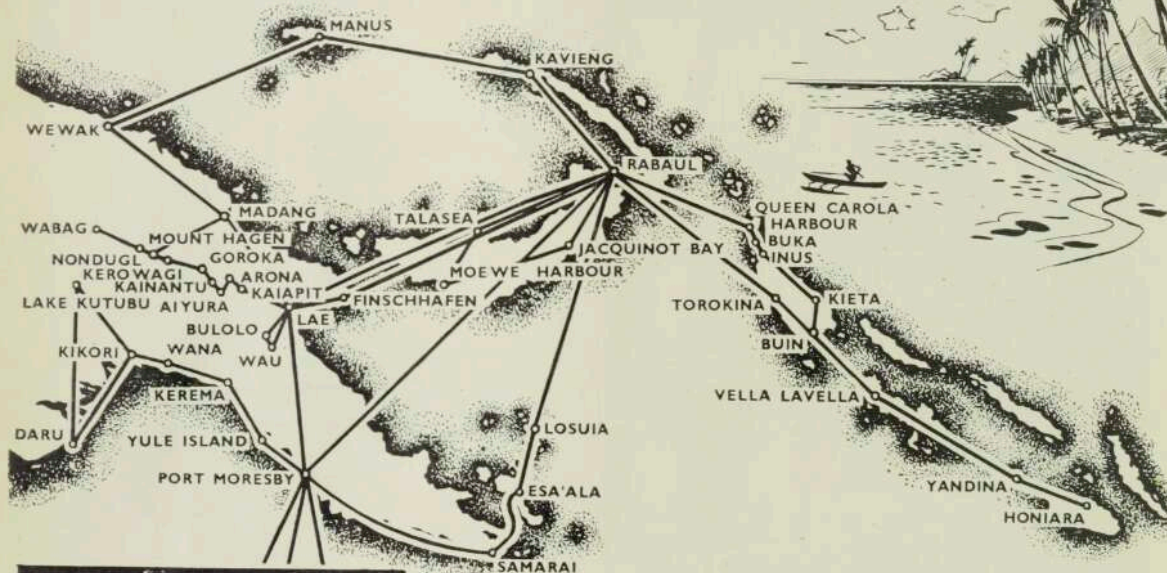
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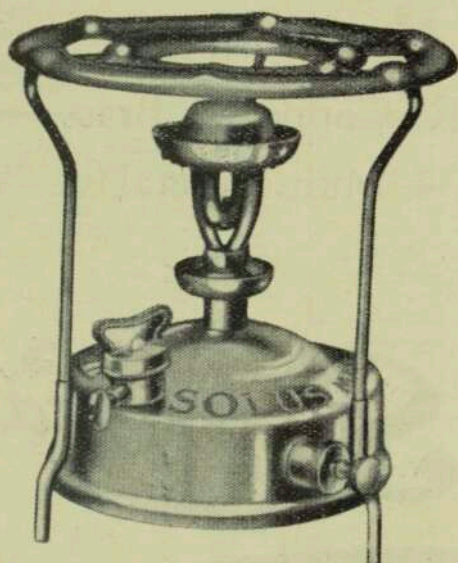
AUSTRALIA'S INTERNATIONAL AIRLINE

PACIFIC ISLANDS MONTHLY—MAY, 1953

P13

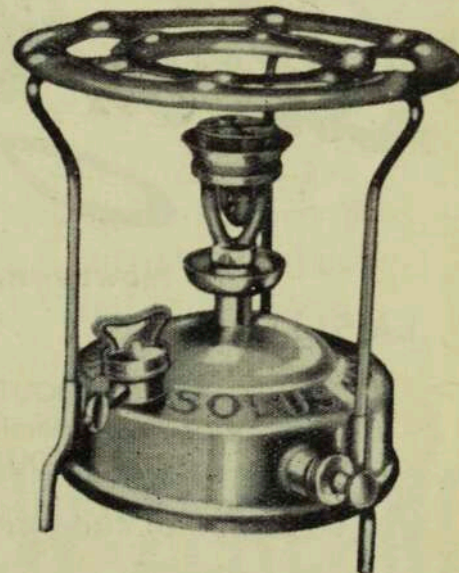
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3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.



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ROARER TYPE**

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SYDNEY

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PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY — MAY, 1953

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Aluminium — Lead — Muntz Metal



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SOUTH AUSTRALIA

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30 Years*

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SHIPPING TIME-TABLES

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

Sydney-Suva-N. America

Canadian-Australasian liner Aorangi (17,500 tons) maintains regular two-monthly sailings—Sydney-Auckland-Suva-Honolulu-Victoria-Vancouver, and return. On arrival at Sydney June 8, 1953, Aorangi will withdraw from service. (See page 15.)

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 departures from Sydney about May 22 and early July.

MV Malekula will leave Sydney about May 15 for Samarai, Rabaul, Manus, Wewak, Madang, Lae, Samarai and return to Sydney.

Mr. Chris Legge, popular District Officer in the Ba District, Fiji, has been transferred to Labasa as District Commissioner Northern. Before he left for his new appointment he was given many farewell parties in Ba, Tavua and Raki Raki. He will be succeeded at Ba by District Officer Hill.

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

MV Shansi and MV Sinkiang, modern 3,000 tons vessels, will leave every six weeks approximately (making a three-weekly service): Sydney-Brisbane-Port Moresby-Madang-Rabaul, Port Moresby, Sydney. Shansi departed from Sydney May 12; Sinkiang on June 5.

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

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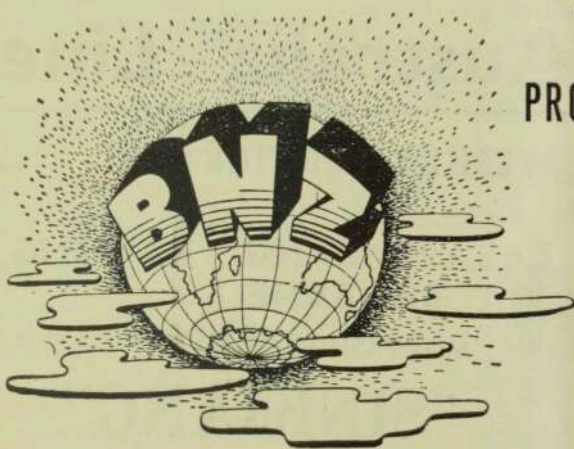
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Cargo carrying capacity: 350 tons deadweight, 550 tons measurement.
Enquiries invited for voyages or time-charters anywhere in the Pacific.

Direct all correspondence and enquiries to the Managing Agent:

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SYDNEY: 75 Pitt St. Phone: BU 1196, BW 7144. Cables: "Beimship, Sydney."
AUCKLAND: G.P.O. Box 2243. Phone: 40-803. Cables: "Beimship, Auckland."



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Bank of New Zealand Branches in the Pacific Islands are located at Suva, Lautoka and Labasa, Fiji, and Apia, Samoa. Also Agencies at Nausori and at Marks Street, Suva.

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 voyages about June 9 and July 7.

Matua scheduled to leave Auckland on May 29; 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 and will provide, for the next several months, a connection between Rarotonga and Aitutaki for the benefit of passengers travelling on TEAL Coral Route. Next sailing: Late May.

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.

Sailed from Sydney on April 28; next sailing mid-June.

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; Tahitiennne, July 5.

Small motor-ships Polynesienn (Messageries Maritimes) and Neo Hebridais (H.

C. Sleight, 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.

PACIFIC ISLANDS TRANSPORT LINE

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

— M.V. "THORSISLE" —

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

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NEW HEBRIDES

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APIA—Morris Hedstrom Ltd.

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PORT VILA—Comptoirs Francais des Nouvelles Hebrides

New Guinea Australia Line

REGULAR THREE WEEKLY SERVICE

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AND RABAU, VIA BRISBANE

WITH THE MODERN MOTORSHIPS

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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
 Arr. and Mon.—Sydney-Nadi (Fiji)-Honolulu-S. Francisco-Seattle-Tland.
 Tues. and Thur.—Return via same route.
 Wed.—Auckland - Nadi - Canton - Honolulu - Fran.-Seattle-Los Angeles.
 Thurs.—Return by same route.

BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)
 Tues. and Sat.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.
 Wed. and first Thur.—Dep. southwards, same route. On second or alternate Thursday, flight commences at S. Francisco.
 Thurs.—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
 Lae, 11.40 pm. Moresby, 6.30 am
 (Wed., Sun.)
 Moresby, 7.30 am. Lae 8.50 am
 connects at Lae with Drover for Bulolo Wau (Wed.); and (Sun.) with DC3 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
 Moresby, 11.30 am. Lae, 1 pm
 (Tue. only), 2.30 pm. Madang, 3.45 pm
 Optional stop.

SOUTHWARDS
 Wednesdays (DC3)
 Madang, 7 am. Lae, 8.15 am
 (Wednesdays (Drover)
 Lae, 12.30 pm. Lae, 1.05 pm

Thursday (DC3)
 9.00 am. Moresby, 10.20 am

Monday, Thursday (DC3)

Monday only Rabaul-Moresby and
 Friday and Thursday Moresby-Sydney.)
 Rabaul, 7 am (Mon.) Moresby, 10.20 am
 Moresby, 10.50 am. Cairns, 2.10 pm
 (Mon., Thu.)

Tues., 3.10 pm. Towns, 4.30 pm
 (night stop)

Tues. (Tues., Fri)
 15 am. Brisbane, 1 pm.
 Brisbane, 1.45 pm. Sydney, 5 pm

Wednesday, Sunday (Skymaster)
 10.30 am. Moresby, 11.40 am
 Moresby, 12.40 pm. Bris., 7.10 pm
 Lae, 8.25 pm. Sydney, 11 pm

NORTHWARDS
 Alt. Saturdays (Sandringham)
 (May 23, June 6, 20, etc.)
 Sydney, 6.00 am. Brisbane, 9.20 am
 Brisbane, 10.20 am. Cairns, 4.35 pm
 (Night stop)
 Cairns, 9.30 am. Pt. Moresby, 1.20 pm
 (Alt. Sunday)

SOUTHWARDS
 Alt. Fridays (Sandringham).
 (May 22, June 5, 19, etc.)
 Pt. Moresby, 6.00 am. Brisbane, 3.00 pm
 Brisbane, 4.00 pm. Sydney, 7.20 pm.

3. N. Guinea Internal Services

Operated by Qantas
 LAE-MANUS (DC3)
 Every Wednesday.
 Dep. Lae, 8 am; Finschhafen, Rabaul, Kavieng, Manus (3 pm).
 Returns Saturdays (dep. 8 am), via Kavieng and Rabaul; optional call at Finschhafen; arr. Lae, 2.45 pm.

MORESBY-DARU (Sandringham)
 Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Wednesday; returning same day (April May 13, 27, June 10, 24, etc.).

MORESBY-EAST PAPUA (Sandringham)
 Alternate Monday Dep. Moresby 9 a.m. arr. Samarai 11.00 am May 11, 25, June 8, 22, etc.
 Alternate Tuesday (following day) dep. Samarai 9.00 a.m. arr. Moresby 11.00 a.m.

PAPUA-NEW BRITAIN (Sandringham)

Alt. Mon.—Pt. Moresby-Samarai-Esa'ala* Rabaul—May 18, June 1, 15, 29, etc.
 Alt. Thu.—Rabaul - Esa'ala - Samarai - Pt. Moresby—May 21, June 4, 18, etc.
 * Calls Esa'ala monthly only.

RABAU-MOEWE HARBOUR

Alt. Tue.—Rabaul-Jacquinet Bay—Linden-hafen-Moewe Harbour-Talasea-Rabaul —May 19, June 2, 16, 30.
 N.B.—The direction of operation changes

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VIA PANAMA

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At any time of the year there's so much to do . . .
watching geysers play in wondrous thermal regions . . .
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tacular big-game waters . . . climbing in the towering
Southern Alps . . . deer shooting in virgin forest . . .
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ing in fascinating fiordlands!



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Air travel will save you days in which to play, let
you see so much more of this scenic wonderland.
And it's so much more comfortable.



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West Pacific. Offices and Agents throughout New Zealand, Australia and the South-
West Pacific.

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

h each service, i.e., each alternate
vice operates Rabaul-Talasea-Moewe
rbour-Lindenhafen-Jacquinet Bay-
baul.

Optional stop.

NEW BRITAIN-BOUGAINVILLE

Wed.—Rabaul-Queen Carola Hbr.-
Buka-Inus-Kieta-Buin—May 20, June
3, 17, etc.

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

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

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

CENTRAL HIGHLANDS (Drover)

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

LAE-BULOLO-WAU (Drover)

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

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

SERVICES BY MANDATED AIRLINES

With headquarters at Lae, this company
s regular services for passengers,
light and mails to all New Guinea
lements.

Dutch N. Guinea-Darwin

By Netherlands Government, with DC3
ekly service, between Darwin and Blak.
iso, new KLM weekly service, calling
Blak, on flight between Manila and
tralia.

5. N. Guinea-Solomons

By Qantas with DC3
3 Flights Every Four Weeks.

Mon. (May 25, June 1, 8, 22, 29, etc.), Lae
(dep. 6 am)—Finschhafen—Rabaul—
Torokina (Bougain.)—Vellalavella—
Yandina—Honiara, BSI (arriving
4.25 pm).

Tue. (May 26, June 2, 9, 23, 30, 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.

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

7. Sydney-Lord Howe Is.

By Trans Oceanic Airways, with Flying-
boats

Six services per month—every Tuesday
and alternate Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.

Alternate Thursdays (May 21, June 4, 18,
etc.) returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham

Flying Boats: May 26, June 9, 23, etc.

Depart: Arrive:
Sydney, Alt. Tue., 6.30 am
Noumea, 3.05 pm

Noumea, Alt. Wed.,	(Night stop)
8.00 am	Vila, 10.35 am
Vila, 12.45 pm	Santo, 2.00 pm
Santo, Alt. Thu.	(Night stop)
6.00 am	Vila, 7.15 am
Vila, 8.15 am	Noumea, 10.55 am
Noumea, 12.30 pm	Sydney, 7.30 pm

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

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wheezing attacks of Asthma and
Bronchitis poison your system,
sap your energy, ruin your
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starts immediately to circulate
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ing the attacks. The very first
day the thick phlegm is dis-
solved, thus giving free easy
breathing and letting you sleep
the night through in peace and
comfort. Get Mendaco from
your chemist or store to-day
under guarantee to stop your
Asthma coughing and to give
you free easy breathing the first
day or money back.

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Union House, 247 George Street, SYDNEY.

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
Noumea, 12 noon	Sydney, 7.00 pm

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's
Sundays—From Auckland double service returning same day.

12. Sydney-Auckland

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

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 Skymaster
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—June 2, 6, 16, 30, July 4, 14, 28.
Return to Auckland on June 3, 8, 17, July 1, 6, 15, 29.

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, May 23, June 20, July 18

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

17. New Zealand-Chatham Is.

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

18. New Zealand-Tahiti

Tasman Empire Airways, Ltd., with Solents

TEAL Service, Auckland-Suva-Apia-Aitutaki-Papeete, is operated with Solent Flying-Boats once every two weeks. Dep. Auckland, Tuesday, 7.00 am. Arr. Suva 2.00 pm. Dep. Suva (Wednesday) 7.00 am, cross International Date Line: Arr. Apia 11.55 am Tuesday. Dep. Apia 2.00 am Wednesday. Arr. Aitutaki 7.10 am. Dep. Aitutaki 9.10 am. Arr. Papeete 1.45 pm. Return by same route every alternate Friday, leaving Papeete 7.30 am.

The next flights leave Auckland May 12, 26, June 9, 23, July 7, 21.

19. Micronesia

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

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"Ai Sokula" is equipped for deep sea towing and carries line rocket gear and towing wires. Available for emergency service.

ISLAND TRANSPORT LIMITED.

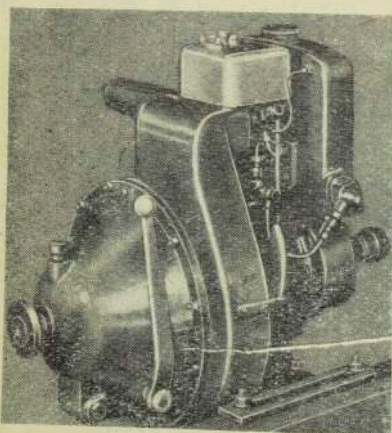
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10 H.P. 1,200 R.P.M. 2:1 or 3:1 reduction including clutch and reverse gear.

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SOUTHERN CROSS ENGINE & WINDMILL CO. PTY. LTD.
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20. Fiji Internal Airways

By Fiji Airways, with twin-engine
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Wednesday.
Suva - Savusavu - Labasa - Savusavu -
Suva: Monday, Tuesday, Thursday.
Lautoka omitted Saturday afternoons
& Sunday.

Approximate Airways Fares

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

FROM SYDNEY TO—	Single	Return	Table No.
Port Moresby ..	£46 11 0	£83 16 0	2, 2a.
... ..	55 7 0	99 13 0	2, 3
Port Moresby ..	64 19 0	116 19 0	2, 3
... ..	80 7 0	144 13 0	5
Port Moresby ..	51 9 0	92 13 0	9
... ..	43 3 0	77 14 0	10, 9, 6
Port Moresby ..	25 0 0	45 0 0	8
... ..	12 8 6	24 17 0	7
Port Moresby ..	60 10 0	108 18 0	
... ..	64 2 0	115 5 0	
Port Moresby ..	47 5 0	85 1 0	12
... ..	47 5 0	85 1 0	13
Port Moresby ..	52 18 0	95 5 0	
... ..	225 9 0	405 16 0	1
Port Moresby ..	270 1 0	502 5 0	
... ..	279 1 0	502 5 0	1
Port Moresby ..	129 18 0	233 17 0	19

FROM AUCKLAND (NZ Currency) TO:

	Single	Return	Table No.
Is. ..	£15 12 0	£28 2 0	11
... ..	35 15 0	64 7 0	1 16
... ..	47 2 0	84 16 0	16
... ..	67 11 0	121 12 0	18
... ..	82 10 0	148 10 0	18

TRAVELLERS FROM P-N-G

BRISBANE, May 10.
On the *Bulolo*, going South, I
noticed Mr. E. C. Skelly, old-
timer from Samarai; Jack
Carthy, of Kikori, out of Papua
the first time in eight years—
is an English Army man who
went through the Buna show; Bert
V., of Native Affairs; Archie
McIntyre; and last, but not least,
the old lady Mrs. Thompson, wife
of Archdeacon A. J. Thompson, on
his way to Melbourne.
Mr. A. L. Simpson, of Bulwa, New
Guinea—who went first to the
Territory in 1926—is on holiday in
Queensland at present, and will not
return to New Guinea before the
end of the year.—*Special Corre-
spondent.*

Public Market at Koki, Port Moresby

AT the suggestion of the Port
Moresby Advisory Council the
Administration will erect a
public market on the Native Reserve
along the Koki foreshore.

A public market has been needed
at Port Moresby for a long time.
Residents have envied their Rabaul
contemporaries the fine supply of
fruit and vegetables available at
the native market in that town.

A building at Koki will not pro-
duce vegetables, but it may en-
courage native growers to develop
a regular trade instead of the casual
system of distribution now prevail-
ing.

NEW RECORDS IN FIJI'S OVERSEA TRADE

DURING 1952, Fiji's overseas
trade reached new records—
imports were £12,000,000 and
exports nearly £11,000,000. There are
"invisible" earnings which partly
take care of the apparent gap of
£1,000,000.

In these days of shifting values,
such statements often mean little.
From the viewpoint of sound
economics, trade movements should
also be stated in quantities. How-
ever, so far as can be ascertained,
there have been satisfactory in-
creases in some of the chief exports.

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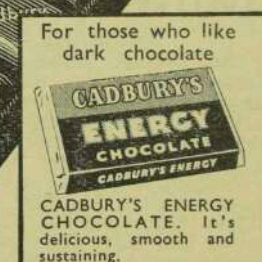
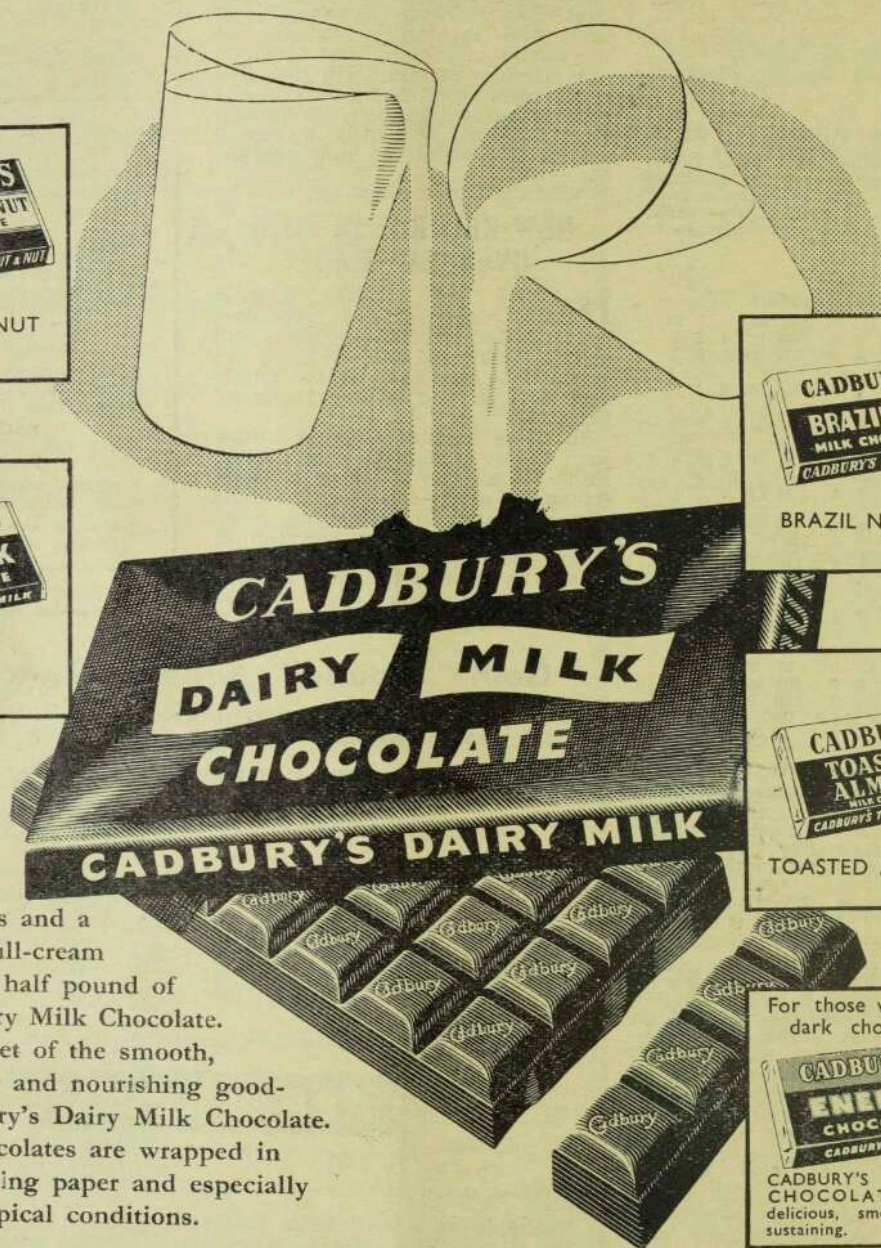
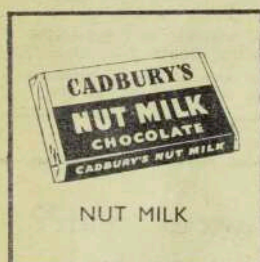
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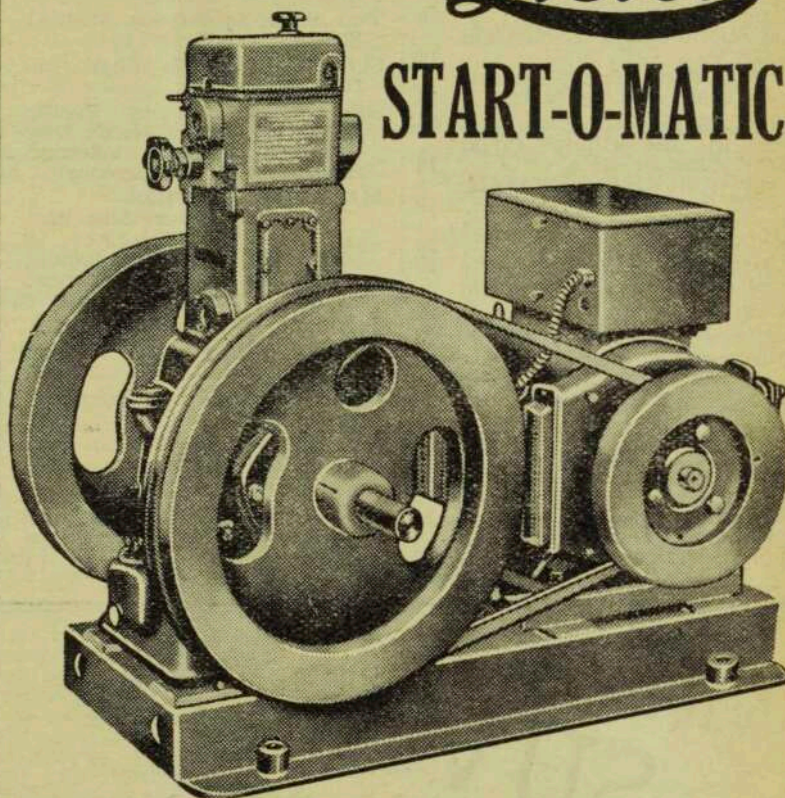
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All main trading firms and stores in the Pacific Islands.

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MAY, 1953

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SOME USEFUL ACHIEVEMENTS AT NOUMEA IN APRIL

MUCH that is likely to be of direct benefit to the South Pacific Territories, in the fields of administration, commerce and social service, was accomplished in Noumea during April. Some of the decisions taken may yet be accepted as milestones marking the march of progress in the Islands.

The Second South Pacific Conference (when 60 men and women, representing native communities in Island Territories, met in Noumea) was much more valuable than the First Conference, held in three years ago. The Islanders have acquired a clearer idea of the purpose and structure of the South Pacific Commission, and of the way in which their Conference fits into it; and this time they came away with something to say, and with plans to submit.

They had more confidence, not only in themselves, but also in the facts advanced by the European administrations, with the net result that when the recommendations of the Conference reached the South Pacific Commission (in session immediately after the Conference) the Commissioners found they had been supplied with a programme, some of which was very constructive, and all of which was worthy of their serious consideration.

An example of how the native peoples are likely to react to all that was seen in Port Moresby, when Papua-New Guinea delegates arrived, and discussed their im-

pressions with Administrator D. M. Cleland. They commented on the atmosphere of friendship which they had found, and which they thought opened the way to greater co-operation between the Territories; and they were impressed by the interest which the people of other Territories showed in the social services and dietary research being carried on in Papua-New Guinea.

Much was accomplished in the Conference hall, and in the list of resolutions which was finally arranged for presentation to the Commission. But there was more lasting value in what happened outside of Conference hours, in the hotels and dormitories, where Polynesians, Micronesians and Melanesians, from near a score of different Island countries, met under the happiest social conditions, and learned how closely they are united by similar conditions of life, and a common destiny. All this has tended to build up the morale of the more backward people—the Melanesians.

ALTHOUGH its session was comparatively short, the Commission did some very important work. It gave sympathetic, preliminary consideration to the recommendations of the Conference; it dealt with the vocational training proposals of Dr. Harlow; and it gave effective shape and impetus to a plan under which the war against the Rhinoceros beetle—which recently has invaded Tonga, Fiji and

some sections of New Guinea—will be prosecuted on a Pacific-wide basis. (Details published on another page).

The menace of this beetle cannot be exaggerated. The coconut palm is the essential unit of Pacific Islands economy. Most Territories have an alternative industry or two—such as gold, cocoa, shell, sugar, coffee—but practically every one of them depends in some degree on its income from the sale of copra. Anything which strikes at the health of the palm strikes at the general well-being of the Islands. The rapidity with which the beetle has spread recently is the most alarming development in the Pacific Islands since the Japanese invasion.

It was a fortunate circumstance that the Chairman *pro tem* of this session of the Commission was Sir Henry Milne Scott, of Suva, and that Sir Henry was acting as deputy for the Governor of Fiji (Sir Ronald Garvey). The Governor is putting great drive and energy behind the Fijian attack upon the beetle; and Sir Henry, as a director of large commercial organisations, was fully conscious of the need for immediate practical action—there was no time to await consultation with the heads of six Governments. On behalf of the Governor, Sir Henry offered £10,000 Stg. to finance prompt action; and, as Chairman of the session, he urged the Commission to accept the money, and get busy.

The Commissioners needed no urging, however. With the funds thus made available, they were able to give their energetic Secretary-General *carte blanche*; and Sir Brian Freeston had his team in action before the session ended.

That is the sort of thing that appeals to the imagination and the heart of non-official observers. Planters and merchants can be assured that everything possible is being done to deal with the Rhinoceros beetle.

THE Commission is now fully aware that, in the general field of its obligations, its most important duty is the provision of some machinery through which education—and more especially technical training—can be carried to these Islanders, who are so heavily handicapped in this respect by their multiplicity of languages.

Therefore, at this session, it gave high priority to the notable report by Dr. Harlow on the proposed central vocational training institution. Dr. Harlow strongly endorses the plan to establish in Fiji an initial training centre, so as to provide a prototype for other Territories, and to assist Governments and Departments in assembling data in relation to cost, operation, etc.

Dr. Harlow has based his estimates on an establishment for three faculties—technology, agriculture and forestry, and social studies—best suited to Islands needs; and he indicates that the capital cost of providing land, buildings and equipment for such an institution in Fiji would be about £500,000 Stg. It seems a great deal of money; but it really is small, compared with what some Governments are now spending on "native welfare"—and vocational training probably is the most important thing now to be considered in relation to the future of the Islanders.

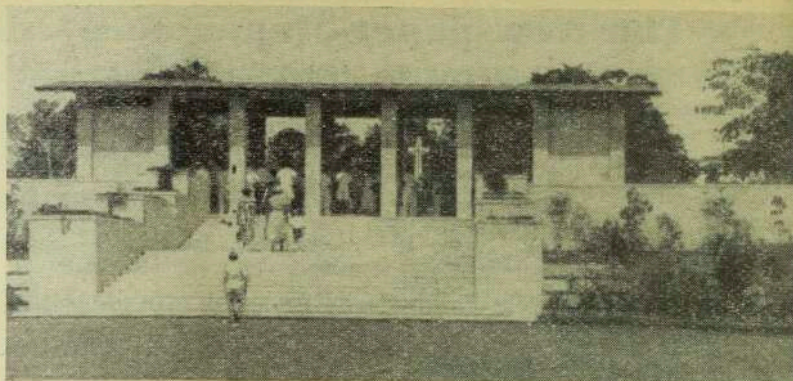
The Commission has asked its Research Council to study the report; and the report also is being submitted to the six member Governments, so that recommendations can proceed from that point, on an inter-Governmental basis.

It was a notable session of the Commission. The Senior Commissioner for France thanked Sir Henry Milne Scott for the way in which he had controlled the sittings; and Sir Henry expressed his appreciation of the co-operation, understanding, support and courtesy which he had received from the Commissioners.

† Mr. and Mrs. Jack Barber, who celebrated their Golden Wedding Anniversary in Fiji last year, are leaving Fiji permanently after 45 years in the Group. Mr. Barber has been a successful farmer and plantation owner.

† Mr. W. C. Gee, Divisional Engineer, Overseas Telecommunications Commission, Port Moresby, returned there in April after recreational leave.

Anzac Day—New Guinea



The fine entrance to the Australian War Cemetery at Lae, New Guinea. The whole area, built and maintained by the War Graves Commission, is a magnificent park and in time the Botanical Gardens, now taking shape under the direction of local personnel of the Department of Agriculture, will make this Lae's green belt. This photo was taken on April 25 when Lae's residents were gathering on the green lawns beneath the cross seen through the archways, where in company with thousands of Australia's war dead, they participated in a simple but impressive service. After the service, ex-servicemen retired to their club and during the rest of the day celebrated in a manner

peculiar to the Australian servicemen of any war.

On Anzac Day similar observances took place all over Papua and New Guinea—but Lae has the edge on all other Territory towns in possessing the finest Returned Servicemen's Club—perhaps the finest club of any sort in the Territory. Built on the edge of the terrace, members can, if they wish, sit out on an enclosed lawn to drink their beer. Lae "flat" falls away at their feet, and beyond, the ocean. To the original part of the club buildings has lately been added a very fine ballroom in which polished New Guinea timbers have been used effectively as an interior finish.

P-NG Leg. Council Churns Out Bills

But No One Knows if They Are Law, Says Mr. James

DURING an adjournment of the Legislative Council at its May session in Port Moresby, Mr. E. A. James, elected member for Papua, called for an "Armistice on Lawmaking." He said that since the Legislative Council had come into being at the end of 1951, the Council had passed over 200 ordinances. However, he defied anyone to know which of the measures so passed had received the various assents—and approvals that were necessary to make them Territory law.

He said that of the 29 Bills before the present session, 11 of them were devised to correct previous bills. To his mind this was the result of hasty legislation.

He also begged that someone be detailed to prepare a workable index to the volumes of the Consolidated Laws of Papua—and the Consolidated Laws of New Guinea—which were prominently displayed in the Council Chamber. He said that occasionally he had been able to find something in these volumes but that was in spite of, rather than because of the assistance given by the index supplied at present.

PIM REPRESENTATIVE NOW STATIONED IN FIJI

THE Auckland representative of the *Pacific Islands Monthly*, Mr. James P. Shortall, will arrive in Suva in May, and will be stationed in Suva for some months as correspondent of the *Pacific Islands Monthly* and business representative of Pacific Publications Pty., Ltd. Mr. Shortall is a well-known writer on Islands affairs.

Until office accommodation has been arranged, Mr. Shortall may be contracted in Suva at the Grand Pacific Hotel, or through Steel's Central News Agency, Suva.

NEW HANDBOOKS

During his stay in Fiji, Mr. Shortall will do much of the work of compilation of the new *Handbook of Fiji*. Pacific Publications Ltd. will publish, before the end of 1953, two Handbooks which are now much in request—one covering Papua and New Guinea, and one covering Fiji. They will contain all the usual official and statistical information, lists of traders and a Directory of Residents, arranged according to administrative districts.

The compilation of the *Handbook of Papua-New Guinea* is now well advanced. The compilation of the *Handbook of Fiji* will follow immediately—and the latter should be in circulation before the Royal visit in December.

Just. Duty May Be Abolished on Papuan Rubber

(See also article on page 83)

R. B. E. FAIRFAX-ROSS, President of the Planters' Association of Papua, announced in April that his organisation would ask the Federal Government to abolish the duty of 2d a pound on papuan rubber entering Australia. This followed Mr. Hasluck's announcement on willingness to apply GATT for additional preference Territory products. (See article timber, page 29 this issue).

Commenting on the Minister's statement, Mr. Fairfax-Ross said the lifting of the 2d a pound duty was particularly needed at this time as Australian manufacturers were now chiefly interested in low-grade rubber.

The Papuan Rubber Pool in Australia informed the Association that it could place 568 tons of rubber for immediate delivery. The order comprised 25 tons at the No. 1 price; 100 tons at the No. 2 price; 225 tons at the No. 3 price; and 235 tons at the No. 4 price.

The price will be averaged over the whole shipment to give an equal return to all growers.

Australian Minister and Papuan Rubber Production

A CONFERENCE held in Canberra on March 25 had ironed out many of the difficulties surrounding rubber production in Papua, the Australian Minister for Territories (Mr. Hasluck) told reporters on March 26.

He said there was room now for investment in Papuan rubber production; that such production was in the national interest, "strategic reasons"; and the potential of rice, fibre and tea in New Guinea was "great."

But that was all he did say. Until investors are convinced that Papuan rubber production is going to get, in Australia, a much fairer deal than it has had in the past, they will be pardoned if they remain a little shy about the "potentialities" of rice, tea and fibre.

Mr. S. Elliott Smith has taken over as District Commissioner at Moresby in succession to Mr. B. C. Bramell, who now goes as to the Northern District with headquarters at Popondetta. Mr. Elliott Smith was formerly DC at Popondetta but had been on re-creation leave in Australia.

HOTELS POSITION IN FIJI

Tourist Industry Wants More Accommodation in Suva

SUVA, facing the opening of a new and very promising tourist season, with a Royal visit in the following December, remains desperately short of hotel accommodation. The five licensed houses available (McDonald's was wrecked by the 1952 hurricane) even now cannot house all travellers, and they have to fight continuously to keep house-hungry Suva residents from settling in on them as "permanents."

Messrs. Morris Hedstrom, Ltd., some time ago, began to construct the foundations for their proposed 5-storeyed building (shops, offices and modern hotel) facing Victoria Parade. This is no light job—in this area the piers must go down to find the solids.

Rumours were circulating in Auckland and Sydney, in early May, that MH Ltd., appalled by the growing difficulties of assembling material and builders, had decided to cease building when two storeys (shops and offices) had been erected, thus abandoning the hotel plan. The PIM cabled Suva for any authoritative comment on these reports. The Managing Director of Morris Hedstrom Ltd. (Mr. H. E. Snell) replied: "Rumours without foundation."

FUTURE OF "McDONALDS"

The hurricane-devastated area, facing the western end of Victoria Parade, in which McDonald's Hotel was situated, is owned by Burns Philp and associated interests. The latter have been giving much thought, in recent months, to the question of rebuilding this section, including a modern hotel structure to take over the McDonald's Hotel license. Funds are available; but the cautious BP people will not commit themselves to a programme which might easily involve £500,000, unless they can get some firm quotations in relation to building operations. A visit to Sydney in early May, by Mr. Les Martin, a partner in Messrs. Pearce and Martin, is believed to be connected with plans for a new McDonald's Hotel.

The chain of Fijian country hotels owned by Northern Hotels Ltd. has been extended lately; and there are new and well-conducted hotels at places like Deuba and Tavua. But those who hope to see Fiji enjoying tourist revenues running into seven figures will not be happy until those new Suva hotels take definite and final shape.

AORANGI FOR SCRAP HEAP

ASAD fate awaits the well-known trans-Pacific liner *Aorangi* when she arrives in Sydney from Vancouver on June 8—it will mark the end of her active life and shortly afterwards she will leave for the UK where she has been sold for scrap.

Her normal crew will take her to Britain.

Except for the war years when *Aorangi* played an important role in Singapore and later in European waters she has been on the Pacific service since 1925.

Her age, her size, post-war conditions demanded by Australian maritime unions, dollar shortages and the introduction of trans-Pacific air transport have all combined to make her run unprofitable since she resumed service in 1948. When she leaves the Pacific next month, for the first time in maybe three-quarters of a century there will be no regular passenger service from Australia to North America.

OMATI—DEEPEST HOLE IN SOUTHERN HEMISPHERE

AUSTRALASIAN Petroleum Co. Pty., Ltd., and Island Exploration Co. Pty., Ltd., report that their test at Omati, in Papua, reached a depth of 13,254 feet by May 10. This is almost 2½ miles deep and is the deepest hole so far drilled in the Southern Hemisphere.

It beats a hole drilled in Brazil, which previously held the record, by over 40 feet, and is still going deeper.

Senator Kendall in a Vital Role

MANY people in Papua-New Guinea would note with pleasure, soon after May 9, that the re-election of Senator Roy Kendall, of Queensland, was considered certain. He was the third man on the Liberal ticket; and his return (and Australia's immediate administrative future) depended entirely on whether Queensland (electing 5 Senators) went for or against the Menzies Government. Queensland decided for Mr. Menzies, which meant that three Senators would be pro-Menzies, and two Labour.

Therefore, the former New Guinea sea-captain not only was re-elected; but, as the Liberal-Country Party's Senate majority now is only two, he may be regarded as the Government's most cherished possession.

Some South Pacific Coronation Activities

Rarotonga's Gift

TO represent Cook Islands at the Coronation, Makea Nui Ariki ((native ruler of Rarotonga) and her husband, Tau Mataiapo, have gone to England by air, via Fiji and USA. Before they left, Mr. G. Nevill (Resident Commissioner for Cook Islands) handed to the Makea the Cook Islands' official Coronation gift to Queen Elizabeth.

This consists of two large and exquisite mother-o'-pearl shells,

pagne Royal Cocktail will be posted to all Qantas catering personnel along the routes, and all Flight Stewards will mix this "Speciality de Jour."

A delectable menu has been prepared, so all passengers may happily celebrate the Coronation though thousands of feet in the air.



mounted on a base of tamanu, a rare and beautiful native wood. One shell is carved with a likeness of Captain Cook; the other with a representation of one of the great double-canoes in which the Polynesians first voyaged southward to New Zealand.

The shells were shaped and polished by Mr. Ronald Powell, an Englishman long resident in Rarotonga, who specialises in this delicate and intricate art. The actual engraving was carried out by Mr. Powell's two highly-skilled Polynesian craftsmen.

BSI's Stamp Issue

CORONATION Stamps, value 2d, will be released for sale at Honiara, Gizo, and Auki, British Solomon Islands, on June 2, and will remain on sale for six months. To allow posting of first day covers, those post offices will be open briefly on Coronation Day.

Qantas Provides "Free Drinks"

AMONG other special measures to mark the occasion, Qantas have arranged that passengers who fly on the Company's routes on Coronation Day will not be charged for drinks. Champagne, liqueurs and brandy will be served as part of "a delectable menu."

An exciting recipe for the Cham-

Do You Remember ?

From PIM of
20 Years ago.

PAPUAN rubber planters, after their technical triumph of a few months earlier, were unhappy again in May, 1933. With copra planters, of course, unhappiness had long become a habit. But air companies and gold mines were making handsome profits and New Guinea had got its first Legislative Council—though we indicated, editorially, that we did not expect that it would do them much real good.

Here are some of the other things we published in the issue of May, 1935:

"A number of Talkie pictures have been exhibited in Rarotonga recently but owing to the absence of the necessary equipment have appeared as ordinary silent films.

They are hard to understand as they are devoid of captions. Mr. W. Browne has decided to install talkie plant in his theatre and the first sound picture is being awaited with great interest by the native people."

Newspapers—including the PIM—apparently had much more spare space in those days (and printing paper was about 3d per lb in comparison with 2/- to-day). Therefore, we were able to devote the whole of page 7 to a lengthy description by the late (and wordy) A. J. Vogan on how to resuscitate after shock. Perhaps he, and we, had harassed planters in mind. He said that suicide by gas-poisoning was greatly on the increase in England and America but this, fortunately, was beyond the reach of owners of plantations.

A Solomon Islands resident who evidently believed in the blessings of isolation, wrote complaining that the steamer services between Australia and BSI were too frequent—he said that it was gross extravagance that planters and business men in the Group had to "dance attendance" on steamers 10 times a year now instead of eight. He said that although it was "very nice" to receive mail 10 times per annum, it was of no real benefit to the coconut industry.

Dr. Loftus Hills, a geologist, had arrived in Suva and had been met by Mr. Pat Costello whom we described as a well-known mining man. It was believed that Dr. Hills was in Fiji to inspect areas near Tavau where colours had been found, although Fiji's biggest gold find, we said, was on Vanua Levu. Dr. Woonough Australian Government geologist, who had

J. A. Johnstone of BSI Leaves for Coronation

MR. J. A. JOHNSTONE, MBE one of the two BSIP official representatives at the Coronation, left Honiara by Qantas on April 14. He will spend some weeks in Sydney before going on to the UK.

Mr. Johnstone, who was born in England, was one of the original Anzacs. He went to the BSI in the early 20's and was one of the party which went to Malaita to restore

recently passed through Fiji had given the opinion that Fiji was not old enough to produce a substantial find of gold.

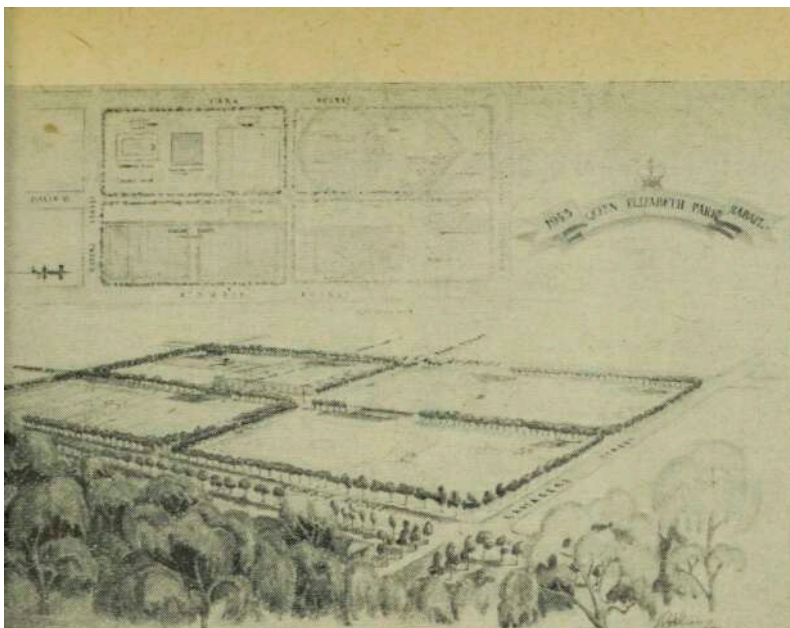
Japanese "mystery ships" were reported over a wide area of the SW-Pacific. One had been arrested at Thursday Island another sighted in Torres Strait, a third had made a raid on trochus beds in Bougainville and there seemed to be two in the Solomons area. One of the last described as being of peculiar build, of 25 tons with triple engines and powerful wireless, was wrecked near Ontong, Java. The ships were generally supposed to be shell poachers but some people, even then suspected them of even more ulterior motives. History has shown that the Japanese combined the business of poaching with useful spying.

More trouble was reported from the area between the Papuan border and Surprise Creek, New Guinea, where Patrol Officer J. K. McCarthy (in 1953 District Commissioner of New Britain) was tracking down the murderers of Naylor and Clarius. P.O. McCarthy had taken 11 prisoners and was on his way back to the patrol post when the party was ambushed. He collected an arrow in the stomach and another in the thigh; six of his police boys were hit; and five of the prisoners killed in the fighting. Mr. McCarthy was able to rally his police-boy and they beat off the attack. They eventually got back to base where one of a police-boy were taken to hospital at Salamaua.

The Minister in Charge of Australian Pacific Territories, Major C. W. C. Marr and party, toured Papua and New Guinea in April and May 1933 and on May 4 at Rabaul, formally opened the first session of New Guinea's first Legislative Council.

Papuan rubber planters were still in trouble. Although they should have been receiving back from the Commonwealth Government the 4d per pound duty which was to have been collected on their rubber when entering Australia, they had, in fact, received nothing as the Australian manufacturers were holding the rubber in bond and the Customs Department was collecting nothing. They told Minister Marr when he was in Port Moresby that unless something was done immediately the Papuan rubber industry would soon cease.

Robusta coffee was bringing about £80 per ton; top grade Arabica £79 per ton. Accra cocoa was £30 per ton, Trinidad £35 per ton.



An artist's impression of the Queen Elizabeth Park which Rabaul residents are planning as a permanent Coronation memorial. The park is to be divided into four sections, each bordered by trees. In the top left section there is room for a swimming pool, bowling green and four tennis courts, as well as stands and picnic areas. The top right section contains cricket and baseball fields. Bottom left, rugby football fields; and, bottom right, soccer fields, basketball courts and more picnic areas. The whole park will cost about £5,000 to recondition—the present sports ground will be incorporated in it. The whole area is bounded by Yara Avenue, Kamarere St., and Court St.

der after the murder of Bell and lies in 1925.

After the Japanese occupation of Lae in 1942 he and several others fled away in a small vessel and, after a hazardous voyage, reached New Hebrides. Mr. Johnstone served with the rank of Major in the British Solomon Islands Labour Corps. He is one of the most respected and popular Protectorate residents; his selection as official representative at the Coronation has been warmly welcomed.

WHO GETS THE BAND?

RABAU will have a week of the usual festivities to mark the Coronation—a procession of floats, fireworks, tree-planting, dinner and ball—and in addition, as a permanent reminder of the occasion, a reconditioned sports-ground.

Plans are to level the ground, in the process to remove some of the buildings that encroach upon it now, build tennis courts, baseball field, cricket pitches, etc., and erect memorial stones on which will be recorded the names of New Guinea residents, military and civilian, who lost their lives during World War II.

The whole project will cost about £5,000; and £700 of this has been granted by the Administration and the rest will be raised locally. A levy, with 2,000 £1 tickets and a prize of a trip to Japan and Hongkong, and £100 spending money now being organised towards the project.

But one thing that Rabaul thinks

it will have for the Coronation celebration—and probably will not have—is one of Port Moresby's two bands. Both Rabaul and Lae have asked for the second band. Rabaul thinks it has got in first; Lae says it definitely will have the band.

And a band is not to be sneezed at in these parts.

Lae will telescope most of its celebrations into two days—which will probably disorganise the labour less and please businessmen more. They will name a new roadway Coronation Drive.—JT.

At the end of April, the following donations had been made towards the Fund for the Reconstruction of Queen Elizabeth Park, Rabaul:—

Administration Grant	£700 0 0
Mrs. Una Adams	50 0 0
The Estate of the late Harry Adams	50 0 0
Rabaul Basketball Association	50 0 0
Mr. J. K. McCarthy	10 0 0
Mr. M. Orken	3 3 0
Mr. D. Barrett	10 0 0
Mr. R. Elliott	5 0 0
Mrs. Fudge	10 0 0
Mr. F. Boisen	15 0 0
Mr. W. J. Reid	20 0 0
Mr. J. T. Allen	20 0 0
Miss M. Egan	3 3 0
	£946 6 0

MADANG PLANS

The citizens of Madang are building a pavilion at the Sports Ground to commemorate the Coronation; this is being financed entirely by the townsfolk. The necessary building materials have been donated, and artisans are giving their services in erecting and painting the structure. The pavilion will seat 200 people, and

is to be fully equipped with dressing rooms and showers.

The Administration is likewise creating a permanent "Coronation" asset in the form of a two-mile marine drive to be called "Coronation Drive." It will give the town a beautiful marine roadway which will be planted on each side with peltophorum trees. The work is being done by the District Services Department without dipping into official "Coronation Funds," and is expected to be finished in time for the Coronation celebrations.

NZ ISLANDS REPRESENTATIVES

New Zealand Islands Territories representatives to the Coronation were selected in April—Flight Sergeant Marama Nicholas, of Cook Islands, Wartime member of the RNZAF; and Bombardier Eric Groves, of Western Samoa, who had almost five years' service in the Second NZEF.

Eruption on Long Island

AN eruption began on Long Is., 100 miles off the Madang coast, New Guinea, about May 9. The eruption is occurring in Lake Wisdom, itself a volcanic crater, 500 feet above sea level.

District Commissioner C. Bates, from Madang, and other Government officials, flew over the lake and inspected the disturbance. Some 370 natives who live on the east coast of the Island have been evacuated by ship to the NG mainland at Paldor.

WARIA SYND. CLAIM UP FOR HEARING

THE claim by powerful American and Swedish interest for recognition of claim for land which it says it has rights over in New Guinea (see Feb. PIM) will come before Mr. C. P. McCubbery (Commissioner of Titles) in Port Moresby on May 25.

A concession over a large section of NG mainland was granted in July, in Berlin, to Waria Syndicate, formed by Heinrich Rudolph Wahlen. After World War I, a large proportion of Wahlen's Waria Syndicate shares were sold to Ragnar Erfass, Swedish national, of Stockholm; but the Warburg family retained its interests. In 1922, the Administrator, Rabaul, informed the syndicate that the Australian Government did not recognise the concession. Consequently, the German interests in the Waria Syndicate were not expropriated.

The Morobe goldfield (which is in the area claimed by the Syndicate) was opened up under leases granted by the Australian authority.

The Warburg-Erfass interests were preparing to bring their claim before the International Court at The Hague when World War II broke out.

THE EDITORS' MAILBAG

Advocate for Square Bananas Back in New York

Mrs. Elizabeth S. Williams of New York, former Recreation Director of the American Red Cross Hospital Service in the South West Pacific during the Pacific war, and later well known through her travels by unorthodox means throughout the Islands, writes interestingly from New York.

Mrs. Williams has just completed a lengthy lecture tour in the States, speaking at public gatherings and before television and radio. Since leaving Fiji she spent a period as a voluntary worker at a leprosarium in India and later this year she will attend a leprosy conference in Madrid, then return to India. She is at present completing a travel book, illustrated with her unique sketches and cartoons.

Her letter was accompanied by the January issue of the New York Botanical Garden's publication *The Garden Journal*, in which is a hand-illustrated article by Mrs. Williams entitled "Plants as food in the South Pacific." Her sketches depict all the principal native food plants and fruits of the Islands.

Last year PIM published one or two articles, written by this indefatigable traveller—in one of which she advised Fiji to grow a square banana so that it would fit more easily in the square cases used.

Wong You—Under His Own Steam

Mr. Wong You, best known and respected merchant of Kieta and Buka Passage, writes to take us to task for printing the popular version of his success story (PIM for April). He says that he was not brought out by the Germans under any indentured labour scheme to work in New Ireland, but that as a lad of 17, in 1912, he went out under his own steam, paying his own fare and seeking employment on his own behalf on arrival in the Territory.

He worked at Fileba Plantation for a couple of years in a minor overseeing capacity; then at the Kavieng Hotel for another couple of years, before striking out on his own in Bougainville—where he has been ever since, and where he now owns and manages the largest retail distributing organisation in the area.

Mr. Wong You says that liquor may be bought at the Wong You stores; but it may not be lawfully consumed by the buyers on the premises. The only people who consume beer on the Wong You verandahs are his guests.

Deportation of Fijians

The ruthlessness with which Fijians, and Islanders of similar status, are deported from Australia as prohibited immigrants, often has been commented upon by this journal. Recently, we sent to the Government of Fiji a newspaper report of the case of Semesa Delana, 28, a Fijian charged in February in Brisbane with being a prohibited immigrant, and sentenced to six months' imprisonment, pending deportation to Fiji.

We have received from the Acting Colonial Secretary of Fiji a letter dated April 21, in which he says:

"I appreciate your interest in the question of the entry of Pacific Islanders into Australia; but as far as Fijians are concerned, the Commonwealth Government's restrictions on immigration are fully endorsed by this Government and also by the leaders of the Fijian people.

"In fact, the emigration of Fijians from the Colony is also very strictly controlled; and only recently the Fijian Affairs Board specifically asked that the Australian authorities take steps to deport to Fiji any Fijian 'who has deserted his ship, stowed away, or is in Australia without a permit.' The reasons for this control are to protect unsophisticated Fijians from being exploited overseas and also to ensure that their families and dependents are not neglected.

"Fijians who wish to follow approved courses of study in Australian institutions are, of course, officially sponsored, and enter the Commonwealth with the full approval of this Government."

Suvarrow's Crusoe

Some time ago Dutch yachtsman Dirk Tober reported on arrival at Auckland that he had made a call at Suvarrow Island and, departing, had lifted the lone resident's accumulation of mail—one letter—for posting in Apia.

Extracts from the letter:

"There's a month's hard work around the camp (ex-meteorological observer's quarters) alone, cleaning up and repairing. In the meantime I'm living on biscuits, coconuts and coffee until I get the kai-room and cookhouse fixed to my satisfaction—then I can set about doing a bit of cooking.

"Rats are plentiful: my old cat brings in three and four nightly. The pigs are wild, after being chased by the *Mahurangi's* passengers, who failed to catch any but said there was no female in the four they saw. They are a nuisance, and it will mean putting a fence round the garden."

BSI TAX CHALLENGE FAILS

HONIARA, May 11.

THE action in which Mr. R. C. Symes, planter, challenged the authority of the British Solomon Islands Government to impose income taxation was dismissed by Judicial Commissioner W. T. Charles in a reserved judgment on May 11. He held that the Income Tax Regulation was valid, and within the legislative power conferred by the Pacific Order in Council 1893, on the High Commissioner.

In the case of Blomqvist versus Hay, connected with war disposals goods, the same court held that K. H. Dalrymple Hay Pty., Ltd. had broken its contract to sell Marston matting to the plaintiff. Plaintiff was awarded specified damages of £17,000, representing loss of profits. The Court reserved in favour of the plaintiff determination of its entitlement to damages arising out of its breach of contract with the Swedish Royal Air Board, and the owners of the vessel which it had chartered, such breaches of contract being the result of defendant's breach of contract with the Company.

A stay of execution was granted defendant.

Mr. Devenish Meares, instructed by Mr. P. F. Galvin, of Sydney, appeared for R. C. Symes in the taxation case, for K. H. Dalrymple Hay Pty., Ltd., in the other case. Mr. Jacobs, of Sydney, instructed by Mr. D. F. Jones, of Rabaul, appeared for Erland Blomqvist (Aust.), Ltd.

At the conclusion of the sitting, Mr. Charles (who was on the point of leaving BSI for Hongkong, where he has been appointed to the magistracy) was formally farewelled by the Territory's law officials and compliments were paid to the service he had rendered the Territory since he assumed duty in Honiara in 1946.

PEACE IN INDO-CHINA COULD MEAN CHEAPER RICE

IT may appear that events in Indo-China, where the Chinese Reds have been providing the French with a first-class problem in defence, have only a general interest for the Pacific Islands.

But if the war there should cease—and the sudden retirement of the Reds from Laos this month may have some significance—and Indo-China is permitted to make an economic recovery, the Pacific supply of rice may be greatly changed. In the opinion of experienced merchants, the resumption of rice exports from Saigon could very quickly bring the Islands rice price down to £30 per ton.

FIJI'S WAR ON RHINOCEROS BEETLE

South Pacific Commission to Direct Research and Attack

SINCE it was discovered, early in March, that the Rhinoceros Beetle, deadly menace to the coconut industry, was established in Fiji, near Suva, administrative and commercial forces have gone into action, under the direction of the Governor of Fiji and his Department of Agriculture, in a way seldom seen in these lethargic days. During the past month, the following steps have been taken:—

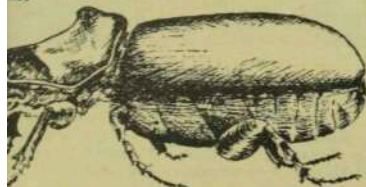
Teams of searchers, numbering out 150 men, have combed the districts around Suva. It has been proved that the whole of the area, east, north and north-east of Suva, on the western side of the harbour right around to Laucala Bay, including the Nasinu district, is beetle-infested.

Said the Governor (Sir Ronald Macdonald): "The infestation is light and scattered; but so long as the beetle is present in any part of the Colony, or in any neighbouring territory linked with Fiji by commerce, there is a danger that infestation may spread to the principal copra districts." (Comparatively little copra is produced in Viti Levu. Fiji's valuable coconut plantations are in the other islands—especially Taveuni, on the eastern side of the Koro Sea.)

Men are being trained to go out to the infested districts and systematically destroy all substances which might harbour the eggs and larvae of the beetle—especially dead timber and decaying vegetable matter. From March 1 to May 5, 21 adult beetles, 18 pupae, 444 eggs and about 150 eggs.

The Fiji Government provided £500 for the early campaign against the beetle.

A wider scope and stronger impetus was given to the anti-beetle campaign when Sir Henry Scott, of London, went to the chairmanship of the South Pacific Commission, in Noumea, as the direct representative of the Governor of Fiji. The Governor had suggested that this war against the pest was essentially a matter to be dealt with by the Commission; and Sir Henry informed the Commission that, in order to encourage an immediate start, Fiji would guarantee a fund of £10,000 Sterling, to finance operations.



The Rhinoceros Beetle.

The Commission accepted the proposal at once, and endorsed the following plan submitted by the Commission's plant and animal quarantine officer, Mr. L. J. Dumbleton, who had just returned from a personal examination of the position in Fiji (where he worked closely with Mr. B. A. O'Connor, Fiji's senior entomologist):

Two entomologists and one chemist will be engaged for work on this special project.

One entomologist will study the cultural, climatic and biological factors which determine the population level of the beetle, in Western Samoa and adjacent countries, with special reference to biological control by means of parasites, predators, or disease which can be transferred from India to the Pacific. A special search would be made in Asia and Africa.

The second entomologist will test attractants, study beetle ecology (and the colonising of parasites, if required) in Western Samoa, among other places.

The chemist will work on the extraction and fractionation of palin extracts, and the preparation of materials for testing, and possible attractants. This work could be done in existing laboratories in Fiji or Hawaii, or possibly Noumea.

India and adjoining countries were suggested as the location for part of the work, since those countries were believed to be the original home of the beetle, and controlling factors may exist there which do not exist in the Pacific countries. The fact that the beetle does not, in general, do as much damage to palms in India and adjoining countries as in some parts of the Pacific where it has recently appeared, supports that supposition—although it may be that human or agricultural factors played a part in keeping the beetle population lower there than in the Pacific.

Plans at this stage are to be on the basis of a three-years period.

The Commission authorised the Secretary-General to give effect to the project, subject to any technical modification which may be recommended by the Research Council at its next meeting.

IN order to finance the anti-beetle campaign, the Fiji Government is imposing a levy of £2 per ton on all copra sold through the Fiji Copra Board, and an additional 1/8 per ton on copra bought for milling in Fiji.

The beetle has been established in Western Samoa for 40 years—it is believed to have been brought from Ceylon in a consignment of rubber plants. It has done a great deal of damage to palms in Samoa, but has not wrought the destruction that might have been expected.

A year ago, it was found to have become established in Vavau, Tonga; and indications were that it had been introduced there two years before that. It is believed that the pest spread from Vavau to Suva before it was discovered in Vavau.

The Tongan Government has taken most vigorous measures against the beetle in Vavau. Our

Vavau correspondent, writing late in April, says that the anti-beetle campaign is going so well that the total eradication of the insect is expected. We are reminded that the Tongan island of Niuatoputapu, some years ago, was far more badly infested than Vavau has been, and the Tongans there eradicated it completely.



David (on the left) and Cecil Cheng, sons of Mr. C. L. Cheng, of Suva, were among the graduates in engineering who were "capped" at the University of Sydney on April 22. They received their Chinese primary and secondary education in China, and then entered the University of Sydney in 1949. The photograph, taken by Mr. Cheng outside the Great Hall after the graduation ceremony, shows David (right) and Cecil, with Mrs. Cheng.

The youngest son, Homer Cheng, is also a third year engineering student at Sydney University.



Mr. and Mrs. B. R. Roach who were married in Suva Cathedral recently. Mrs. Roach was formerly Miss Olga Sinclair of Noumea, NC; she wore an ice blue, street-length frock with matching hat, for her wedding. A reception was held at the home of Mr. and Mrs. Glover of Suva. Mr. Roach is in charge of the Vacuum Oil Co's. new bulk installation at Vuda Point near Lautoka, Fiji. When the installation is complete shortly, he and his bride will return to Noumea.

The Fiji inter-island vessels *Yanawai* and *Degei* were scheduled to make special trips to Makogai leper hospital in May with parties from various parts of Fiji who will visit friends and relatives who are patients on the island.

PRESS PANIC OVER RABAU EARTHQUAKE

Legislative Council Censures "Misleading and Inaccurate" Reports

AN extraordinary wave of newspaper hysteria followed the severe Force-7 earthquake that rocked Rabaul, New Guinea, at 2.30 a.m. on April 24. This has alternately amused and enraged Rabaul residents, who, on the whole, have taken this earthquake, as they have taken many others in the past, with equanimity.

No one who has experienced an earthquake will minimise the effect of a severe shake in the early hours of the morning but by the following day Rabaul was going quietly about its usual Anzac Day observances while the rest of the world, encouraged by panic newspaper headlines, was contemplating large-scale rescue operations.

Some newspapers went to the trouble to point out that while the last Administrator, Colonel J. K. Murray, had "pleaded with the (Australian) Government to shift Rabaul," the decision to retain it was largely the work of the present Administrator, Mr. D. M. Cleland. They added that Mr. Cleland had "refused to comment" on the Force 7 shake of April 24. Mr. Cleland was, however, almost the only person who exercised such reticence.

It has been conveniently forgotten that the majority of Rabaul citizens were inordinately pleased when it was decided to retain Rabaul as the capital of New Britain; and that, even if the capital had been shifted to Rapopo, which is 20 miles from Rabaul, that site also would have been subject to severe earth quakes, as it was on this occasion.

After the opening of the recent session of the Papua and New Guinea Legislative Council in Port Moresby on May 4, Mr. D. Barrett, member for New Guinea Islands, moved an adjournment to discuss the press reports on the Rabaul earthquake. He said that the reports from Australian and local newspapers and Australian radio were misleading and inaccurate. One Australian newspaper had had a volcano in Talasea in violent eruption although there was no activity in the area at all. The disturbance had been tectonic and not volcanic and while the latter can be predicted there is no way at all of predicting the former. (The newspapers had made much capital out of the fact that although Rabaul residents had been promised warning of volcanic disturbances, on this occasion they had been given none). Damage, said Mr. Barrett, was confined mainly to poorly constructed temporary homes where there was

breakage of crockery and glassware. But it was worth noting that there was no damage at all to the delicate equipment of Department of Civil Aviation installations, or to the X-Ray plant in the local hospital or to the delicate machinery in the oil mill of Coconut Products Ltd.

No one enjoyed earthquakes, he said, and it was certain that some residents of Rabaul were far from happy. But this unhappiness was caused more by bad, temporary housing and bad road conditions than by earthquakes.

During the quake, a door in one of these temporary houses jammed and a woman and two children

Kavieng's Force-8 Earthquake—see page 114 of this issue.

were trapped inside until a native servant smashed in the door with an axe.

Mr. Barrett, in conclusion said that the District Commissioner should be the one to decide whether there was a state of emergency—and not someone in a newspaper office, 500 to 2,000 miles away.

The Rev. F. G. Lewis spoke in support of Mr. Barrett and suggested that at such times there should be censorship of "irresponsible press reports."

DC'S SUMMARY

Mr. J. K. McCarthy, District Commissioner New Britain, said that 2.30 a.m. is a frightening time to face a crisis but Rabaul had faced it with courage. The only section to panic was the press and radio. Four administration temporary houses had been damaged so as to be unfit for habitation. There were many burst rainwater tanks. Tunnel Hill escape road was in bad condition—but from rain,

not from the quake. Namanula Hill road had been blocked by falling earth and trees but was cleared in two hours. The coast road to Kokopo had remained open throughout. He said that following the quake there had been an unusual rising and falling of the tide but no one had seen the four-foot tidal waves reported in the local paper and no ship had been damaged or swept onto a reef, as had been reported. The telephone service had remained in operation. The electricity circuit had been

(Continued on Page 117)

M. POROI AGAIN MAYOR OF PAPEETE

MALFRED POROI was again re-elected Mayor of Papeete, on April 26, by a very large majority. There is no doubt about the confidence which the people of Tahiti have in this outstanding young man.

This is M. Poroi's third triumph within a few weeks. He has been appointed manager for the Union SS Co. in Tahiti; and he is the leader of the Moderates in the new Assembly, in opposition to the large group led by Pouvanaa a Opa which is inclined to the Left, and regarded as anti-European.

M. Poroi's record as Mayor of Papeete is an excellent one. He has taken a keen personal interest in making all public service efficient, and his building programme is well-planned and progressive.

More NZ-Fiji Flights

PAN AMERICAN AIRWAYS took its weekly Boeing Strato-cruiser service off the Nandi Auckland run this month and replaced it with a twice-weekly Sky-master service. Though smaller these aircraft have been fitted for 20 passengers to travel in luxury and can handle the traffic on this sector.



Northbound from NZ in Tofua in April (l. to r.): Mr. A. R. Cobcroft and son D. B. Cobcroft who returned to Waipato cocoa plantation, W. Samoa. Mr. E. F. Oldehaver of radio station staff, Apia, who returned from leave. The Rev. Brother Jerome Principal of The Brothers Secondary School, Apia, during the past seven years, who transferred to Pago Pago after leave in New Zealand. Samoan Medical Practitioner U. F. Toelupe and Mrs. Toelupe who returned to the new Poutasi hospital, W. Samoa after vacation.

TULAGI WHARF FINALLY GIVES UP THE GHOST

OUR Honiara (BSIP) correspondent reports that the war-time wharf at Tulagi collapsed April 9—apparently a Bank Line steamer, the *Eskbank*, leaned too heavily upon it. The wharf had been partially repaired but has been unsound for some time.

Construction of a temporary wharf has been completed at Point Cruz, Honiara. This, it is hoped, will enable cargo from overseas ships to be lightered at Honiara.

The bulk of the cargo brought to BSIP comes in the Burns Philp motor-vessels *Malaita* and *Muliama*. These vessels have made a practice of dropping mail and freezer cargo at Honiara then going off to Tulagi about two hours away—and unloading the rest of their cargo onto the war-time wharf. From there it has been laboriously lightered back again to Honiara. This lightering costs about £2 per ton—the cost of freight from Sydney to Tulagi already having cost about £12 per ton.

The decision to unload general cargo at Tulagi was evidently that of the shipowners because from Honiara's point of view, this is full of disadvantages in higher landed cost of goods and delay—several weeks usually elapse between discharge of the cargo from *Malaita* and its arrival by lighter in Honiara.

Point Cruz, of course, affords no protection for overseas ships which

E. W. Oakley—Very Much Alive

Mr. E. W. Oakley rang PIM during the month to say that he was still very much alive." In the "Do You Remember?" section of April PIM, we said that Mr. Oakley, at the time of the New Guinea District Services Department, was dead. We withdrew and apologise.

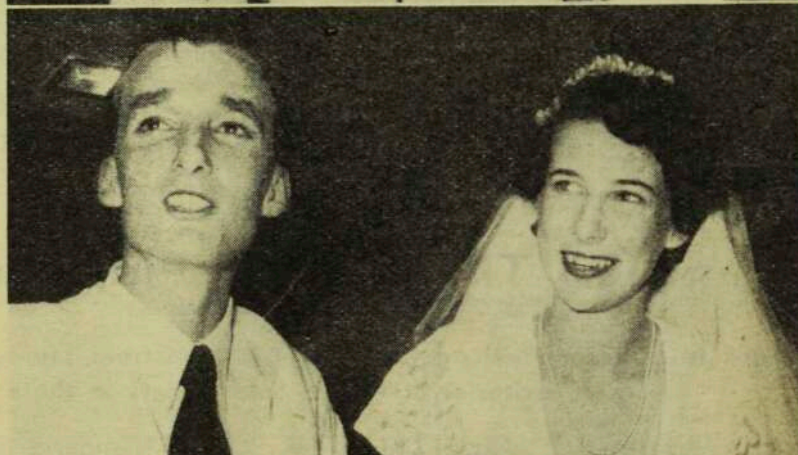
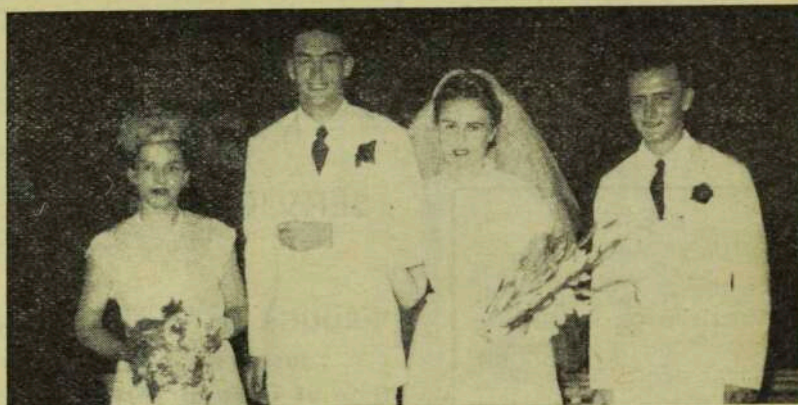
Mr. Oakley has been engaged in business in Sydney for the past 10 years.

ast anchor in the open roadstead. For most of the time, the sea thereabouts is calm but occasionally it is subjected to a blow that makes working onto lighters impossible. Without the safe harbour of Tulagi, presumably Honiara will have to do without its cargo if overseas ships arrive there during periods of storm; or be prepared to pay a higher freight rate as an insurance against the shipping companies against long delays during bad weather.

The *Maui Pomare* brought no citrus fruit to Auckland on her first trip of the season following lay-up, and the *Waikawa* brought only 8,000 cases. Due to dry weather early in the year the crop has been slow in developing.

Mr. and Mrs. Leslie Pearson—he is secretary of the Associated Goldmining Companies at Vatakoula, Fiji—returned recently to the Colony with their three children after two months leave in Australia.

Recent Port Moresby Weddings



TOP: Mr. and Mrs. James Kelly (bride was formerly Miss Margaret Ponsonby) after their wedding at St. John's Church, Port Moresby, on April 29. Bridesmaid Miss Pam Blazey and best man Mr. William Kelly are also in the picture. CENTRE: Mr. and Mrs. G. Jones (bride was formerly Miss Busuttin) after they

were married at the Roman Catholic Church, Port Moresby, on April 11.

LOWER: Two popular couples—Mr. and Mrs. C. Whitmore, and Mr. and Mrs. A. Jefford—left Port Moresby recently to spend a long leave in England. This photograph shows them at a Farewell Party.

—Photos by Papuan Prints.

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TERRITORIES TALK-TALK

By Tolala

SOME rather caustic comments have reached me concerning the strings tied to the distribution of Japanese assets to civilian internees by the official organisation known as The Citizens' Internees Trust Fund.

Widows of deceased internees such as those who were lost in the *Montevideo Maru* are subjected to a means test; and internee applicants for grants must produce medical evidence of suffering from permanent disabilities before their claims can be considered.

I have yet to learn that anyone who spent the war years as a Japanese internee, has not been affected in some way—and permanently, too.

Applications for grants were lodged over six months ago but I have not heard of any being granted.

In July a "large-scale survey to assess the agricultural potential of Papua-New Guinea" will be launched under the aegis of the I.R.O. And so P-NG goes under the microscope again, to be studied by scientific theorists, keen to collect information—much of which has already been acquired through practical experience by many of the hands, who would be only too glad to pass it on if asked.

What will it cost? And how much will these surveys expedite the development of the country? There's no doubt but that New Guinea is the scientists' playground and the politicians' holiday resort.

It was good news to read of the

proposed erection of a memorial to the Coastwatchers, who paid the supreme sacrifice in War II. A meeting was held in Melbourne in the middle of last month to decide on the location.

We owe to the Coastwatchers far more than is generally realised. They did a wonderful job. I remember well the gratitude expressed by Rabaul residents when each timely warning was received from young Con Page, on Tabar, of approaching enemy aircraft.

It's to be hoped that Australian history books will give this band of gallants their proper place in the records.

Rabaul's *quira* of intensity 7, of April 24, made banner headlines in the Sydney press, and no doubt many a head nodded wisely and murmured, "I told you so." Even Doc. Deland's forecast received some prominence. More recently Prof. Bullen, of the Sydney University, expressed his opinion on the "SMH" leader page that "a tectonic earthquake is almost equally likely to be centred anywhere in New Britain. . . . The earthquake of April 24 is not in itself a sufficient argument for shifting the site of Rabaul to elsewhere in New Britain." He then mentions the danger, in the event of a major earthquake, of a lava flow on Rabaul.

All of which leads to the belief that Rabaul is not more dangerous than other parts of New Britain, and the site of the principal town might just as well be on a natural harbour as somewhere else where

BOOKS OF THE DAY

ROYAL ALBUM.—Edited by H. Tatlock Miller. This is an anthology in picture and word of our Monarchs, and will be treasured by all who have lived during the last half century. Many photographs also in colour.

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it would cost a few millions to construct a harbour.

The reference in "Do You Remember?" column—and a very interesting column, too—(PIM, April) to the "latrines built at the end of long jetties out over the sea," reminds me of the often embarrassing questions by tourists when approaching Samarai wharf in pre-war days. "What are all those funny-looking little houses over the sea?" But, if I remember rightly, they were there *before* Dr. Lambert arrived in NG, which was only in the early Twenties. A great cove, the Doc., running around in his pyjama-striped pants and full of vigour. He certainly put the hook-worm where it belonged in NG.

I noticed in the April PIM (page 19) that the Rhinoceros beetle is referred to as *Brontispa froggatti*. Quite incorrect. The rhinoceros belongs to the dynastid family, a large hard-baked beetle with a snout like a rhinoceros, while the *Brontispa froggatti* is a leaf hispa, a little cove of the weevil type, and found mostly in the sheaths of young palms.

It is named after W. W. Froggatt, one-time NSW Government Entomologist, who discovered the pest in the BSI back in the early 1900's, and was always combatted by pre-war planters in NG, owing to the

attitude adopted by Expro Board inspectors, who had received their schooling from the Chairman of the Expro Board (W. H. Lucas), a previous Island Inspector for BP's in the Solomons, and the man who selected the BP properties in Bougainville prior to War I.

The late W. W. Froggatt was the father of J.L., who was TNG Entomologist for many years.

Last I heard of W. H. Lucas, he was still going strong at Canberra, where he had retired these many years. When World War I broke out he was appointed by "Billy" Hughes as Adviser to the Government on Islands affairs. A pity such an Adviser was not appointed after War II.

Judy Tudor's story of "Trans-

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plantation in Bougainville" gives a very true picture of the situation. A transport in that particular back of the woods has given small planters a headache on more than one occasion. It was this headache which caused the NDL *Bremerhaven* to start copra-catching in the early thirties, and made the Australian companies pull up their socks. Where there are no BP plantations along the coastline of Bougainville, I should say the shipping position would be far worse.

The passing of Padre Freddie's shop will be a loss to many of the old New Guineans, especially those who take a trip to England occasionally, for invariably they could meet this lovable character, who always retained a soft spot in his heart for Rabaul, where he was the first C. of E. padre at St. George's. He had an amazing capacity for partaking of afternoon teas at the numerous homes he visited, tootling about on his motor cycle. Many a night he gave his services at a dance, playing his harmonium with the local orchestra. As a good fellow was Freddie's shop and held in high esteem. May he rest peacefully.

And so our RPNGC contingent and its spectacular march to thedney Cenotaph and has sailed for the Coronation. Their valiantly bearing impressed the spectators—a fine showing they made. There is no doubt but they will arouse favourable comment, even in dear old phlegmatic London. An old Islander summed up the situation very truly the other day when he remarked to me: "The reason why the old hands take a dim view of sending these lads away from New Guinea is because they debunk the white man and the boys find that their masters have only feet of clay after all."

My thoughts went back to the days—some 40 years ago—when the white man was an omnipotent being in the eyes of the native, when he did such things as making fire from a box of matches, pressing a push button for light, bringing music out of a box and often curing them—incurable diseases. In those days we tried to live up to our reputation as demi-gods, and many of us succeeded. But now—when with air travel, wireless and penicillin—we have lost our fame and omnipotency. Neither do we attempt to preserve it. And the pendulum swings the other way.

An interesting little book containing 32 stories of legends of the islands—17 of Fiji and the remainder of Polynesian islands—was published in Suva in April. Entitled *Legends from the South Seas*, the paper-covered book sells at 2/- per copy.

G & E Officials Visit BSI

From Our Own Correspondent

HONIARA, April 30.

THE Resident Commissioner, Gilbert and Ellice Islands Colony, Mr. M. L. Bernacchi, with Mrs. Bernacchi, Mr. W. H. Brabant (Accountant-General, Gilbert and Ellice Islands Colony), Mr. I. G. Turbott (Secretary to Government), and Mr. K. Nicholson (Co-operative Societies Officer) arrived in Honiara in the *RCS Nareau* on April 19 to confer with the High Commissioner for the Western Pacific, Mr. R. C. S. Stanley, regarding Colony matters.

This is the first time that a Resident Commissioner of the Gilbert and Ellice Islands has visited the British Solomon Islands Protectorate.

¶ Dr. Ted Knowles and his wife are leaving Fiji in June or July. Dr. Knowles is CMO, Western, and he will probably attend a two-years radiographer's course in United Kingdom before rejoining.

¶ Mr. and Mrs. MacDuff (he has been Chief Magistrate, Western Fiji, for the last four years), have gone to UK on leave. Mr. MacDuff served with the NZ Forces in the Western Desert, Greece and Italy, with the rank of Lt/Col. (and with an MC) in W War II.

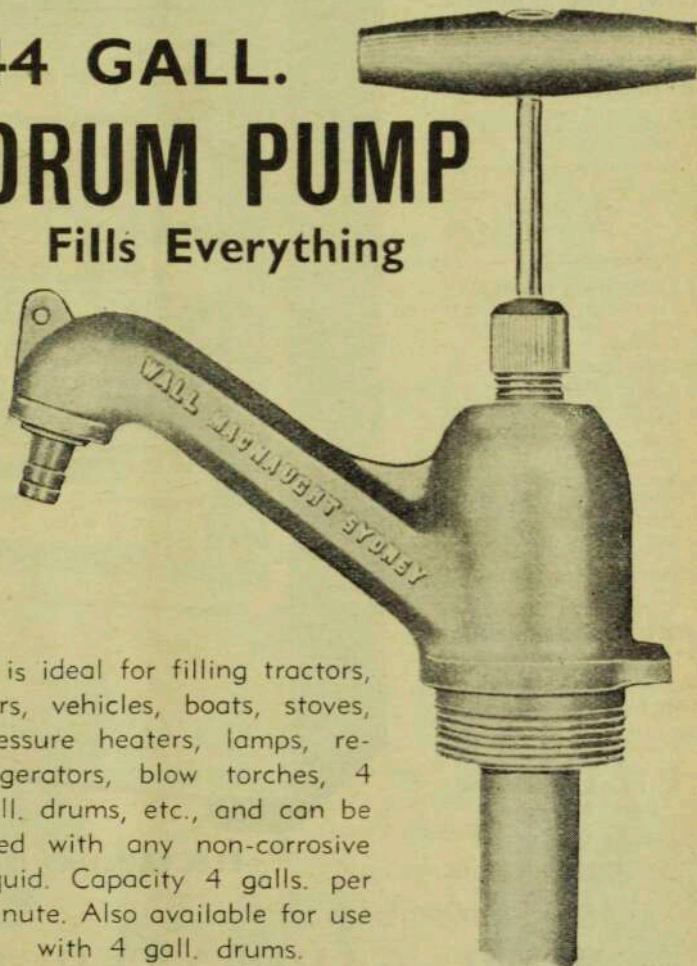
¶ Mr. and Mrs. M. Ballande of Noumea, New Caledonia, were in the Tavua-Vatukoula area of Fiji recently where they were visiting their daughter who is the wife of Mr. Bruce Roach of Voco, Lautoka.

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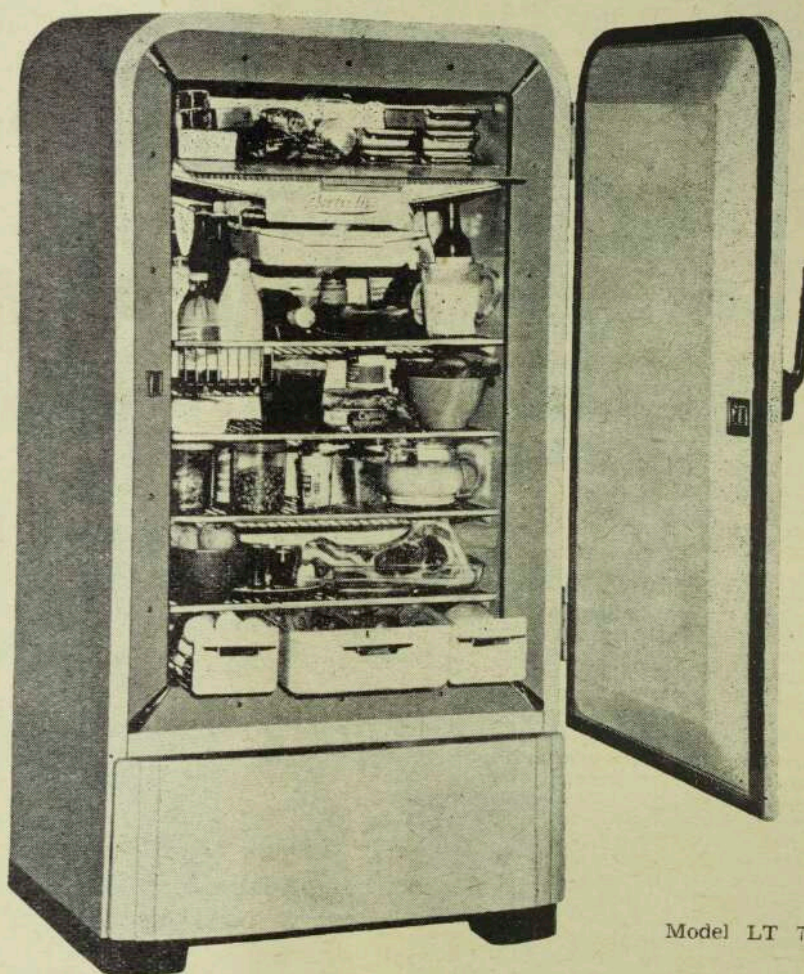
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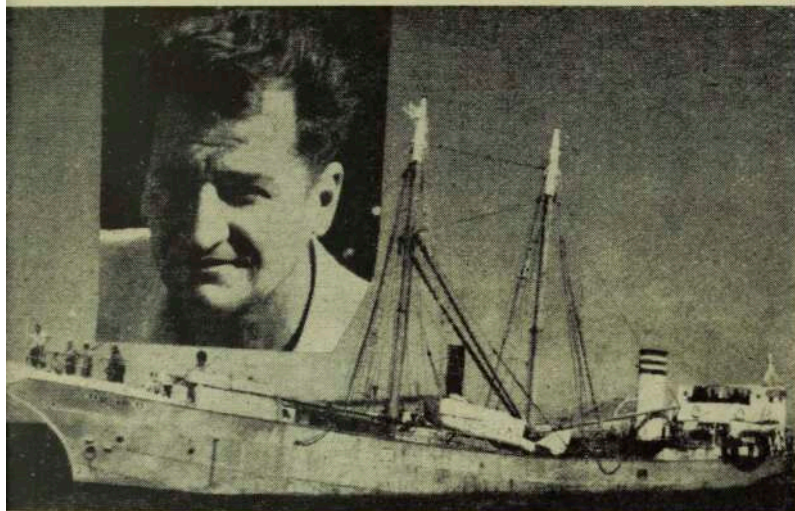
LITTLE VESSEL'S ARROW ESCAPE OFF NOUMEA

NOUMEA, April 20.
WHEN the 291-tons motor-ship *Maria del Mar* (acquired by Captain E. Savoie in 1952) was within 140 miles of Noumea on April 15, carrying 600 tons of

cargo from Sydney, a very large leak developed suddenly and flooded the engine-room. An SOS was sent out.

The Nickel Co's ship *Tayo*, 5,000 tons, then in sight of Noumea on her way from Port Kembla, immediately turned back, and found the helpless *Maria del Mar* in a dangerous situation at nightfall. The *Tayo* finally got a line aboard, and very slowly towed the *Maria del*

Mar to Noumea. Amedee light-house was seen on the night of April 17; and next morning the *Maria del Mar* was delivered safely into Noumea harbour, with cargo



Maria del Mar, and, inset, Captain Savoie.



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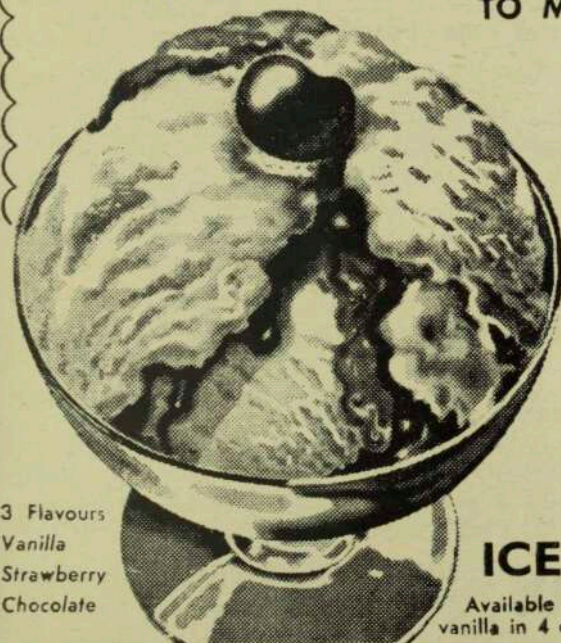
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practically intact. Cargo included a small French plane for the new Port Vila Aero Club.

Owners of *Maria del Mar* are very happy to have had their vessel saved from a most dangerous situation; but the cargo-owners are not. A huge amount is due to the *Tayo's* owners for salvage, and a general average of 30 per cent. already has been declared over the cargo. Settlement is likely to be long and complicated.

Maria del Mar was built in Sweden in 1919, and was the sailing ship *Margaret W.* and the *Margot*, before she was converted to motor-ship.

Motor Rickshas for Papua

From Our Own Correspondent

PORT MORESBY, April 30.

BACK from an overseas trip, Captain Bobby Gibbes produced a motor ricksha in which he and Mrs. Gibbes did much of their travelling through Europe. Now he intends to import several of these machines and a company is to be formed to operate a motor-ricksha taxi service in Port Moresby and other Territory towns.

The "ricksha" is a four-horse-power motor-scooter, trailing a two-

passenger chassis, or, in an alternate model, a delivery van capable of carrying 440 pounds of freight.

Petrol consumption is 70-80 miles a gallon; the ricksha cruises at something like twenty-five miles an hour.

Tiger Moth's Forced Landing in Highlands

FATHER J. WALLACHY (better known as Father Joe), Madang's Flying Priest, made a forced landing in his Tiger Moth north of Keglsugl in the Eastern Highlands on April 21. The plane was badly damaged but Father Wallachy and his passenger, 75-year-old Father Weisdenthal, were unhurt. The latter was being flown to Madang for medical treatment.

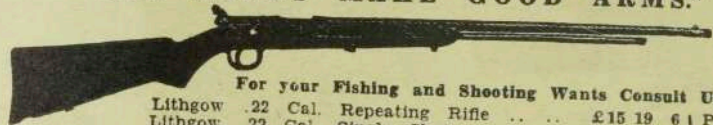
The machine landed in rough

country 9,600 feet above sea level, and Father Wallachy walked 5½ miles to Keglsugl airstrip to get help for his passenger, who was later carried there. Keglsugl is one of the highest airstrips in the world—8,000 feet above sea level.

Air search for the missing plane began from Madang as soon as Father Joe was reported overdue but heavy weather in the Highlands made the job difficult. Pilot Ray Harris of Territory Air Lines landed at Keglsugl early on the 22nd and got news of the forced landing. The two priests were flown to Madang.

Administration officers who returned to duty in Port Moresby in April included the Director of Education, Mr. W. C. Groves, and the Treasurer and Director of Finance, Mr. H. H. Reeve.

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NG Sawmillers Suffer from Wet "Wet" And Australian Bureaucracy

UE to a more than usually wet "wet", building timber is in short supply in most of the territory of Papua-New Guinea, and housing and other construction work is held up, as a consequence. In New Britain, millers have been unable to move logs from the bush to the mills for two or three months. At Bulolo, sawn pine is being stockpiled for construction of a huge plywood factory of Commonwealth Timbers Ltd. (in which Commonwealth Government holds 51 per cent. of the shares and D 49 per cent.).

The three acres of cement floor the factory is now being laid—tons of cement are being used each day on this part of the project. In addition, new housing is being erected nearby for additional staff.

Our Port Moresby correspondent reports that acute shortage of timber, partly due to the wet season, is holding up building in that area; and that until recently there has been a scarcity of cement. A comment of Japanese cement has eased the situation for the present, but there is no comfortable reserve for future operations. The Works Department receives its cement direct from Australia—but most other requirements still come from Japan or Europe, although the recent shortage in Australia eased considerably in 1952 and all Australian home requirements were met.

AUSTRALIAN DUTY ON NG TIMBER

As reported in April PIM, the Wau community in New Guinea—and New Guinea timber interests generally—were much interested in the imposition by Australia of duty on timber imported from PNG. (From 6/- to 12/- per 100 superfeet).

Until the end of 1952, PNG timber

was admitted to Australia duty free.

Presumably, the imposition of duty now is designed to protect Australian millers who, after years of exploiting the home-hungry Australian public, found last year that most Australians had had to give up building houses because of high prices, and that there was consequently a slump in the timber




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market. This imposition of duty is just another of those irreconcilable acts between Commonwealth Government departments, and does not measure up to the Department of Territories' expressed intention to foster new enterprises in PNG.

There may, however, be a way out of this duty difficulty—an appeal to what evidently is an international institution for fixing duties and which is generally called GATT. Papuan rubber planters who have agitated for some time for the removal of the 2d duty on rubber going into Australia, have until recently been told that this could not be done as the deliberations of this GATT, which evidently fixes these things, were sacrosanct. But recently they have been informed by the Commonwealth Government that an appeal can now be made on the grounds that the removal of the duty in the case of PNG would help in the establishment of a new and struggling industry.

Some rubber planters in Papua believe that this sudden discovery (that an appeal can be made to GATT) could get the Australian Government out of a difficulty not only with rubber but also with the new timber duty.

It seems that about the only people affected by timber duty, at present, would be New Guinea Goldfields; there are virtually no other exporters operating because all local production can be absorbed locally. By the end of the year, however, Commonwealth Timbers Ltd. will be in production and when at full capacity expect to produce something like 10,000 sheets of plywood per day for export.

This normally would be subject to the Australian duty but in the agreement between the Commonwealth Government and Commonwealth Timbers there is reported to be a clause which says that in the event of duty being imposed in Australia, the full amount of it will be refunded by the Commonwealth to the company. If this is so, then the present intention of the Customs authorities in Australia to impose duty is purely discriminatory against New Guinea Goldfields' timber exports and against anyone else who in the future decided to export timber from PNG to Australia.

But here, again, in the newly discovered knowledge that it is possible to appeal to GATT, present and future timber exporters may be able to escape the duty on the grounds that they need this help to establish a new industry.

Regarded purely in the light of commonsense, the above manner of encouraging a Territory industry is a good example of bureaucratic government run riot.

But some of the cynical businessmen of Papua-New Guinea, who from experience expect government departments to use the devious approach rather than the common-

ense direct approach, feel that the present willingness of the Department of Territories to appeal to ATT for the relief of rubber planters is simply a means of creating a precedent—a precedent that at some future time can be turned to good account to foster other industries, including the timber industry.

TO REFORM OF W. SAMOA LIQUOR SYSTEM

APIA, April 20.
THE report of the Commission of Inquiry which, last year, investigated the system of liquor control in Western Samoa, has now been received and published. The report, though voluminous and exhaustive, is not regarded here as satisfactory. Generally speaking, it simply recommends a continuation of the present system, with only slight alterations. It does not recommend any liberalisation of the present liquor permit (or points) system.

The present Advisory Liquor Board is to be reorganised and given wider powers, the Government is to retain its present monopoly of importation and distribution of liquor; and there are to be no charters for social clubs at, instead, only small permits for tourists and visitors. The opinion is held here that

the expense of having a Commission of Inquiry from overseas to investigate the liquor problem could very well have been saved, as a local Commission could have served the same purpose at less expense, and would probably have achieved better results, in line with local needs and requirements.

With 88 merchant marine apprentices aboard, the Japanese training ship *Nippon Maru* is at present in the American Trust Territory islands to collect the bodies of Japanese war dead which American garrison forces have already collected and prepared for shipment.

FOR THE DISCRIMINATING READER . . .

"DOCTOR AT SEA", by Richard Gordon.

The author of best-seller "Doctor in the House" finds much humour in his experiences as a ship's doctor. 13/6 (post 9d).

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RICH AND IDLE NAURUANS

Set a Problem in Administration

THE Australian Department of Territories is finding that the Administration of the phosphate island of Nauru (which it administers as a Trust Territory, on behalf of Britain, Australia and New Zealand) provides one of the Pacific's most difficult problems.

The Nauruans are not Melanesians, of the type with which Australia is familiar in New Guinea. They have sometimes been called "a pocket of Polynesians"—at any rate, they are an intelligent, tractable people of Polynesian characteristics. Because they have been receiving royalties on their phosphate for a couple of generations, they are a rich community. Nauru, unlike its sister phosphate island of Ocean, is a pleasant place—its old name actually was Pleasant Island—and life in the non-phosphatic section is quite comfortable.

But the Nauruans insist that they are not happy. "Use our accumulated funds to buy us another island somewhere," is their ceaseless cry to the Government.

But the Government's experts say that another island will not end

the Nauruan restlessness. What they want is occupation—regular work of some kind. So Mr. Pitman, a Commonwealth education officer, has gone to Nauru to take charge of education there. He will try to establish an education system under which adults, as well as children, will be trained in useful trades and handicrafts, so that, instead of

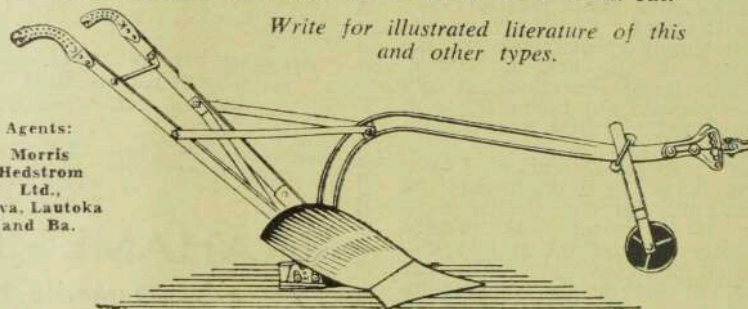
sitting idle in their villages, they may do useful work at European level.

Meanwhile, although several months have elapsed since Mr. Richards retired from the Administratorship, the top position has not been filled. Evidently, it is proposed to carry on as at present, pending some internal reorganisation.

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WHOSE YACHT IS IT?

Amazing Love and Sea Story From Pago

PACIFIC ISLANDS yachting story of considerable piquancy has developed recently in Pohnia. There may be some fuel of even livelier flavour. But this is the story, up to date.

In late 1952, there arrived in Pago Pago, port of American Samoa, the 11 ft. Danish-built, Colin-Archery ketch *Alsirat*, carrying Mr. and Mrs. Kenneth Harmon. They settled down in Pago, and sought unsuccessfully for employment (see Pim, January, page 117).

In January, there was domestic trouble on the *Alsirat*—Mr. Harmon was paying considerable attention to the wife of another man. When the *Thorsiste* left Pago for USA, Mrs. Harmon was a passenger—she indicated in forceful terms that she did not be returning.

Mr. Harmon continued to live on the yacht. Late in February, he announced that he was about to depart for the Amazon, and the *Alsirat* could be bought for the ridiculously low figure of 10,000 US dollars.

The sale was effected quickly. The purchaser was well-known "King" Jennings, owner of Swains Island. He re-named the yacht *Philante*, and said he would use her bringing copra from Swains Is. Pago, and returning with supplies. He was elated with his buy and said the stores and surplus which he had removed from the *Alsirat* were alone worth 4,000 dollars.

ARMON was getting his papers in order, ready for departure for USA at the end of February, on the *Philante II*, with skipper Olaf Rusden, mate Reggie Chambers and Emile Sorenson, went into Pago. Then fireworks started.

The *Philante II* men went immediately to the American authorities, and demanded the arrest of Harmon, charging him with fraud and forgery in connection with the purchase of the *Alsirat* in Panama. Harmon, who claimed to be the owner of the boat, said that Harmon was wanted also in Panama "misappropriation of Government property." They told an extraordinary tale.

It appears that Mr. and Mrs. Harmon had taken the yacht out of Denmark to Panama. There still a lien or mortgage on the boat for about \$6,000. Then Sorenson had to make a trip to Denmark, he left Mrs. Sorenson in charge of the boat, at Panama.

Meanwhile, Mrs. Sorenson and Harmon became associated; and

those two took the *Alsirat* from Panama to Punta Arenas, in Costa Rica. There, allegedly by fraud, they had the registered ownership of the yacht changed from the name of Mr. Sorenson to Mrs. Sorenson. Then they sailed her back to Panama where, as the result of further representations alleged to be fraudulent, the

authorities permitted the sale of the *Alsirat* from Mrs. Sorenson to Harmon.

Then the couple, as Mr. and Mrs. Harmon, brought the *Alsirat*, via Panama Canal, and by pleasant Islands stages, to American Samoa. Meanwhile, Mr. Sorenson returned to Panama, got on the track of the runaway couple and the yacht, and

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finally joined the company of the Fairmile craft *Philante II*, when it was running between Tahiti and Honolulu, at the end of last year.

THE Attorney-General in Pago Mr. Gerald Gottlieb, heard the representations of Mr. Sorenson and took the case under advisement; but he pointed out that he could not take further action until he had examined the evidence. That examination might take time. Mr. Sorenson had many documents—in Danish, Spanish and English—the laws of various countries were involved; and Mr. Harmon insisted that his purchase of the vessel was completely legal.

The *Philante II* people decided that, while they were waiting, they would make a business trip to Apia in Western Samoa. They made the mistake of taking Sorenson along. It was understood that the police chief in Pago would keep an eye on Harmon.

When the *Philante II* returned to Pago, Harmon was gone. Somehow—no one seems to know how—he had got away as a passenger of the little inter-island ship *Gaumatua* (run by Nelson and Co, of Apia around the Samoas) and which had come into Pago most opportunely for him. Before the chase could be resumed, Harmon had travelled by TEAL (early in March) from Apia to Suva; and from there it is presumed he travelled by air to USA.

Mr. Sorenson wants to blame the American authorities at Pago. But the latter could not detain Harmon until a warrant had been issued. Probably, the American law officer thanked all the gods they know that Harmon departed, thus removing from their lap what looked like the father and mother of all nautical legal tangles.

But they may not have escaped. If there is a lien on the yacht held by some Danish interest, the latter may proceed direct to Pago and appeal to the US Governor for possession of the craft from "King Jennings." That, in turn, will involve most complicated procedure in the examination of the "King's" title. Or Mr. Sorenson may not be out of the picture, even although Harmon is gone. If he can cooperate with the Danish holder of the lien, and has the necessary evidence to establish ownership, he also may have grounds for an appeal for possession to the Pago authorities.—*Special Correspondent*

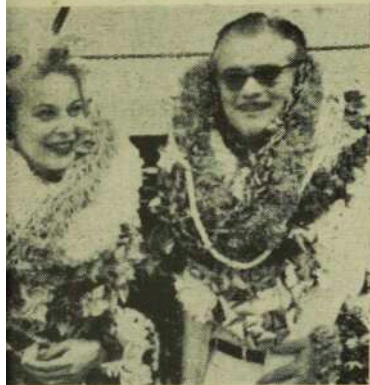
Japs Pay Fine and Go

AT Rabaul on April 18, the master of the Japanese fishing vessel KNI-7, paid the £505 total fine imposed on April 9, by the District Court for fishing in Territorial waters without a licence.

The ship sailed the following morning for Japan.

GOVERNORS COME AND GO

UNDER the American system, which causes a change in most overseas diplomatic posts when new President of another political party is elected, Governor James Thur Ewing has retired from the



governorship of American Samoa. He has been succeeded by Mr. Lawrence Judd, of Honolulu. The photograph shows Mr. and Mrs. Ewing being farewelled with flowers, Samoa fashion, on their departure. He took over the office last October.

Mr. Judd, 67, is very well known in the Pacific. He was formerly Governor of Hawaii, Director of the Molokai Leper Colony and a Director of the Bishop Museum.

*Mr. J. S. Coster (who recently retired after 20 years as manager of the Union SS Co's Papeete branch) and Mrs. Coster, are at present in Rarotonga on holiday, having left Papeete on April 10 per *Waikawa*. The Costers may settle in Apia.

Aero Club of Papua

Mr. A. R. Murray of the Civil Aviation Department has been elected President of the Club's permanent committee, with Messrs. V. Sanders and G. Bugg as Vice-Presidents. Mr. Peter Grimshaw is the secretary, and Mr. L. Rudder, treasurer. The Club has initiated a general appeal for funds, and enquiries are being made in Australia regarding the acquisition of aircraft.

By late April 36 members had joined, including 10 women.

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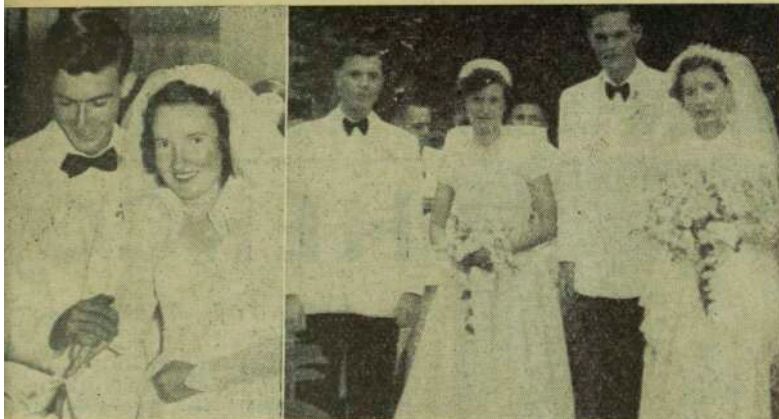
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MORE WEDDINGS I N PORT MORESBY



THE LEFT: At St. John's Church, Moresby, on April 10, Miss Jean of Newcastle, NSW, married Mr. A. The photo shows the bride cutting the cake.

ON THE RIGHT: The Holland-Jefford wedding, at the Church of England, Port Moresby, on March 28. From left to right: Mr. Les Stamer, Miss Anne Frith, Mr. Les Holland and Mrs. Holland (formerly Judy Jefford).

During the last week of April, Samoan fishermen reaped a rich harvest in and around Apia and its districts. Large quantities of

small and large fish, including Samoan herrings, mullet, bonito and other favourite fish were caught in Apia harbour.

Lucky Simunovich, a Hawaiian wrestler, 6 ft 2 in. tall and weighing 250 lbs arrived in Auckland recently for a season in the ring. Simunovich wrestles barefooted, and enters the ring wearing a pareu instead of a dressing gown.

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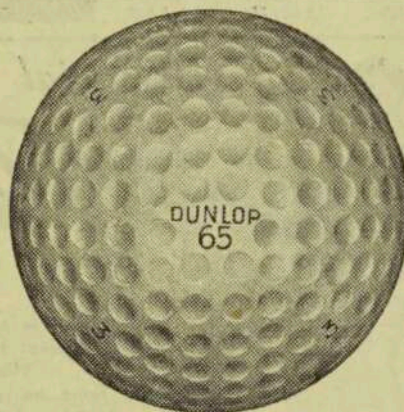
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PACIFIC ISLANDS MONTHLY — MAY, 1953

W. Samoa Testing on Short-Wave

BBROADCAST station 2AP of Apia advises that, late in May, it expects to be ready to commence test transmissions on the short-wave channel of 6040 kc/s in the 49-metre band, in parallel with their normal broadcast-band outlet on 1420 kc/s. Reports to the station on reception throughout the Islands will be gratefully received.

If reports show that 6040 kc/s is unsatisfactory after several weeks trial, tests will be made on 3241 kc/s in the 92-metre (tropical) broadcast-band.

A satisfactory short-wave channel would be of interest to the many Samoans living in New Zealand, as the present broadcast-band channel is poorly received and badly jammed there by an Australian station of better strength. Indications are that 6040 kc/s will not be satisfactory in the evenings due to congestion on that frequency. The 3241 kc/s outlet might be well received in NZ, but static might spoil results in the Islands, especially during the Summer months.

Broadcasting hours for the tests are Monday to Friday 2130-2230 GMT, Monday, Wednesday, Friday and Saturday 0530-0830 GMT, Sunday 0630-0730 GMT.

BGD's Bigger Output

THE New Guinea gold co., Bulolo Gold Dredging, Ltd., will show a big profit for the year ending May 31. In the nine months ended February 28 its figures, as compared with the same nine months of 1952, were as follows:—

	1953	1952
Yardage Dredged .	13,207,500	8,015,520

Oz. Fine Gold . . .	90,391	56,299
Value at \$35 U.S.		
per oz.	\$3,163,685	\$1,970,465
Value per yard in		
U.S. Cents	23.96	24.58

The Lae Branch of the Bank of NSW celebrated six years of continuous service on May 12. Originally opened in November, 1941, it

had to close two months later when the Japs arrived and staff members had to leave hurriedly for the Highlands. They were able to save all records for future use. The present branch, which is still carrying on in temporary quarters pending erection of the permanent bank in the new town area, was opened in Lae on May 12, 1947, with a staff of two.



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The Touring Stanleys Visit Gizo

At the end of March, the High Commissioner for the Western Pacific, Mr. R. C. S. Stanley, with Mrs. Stanley and Miss Stanley, left Honiara for a tour of the Western Solomons. They were met nowhere along the way by District Commissioner Peter Hughes and conducted back to Gizo for a brief stay.

Gizo, a great hump of red volcanic clay covered with picturesque casuarinas, coconuts and redibly green and well kept grass, is surrounded by small islands like cup-cakes and with the lagoon seven or eight thousand feet from Kolombangara as a dramatic backdrop. It surely must be one of the most beautiful Government stations in the whole South-West Pacific.

There are three or four Chinese department stores, which keep a very limited amount of European goods, and an outpost of the Trade Commission whose retail store was closed all boat-day.

The Japs occupied the area during the war but the Americans bypassed it. Either to throw a scare at the Japs, or for target practice, they machine-gunned many of the war buildings. One white department store on the foreshore has been hit by machine-gun-bullets and stopped up with red paint so that it looks like a large-scale measles epidemic.

There is a new native hospital, built in a small gully, out of Army material but such equipment as it has has been salvaged from the new Doctor in charge, from the old junk heaps. He is assisted by an AMP who was trained in dentistry at Suva Medical School, and some local dressers. The place seems to scream for the presence of at least one European nursing sister. One could be persuaded to accept the beautiful isolation of Gizo. However, it seems that the Director of the BSIP exchequer will not yet permit.

The houses of the District Commissioner, police inspector and doctor (and their respective families) are built along the top of the island. All have magnificent views but, at this time of the year, east, not much breeze. There are two methods of approach open to the weary pilgrim (there are no cars and no motors on Gizo)—either by the path that leads up through flowering hibiscus and frangipanni to the house of the District Commissioner; or by the perpendicular track and steps to the doctor's house. In either case, the doctor has recently had a road cut out from behind the hospital to his house. In either case, you will reach the top with

your tongue hanging out and your clothes sweating fast to your body.

The D.C. has enthusiastic plans for the advancement of the natives of the District who, in fact, seem more amenable to new ideas than their more truculent (or dumb) brothers to the south of the Group. The European officials

are keen and, strangely, seem less prone to the depressions wrought of continued frustration than their brethren in Honiara. (Over)



The new native hospital at Gizo.



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Although to the outsider the lives may seem to be little more than a battle against heat, isolation and bad food—they are now provided with refrigerators, sometimes temperamental and always totally inadequate for the two months between *Malaitas*—they say they "like it here".

They are concerned, with reason in "keeping themselves up to the mark" and in this respect, the visit of the High Commissioner and his family provided a high spot. He has elsewhere there is great admiration for the Stanley brand of hardihood and evident willingness to tour frequently in boats so small and stuffy that the ordinary citizen would not commit himself to them and the sea unless dragged on board unconscious.

FOOTNOTE: There is a rumour, Gizo that the Shortlands, the nestle so close under the large island of Bougainville, and with whom the natives are by geography if not government, blood-brother may soon be transferred to Australian administration.—J.T.

Dogs—Not Dozers

THE Cook Islands, in mid-April produced a fair average sample of how the coconut radio can get its wires crossed.

A TEAL aircraft, Tahiti-bound passed through Aitutaki with three pedigree bulldog pups aboard—hundred guineas' worth—consigning to Mr. John Rolley, of Papeete. At Aitutaki the TEAL aircraft facilities are located far from the main settlement and radio station, which maintains contact with Rarotonga.

Someone's cousin, back in the Aitutaki village from the distant air terminal, reported that he heard that the aircraft was carrying three bulldozers to Papeete. Wasn't it just amazing what they could get into those Solents!

The Aitutaki native radio operator, hearing the news, passed it along to Rarotonga as his contribution to the daily Islands news bulletin, which is re-broadcast to the outer Islands.

In Rarotonga, however, a European operator, smelling a rat—or, bulldog—included the item in the press release with a notation that pending confirmation from Aitutaki, he suspected that the cargo might be bulldogs, not bulldozers.

At the invitation of the Commandant of the French Naval Forces in Tahiti, and with the patronage of Governor Petitbon, a notable ball was held at the Naval Station Papeete, on April 30. Most of Tahiti's leading citizens were present.

HEEP IN NG HIGHLANDS

Cloud Over Nondugl

From JUDY TUDOR

LAE, April 22.

NO one quite knows the score at Nondugl—the 1,200-acre live-stock station of the Hallstrom trust in the Eastern Highlands of New Guinea.

When Mr. and Mrs. N. Blood and daughter Susan returned from leave in Australia in mid-April it was only to pack up at Nondugl and go to the Korn Farm, near Hagen, where the Agricultural Department is developing an experimental coffee plantation. This will be pioneering all over again for the Blood family, whose name is just about synonymous with Nondugl.

The story, locally, is that Sir Edward, of refrigerator fame, has lost interest in Nondugl since the export of rare birds was prohibited about six months ago (it was suggested that they might carry Newcastle Disease into Australia). Export of birds will probably be resumed soon, however—some birds are booked for the United States in May.

The sheep at Nondugl are not doing as well as popular report would have us believe. The

quidnuncs are of the opinion that it is only a matter of time before they all die off.

At present there are 900—a considerable number less than originally imported in spite of some natural increase in the early stages. Reasons given are a worm or a parasite infestation and unsuitability of climate and soil at Nondugl, plus

the fact that there has been little of the planned improvement of pastures with imported grasses, which evidently is essential there in the Highlands.

The local veterinary officer of the Department of Agriculture is of the opinion that while European cattle are a sure-fire success in the Highlands area, sheep are out of their

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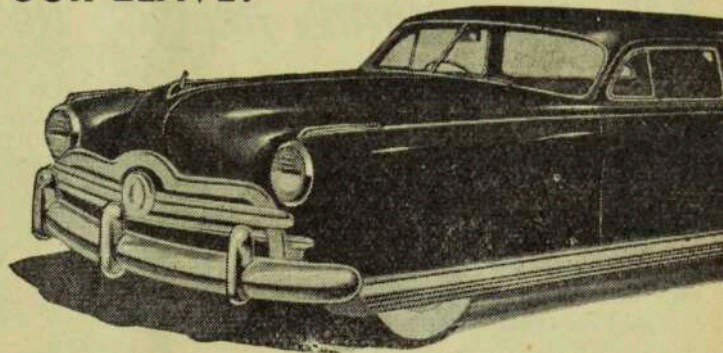
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element and it is a continuous battle to try to adapt their environment to them.

The sheep that are doing best, he says, are those owned by Mr. Danny Leahy, near Mt. Hagen and at 7,000 feet. They probably would do reasonably well also in an area with only 40 or so inches of rain per year. Mr. Jim Leahy has a few sheep, just outside of Goroka, which produced a dozen lambs in one week in mid-April; but he has not got them in such large numbers that they cannot receive almost individual attention.

THE terms of the Nondugl Trust have always been something of a mystery to the layman; but it was generally understood that the reason for the introduction of sheep was to provide the local natives with blankets and warm clothing. Except to a very limited experimental degree, Nondugl has provided no wool for this purpose—what has been shorn has been sent to Sydney for sale.

The only person to produce blankets in quantity from his own wool is again Danny Leahy, who has taught the natives to spin and to weave the blankets that are given as part of the usual labour issue. Mr. Jim Leahy has also done a small amount of blanket weaving from wool from his own flock.

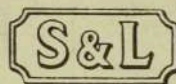
Some sheep were given to local natives who either expressed a desire for them or were persuaded

that they would like them. But they neglected them, did not attempt to shear or drench them, and refused to bring them into the stations for that purpose. Some sheep recently taken back from the natives carried three years' fleece and when shorn promptly succumbed to the cold.

They are at present advertising for a new manager for Nondugl;

but the cynics say that it will eventually become a bird-collecting centre and little else.

Miss Jacqueline Milne, daughter of Superintendent and Mrs. Milne of Tavua, Fiji, entertained a number of her friends at a party on the occasion of her fourth birthday on April 26.



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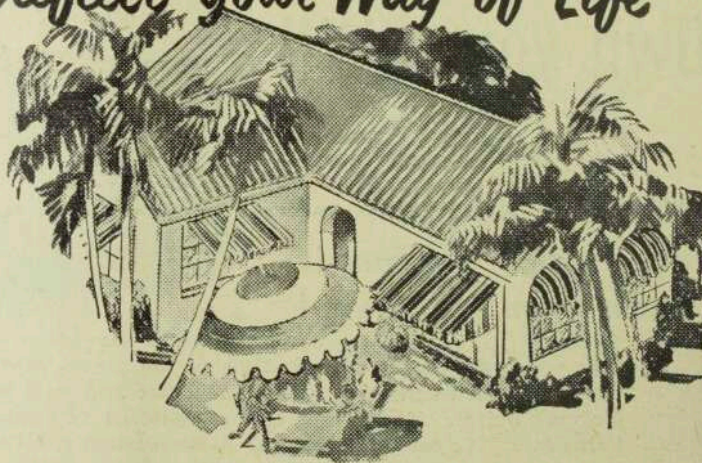
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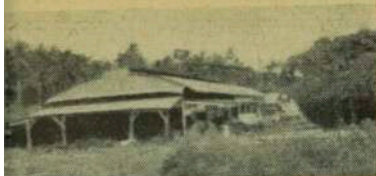
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In the Russell Group, BSI

Shown above is one of the best-equipped engineering workshops in the South Pacific. It belongs to Levers Pacific Stations, Ltd., and is near their Yandina Plantation in the Russell Group. It was built by the Americans during the war—it was here that they made the tank-like components of the pontoon wharves, the remains of which are still to be seen all over the S-W Pacific.

Right: Mr. and Mrs. Tomsett on Yandina Hill, overlooking Yandina Plantation. The Tomsetts are well-known in Fiji and New Guinea. Their



young daughter Gay (at right), standing on the remains of one of the pontoon wharves in Sunlight Passage—the Yanks in World War II anchored their naval craft in this deep-water channel which is now little used.

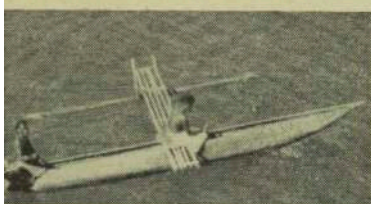
ISLANDERS' CHURCH

Famoans and Cook Islanders employed on large-scale hydro-electric constructional work on the Waikato River in New Zealand have had their religious needs attended to by the establishment, on March 29, of a branch of the Congregational Pacific Islanders Church of Auckland, at Mangakino, Waikato. The service was conducted by the Rev. R. L. Challis, formerly of Apia, Tonga, head of the Church in Auckland, and by High Chief P. E. Fuimaono Ta'ala, of Waimanua, now Secretary-Treasurer of the Samoan Church in Auckland; 21 Samoans and 9 Cook Islanders attended.

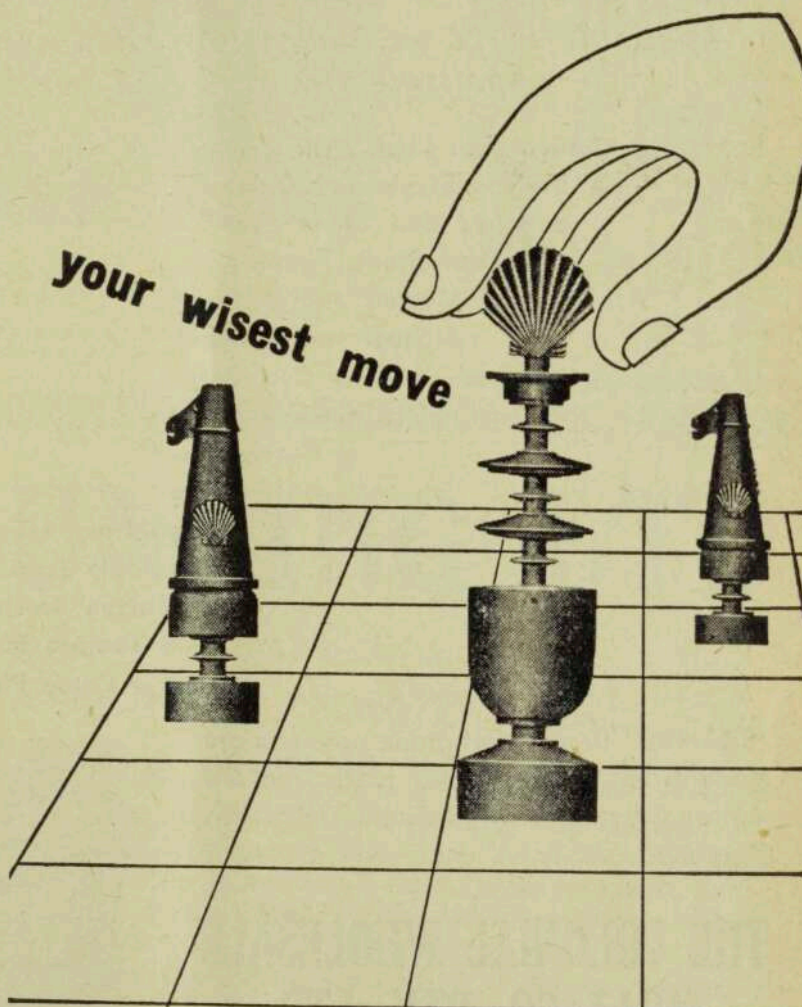
Smaller Banana Case

FRUIT DISTRIBUTORS LTD., of Wellington, recently reported that, to assist in handling, they are changing over to a smaller type of banana crate for fruit imports from the Islands to New Zealand. The new case will contain about 70 lbs of bananas as compared with 90 lbs. formerly.

Outrigger Up To Date



The European Medical Assistant at Bougainville has added this outboard motor to his outrigger canoe and through the water with the greatest ease. As well, the canoe is equipped with sails and if both sails and engine are used the two native henchmen shown get out the paddles.



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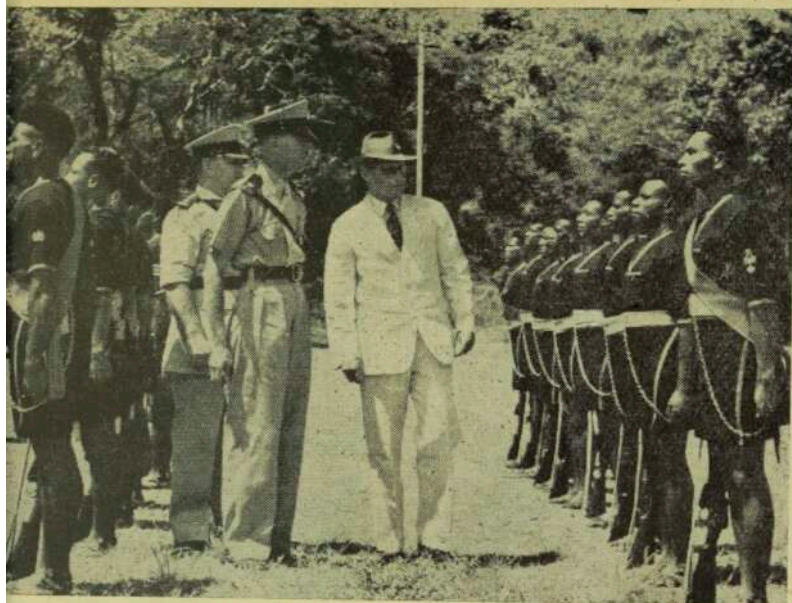
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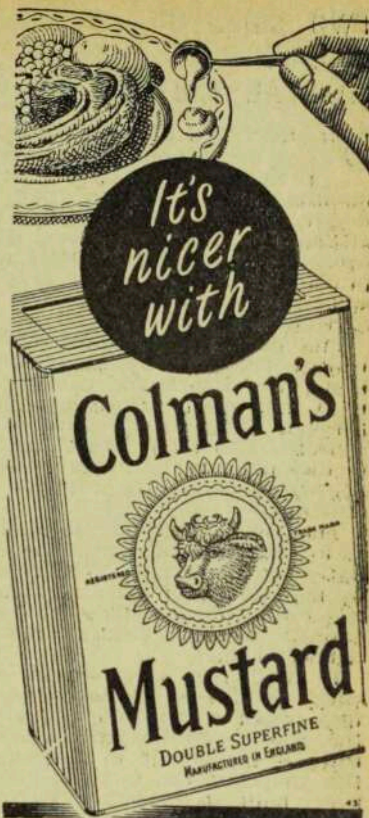


PAPUA-NEW GUINEA'S CORONATION CONTINGENT



smart and soldier-like in bearing, the men of the Royal Papuan-New Guinea Contingent stood stiffly to attention while being inspected by Administrator Sir G. G. Cleland at Ela Beach, Port Moresby, prior to embarkation for Sydney (where

they made an impressive street march) and London, for the Coronation. With Mr. Cleland are Colonel Grimshaw and the officer in charge of the detachment, Inspector J. Sinclair.



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TWO SIDES OF ISLANDS MEDICAL SERVICE

DR. ROY SCRAGG, Administration medical officer in Kavieng, P-NG, has for the past 9 months been treating half a dozen of the 300 lepers at the settlement at Anelaua, New Hanover, with a new drug called (approximately) Isonrazed. He says results are hopeful but that "it is too early to tell yet."

The drug was obtained in the United Kingdom by the Kavieng Red Cross branch and paid for by local natives—in Christmas 1951, through their co-operatives they collected £180 for a "treat" for the leprosy patients. Part was spent on Christmas cheer, the rest on the new drug.

The leprosy hospital at Anelaua is in charge of Sister Clematia, a native of Germany who is assisted by four Sisters of Mary and one of the New Guinea natives who were trained in the Central Medical School in Suva.

If Dr. Scragg is moved on elsewhere—and that seems to be the fate of all enthusiastic officials in the P-NG administration—he will leave a monument in Kavieng in the shape of the local baths now being built at the left of the town

wharf. About £200 was provided by the Kavieng Club for materials to build the baths but most of the work of erecting the concrete piles, and the arctic mesh that will make the baths shark-proof, seems to be done by the doctor, with the help of Mr. Hal Evans and one or two other public-spirited citizens who

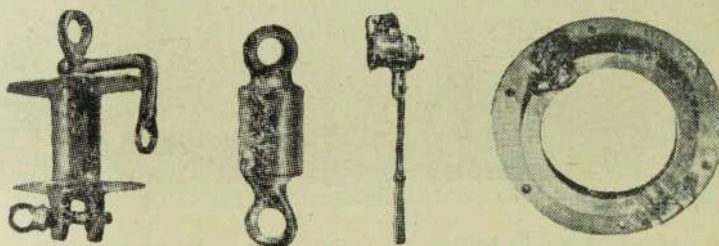
devote an occasional half holiday to the necessary submarine activities

—JUDY TUDOR.

Fiji ports handled an all-time record tonnage of cargo in 1952—421,000 tons. Previous highest was 367,000 tons in 1948.

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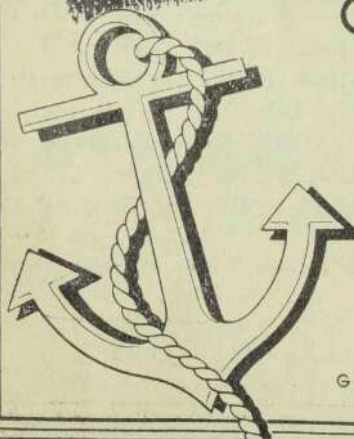
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SURVEY OF PACIFIC SHELL INDUSTRIES

Probable Effect of (a) Plastics and (b) the Returning Japanese

By J. P. SHORTALL

February and March, 1952, the PIM reviewed the Pacific shell industry, and indicated some of factors which governed the production and price levels of this valuable dollar-earner. Here is a summary of what happened since then in the trochus and MOP (mother-of-pearl) industries.

Some trochus producers in the Western Pacific islands have been hoping their produce to overseas buyers, and have obtained prices in excess of £A200 per ton f.o.b. during the past year—though the majority of Sydney agents, (who in the past have sold the greater part of the total production on a commission basis) have remained—at least publicly—very pessimistic.

Paul Rie, a leading New York broker, when recently asked about the quality of trochus coming from the Western Pacific, made criticism against the Cairns shippers. These people, he said, have done the industry a very poor service by grading the quality and the shell treatments. He made no reference to any excessively bad shell from the Islands.

In general, however, we might expect, from the prevailing gloomy atmosphere of gloom regarding Pacific trochus, that the seas market had remained dull, even declined during the past years. So it is interesting to note, from the published figures of the US Department of Commerce, that whereas the average price per ton of trochus from all sources, imported into US in 1950, was about 21 cents, by 1952 it had risen to only 21 cents. In 1950, Australia alone on the list as regards quantity shipped 492 tons of trochus and received 12 cents per pound. But in 1952, now topping the list, Australia shipped 1,424 tons and received an average 25½ cents per pound—more than double 1950 price.

That this price might have been well graded had been well graded is interesting to speculate. Highest prices paid in America in the two years mentioned were 14.3 cents in the Philippines in 1950, and 31½ cents to Malaya in 1952.

Pacific Islands shell from British Ceylon in 1950 was 97 tons at 11½ cents. In 1952, it rose to 149 tons at 9½ cents.

The 1952 US figures list "British Guinea" shell under a heading of its own—221 tons was imported, averaged 22.6 cents per pound.

THESE quantities, it is emphasised, do not necessarily represent total exports from the areas mentioned. They are the tonnages actually imported into the States. Some trochus, we know, went to Continental destinations. But the prices here given do give

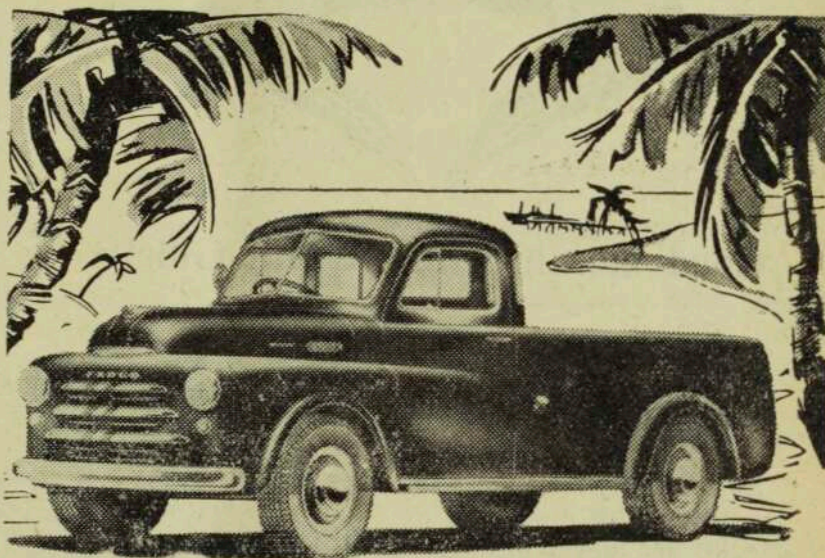
an excellent indication of ruling world prices and of price trends in the past two years.

If the French Western Pacific Territories were producing any quantity of trochus in 1950, little of it was finding its way to America. But by 1952 it is clear that an excellent

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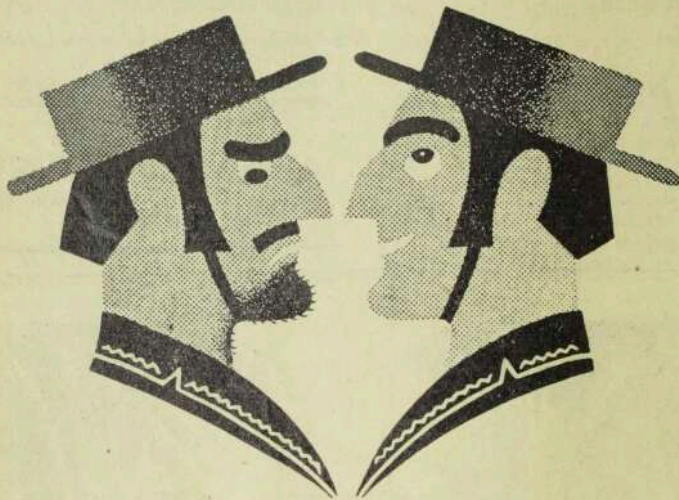
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grade of shell was being produced there, as the 34 tons shipped to the US averaged 29.4 cents per pound. This price—30 per cent. better than New Guinea—may be accounted for, at least partly, by a better natural type of shell from the New Caledonia-New Hebrides waters, in addition to better grading.

By a coincidence, the multiplication by 10 of the above price in cents per pound gives the price in £A per long ton—from which we see that the *average* f.o.b. price paid in 1952 to New Guinea shippers or their agents, was £A226 per long ton—and to shippers from the French Territories, £A294.

Other South West Pacific British islands—Fiji, the Solomons, and possibly some of the other WPHC areas, together shipped 149 tons, and were paid an average of 19.5 cents (£A195). Obviously some shippers received well above these average figures, which certainly indicate that the trochus market was considerably brighter than some reports from Sydney would suggest.

IN general, Paul Rie, of New York, had this to say on current trends: 'As events have developed, the glut of trochus that existed in early 1952 has gradually been digested, mostly by Japan and Europe. USA has also absorbed the inflated inventory of trochus resulting from the 1951 abuses, which we discussed last year; but, at the same time, has become more conservative in its purchases of this type of shell, *because the Japanese are able to outbid USA, and then to sell the finished buttons in the USA, duty paid, at lower prices than can be met by American manufacturers.*

Faced with this situation (Mr. Rie points out), a good many American manufacturers are currently buying trochus buttons from Japan rather than face the grief and strain of importing shell of unknown quality, with an unknown percentage of loss in production. Buying the finished buttons, they know exactly what they are paying for.

This trend is not necessarily a bad one for the Pacific producers, though it must affect dollar earnings—unless the Japanese are forced to pay in dollars.

CONTRARY to earlier expectations, the Japanese have not yet started to fish much shell themselves. Clearly, they have been restrained by some behind-the-scenes influences, as with their MOP planned activities.

Some months, now, a modern, well-equipped Japanese pearling fleet of 25 large diving tenders and a mother-ship has been standing by in Japan, ready to sail South to the shell-beds outside, but close to the territorial waters of the Philippines, Indonesia, New Guinea and Australia.

On April 13, a secret conference got under way in Canberra between Australian and Japanese government representatives to discuss attitudes and implications. Pending on decisions reached, Japan will buy less or more shell from foreign sources. If she fishes her own shell, she will apparently have to buy less, and the effect would be depressing to Islands exporters.

An event of outstanding interest in this regard is the opening of a shell processing factory at Levuka, —first enterprise of its kind in the South Pacific—which will be able of handling at least the entire Fiji trochus output, if the island's aspirations are realised. An article on this factory, which will produce buttons, medical lines, cosmetic powder, manures and other grit, will appear in PIM at an early date.

In the Southeast Pacific, where the interest is in MOP shell, little or no trochus is produced, and the market has also tended to improve since our last survey. Paul Rie considers that if Japan enters the MOP production field, the effect will be good for all concerned. Australia's low output of trochus shell has embarrassed the local manufacturers who handled this particular product and find

themselves in short supply, and unable to meet their button orders.

This has the effect of giving plastics a footing in the well-established shell-button market. Preventing such a tendency, by the purchase of shell from whatever source, is a long-term safeguard to the

Australian shell export market. Australia's low output might otherwise force the button-makers to turn to plastics permanently.

THE output of white shell has almost no effect on the French Oceania-Cook Islands black-lip

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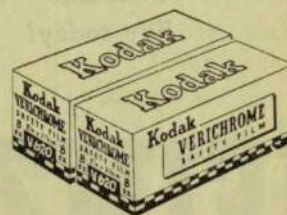
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market, Paul Rie stresses, as the two products are used for entirely different markets. However, the output of French Oceania (Tuamotu) shell does effect the price of Cook Islands shell, as the Tuamotu shell is superior and, when available, is likely to be given some preference over the Manihiki product.

Thus Paul Rie explains the rising tendency of Manihiki shell over the past year or so as having been mainly due to a shortage of Tuamotu shell in late 1951, and last year. The Tuamotu, Rie says, is now producing at a better rate and he feels that the Manihiki prices will not go higher, and may even drop.

Nevertheless, the Manihiki price is good, and the earnings from this lagoon mean a great deal to the Cook Islands. High hopes are held out for a successful development of the Suwarrow lagoon, which may be as rich as Manihiki.

Mr. D. C. Brown, shell trader, has recently received permission to do some exploratory diving in this lagoon. Unfortunately, the coconuts of this island are infested heavily with a termite which seems to defy eradication. Otherwise, a good many people might permanently settle there, and produce copra as well as shell—that is, assuming the lagoon proves fruitful, and the shark menace is not what tradition has painted it to be.

AS to the inroads of plastics on the button market, Mr. Rie says that at present the best of the synthetics sell at a price which is not much lower than the price of trochus buttons. They are a very real threat to the shell industry. But abandonment of shell means abandonment of considerable capital invested in shell-processing machinery, skilled shell workers, etc., which influences restrain a change-over to synthetics.

Rie indicates how good the best

synthetics are, as imitations of the real thing. Professional experts cannot detect the genuine pearl-shell from the synthetic button at three feet. In fact, he knows of experienced men who have bought shirts with what they thought were shell buttons and did not discover, until they made a close examination later, that they had purchased synthetic mountings.

AUSTRALIAN figures on MOP exports for 1952 are not readily

TAHITI

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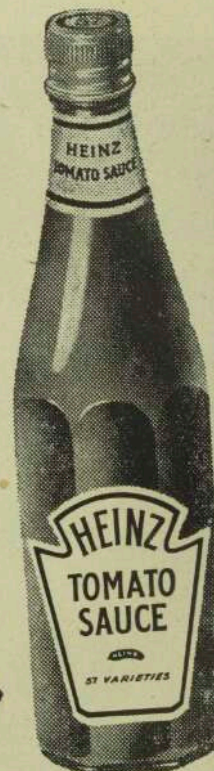
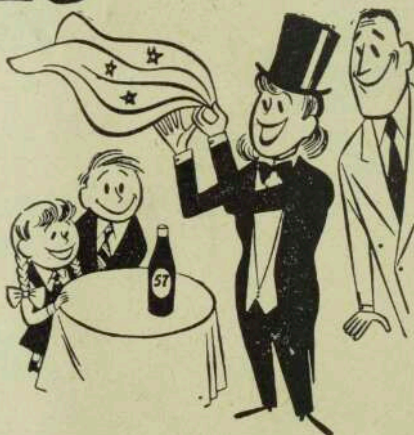
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available; but the American figures probably a close indication of production there, as most not all of the shell has gone to the States. They indicate that, whereas in 1950, 1,268 tons at an average price of 41.5 cents per pound f.o.b. was imported, in 1952 the price rose to 45.7 cents, but the quantity fell to only 663 tons.

Although approval was given by the Commonwealth Government in

April, 1952, for 35 Japanese divers to be employed at Broome they did not arrive until March of 1953—and were greeted with considerable hostility by all but their employers.

Darwin and Thursday Island, though forced to admit the inefficiency of most of their present Torres Strait Islands divers, refuse to consider the use of Japanese; and in April there was a move afoot to introduce Italian divers to Darwin.

Thursday Island boats are largely owned by the Torres Strait Islanders, under the guiding hand of the Queensland Government. Plans are afoot in TI for the establishment of a diving-school to improve efficiency, as the introduction of outside labour would simply mean unemployment for the Torres Strait Islanders. The latter's sources of livelihood are very limited.

MORE PACIFIC ISLANDS TRAVELLERS



Back from filming scenes in Tahiti, late March, came Mr. John O'Shea (left) and Roger Mirams, of Pacific Films, Ltd., Wellington. They had received great cooperation from Government departments all concerned in Tahiti.

Miss Anna Herman and Mrs. W. Tau arrived per TEAL in Auckland from Papeete.

Mr. Stan Mayne, popular Suva optician, and Mr. Frank Ryan, of Fiji Times & Herald, departed for Suva per Tofua.

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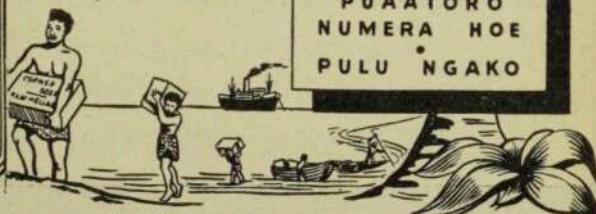
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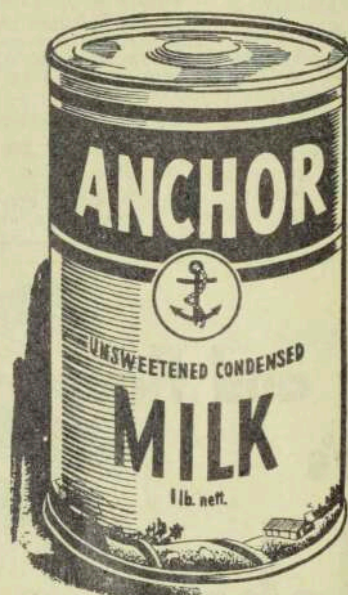
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REAL PROGRESS BY PACIFIC ISLANDERS

Future Needs Discussed by Delegates from 18 Territories in 12 Days' Conference

Special Report for Pacific Islands Monthly by C. E. SAYERS

NOUMEA, April 28. THE Second South Pacific Conference, which ended a twelve-days' Session at the Noumea headquarters of the South Pacific Commission on April 27, advanced a further stage the aspirations of the peoples of the region. The discussions covered a wide field of activity and endeavour, and reviewed the work of the Commission and its technical officers since the first Conference was held at Suva, Fiji, three years ago. Among observers at the Conference were representatives of the International Labour Organisation, the Pacific Science Board of the National Research Council of USA, the World Health Organisation, French Institute of Oceania and missionary organisations of Australia, New Zealand, the Netherlands and the South Pacific. The flags of the six nations forming the Commission — Australia, France, the Netherlands, New Zealand, the United Kingdom and the United States of America—flew

from the Commission's headquarters. Delegates were welcomed by the Governor of New Caledonia, M R. Angammarre.

LIST OF DELEGATES

PAPUA-NEW GUINEA

Delegates (Papua): Paulus Arek (Teacher on staff of Sogeri Education Centre); Miss Tani Sisa (Stationed at Saiho, near Mount Lamington, engaged in rehabilitation work).

Alternates: Timeas Sambuba (Chief Instructor at Saiho Medical Orderly School); Elliott Eljar (Co-operative Inspector, Bougainville).

Delegates (New Guinea): Advent Tarosi (Senior Teacher with Department of Education); Waiatu Ahnon (Member of the Rabaul Town Advisory Council and President of the Kambiu Club, Rabaul).

Alternates: Takapan (Paramount Luluai of his District); Nason (Chairman of Nanga Nanga Village Council; Responsible for the development of the Tapipip Cacao Project).

Advisers: H. L. R. Niall (Senior District Commissioner); Miss B. A. McLachlan (Officer-in-Charge, Female Education Division, Department of Education); R. S. Carne (Senior Agricultural Officer for Central Highlands); R. Thomson (Social Welfare Officer in Administration).

NAURU

Delegate: Alternate: James Ategan Bop (Councillor and Treasurer, Nauru Local Government Council).

Adviser: J. N. Snell (Accountant, Nauru Administration).

NEW CALEDONIA

Delegates: High Chief Kowe Bouillant (High Chief of Poyes Tribe; President of

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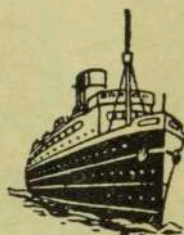
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NC and Loyalty Islanders Association; Member of the General Council of NC); Rock Pidjot (Chief of Conception Tribe and Member of General Council).

FRENCH OCEANIA

Delegates: Jean Millaud (former President of the French Oceania Representative Assembly); Antelme Buillard (Member of staff of Bank of Indo-China).

NETHERLANDS NEW GUINEA

Delegates: M. Kaisiepo (Official of Information and Broadcasting Service, Hollandia); W. Inury (School Inspector, Hollandia).

Advisers: Rev. I. S. Kijne (Field Director of NG Missions of the Dutch Reformed Church); Dr. J. V. de Bruyn (Assistant Resident, Bureau of Native Affairs, Hollandia).

WESTERN SAMOA

Delegates: Hon. Gatoloi Peseta Sio (Chairman of Fono of Faipule); Hon. Tualaulelei (Member of Legislative Assembly).

Advisers: Hon. Mauaiaivao Sunu (Member of the Fono of Faipule); Hon. Te'o Leutele (Member of Legislative Assembly).

COOK ISLANDS

Delegates: William Parau Browne (Member of Rarotonga Islands Council); Tiri Trigo.

Alternates: Mrs. Tapaeru Terito Taite Arikiki (Member of Rarotonga Council); J. W. W. Graham.

NIUE

Delegates: Councillor Anaki (Island Council Member for Tamakautoga).

Adviser: Leslie Rex.

FIJI

Delegates: Hon. Ratu G. C. Tuisawai, OBE (Senior Fijian Member of Legislative

Council); Hon. T. R. Sharma (Indian Member of Legislative Council; Barrister and Solicitor in Supreme Court of Fiji).

Alternates: Rata Tiale Duiyasawa (a Senior Native Administrator of Fiji); Hon. B. M. Jannif (Indian Member of Legislative Council).

GILBERT & ELLICE ISLANDS

Delegates (Gilbert Islands): Tutu Tekanene, BEM (Senior Assistant Medical Practitioner); Monokoa (Clerk, British Phosphate Commissioners).

Delegates (Ellice Islands): Falan Pasefika (Clerk and Customs Officer); Melitiana (Headmaster).

Adviser: R. G. Roberts (Administrative officer).

BRITISH SOLOMON ISLANDS

Delegates: Simon Siapu (Sergeant, BSI Constabulary); Gideon Zoleveke (Assistant Medical Practitioner).

Adviser: J. L. Bergelin (Inspector of Labour).

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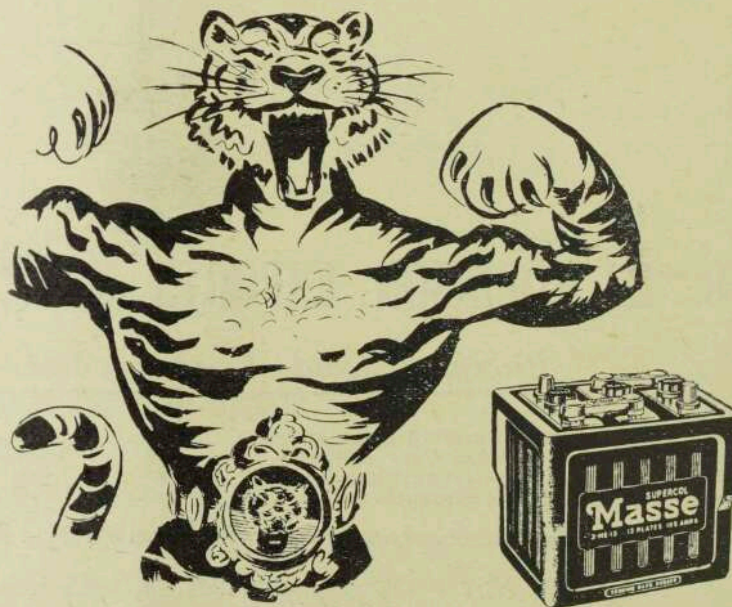
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AMERICAN SAMOA

Delegates: Hon. Mariota Tuasopopo (President of Senate); Hon. Salofi Moega (Speaker of House).
Alternate: Tufele Faiaoga (Paramount Chief).
Adviser: John Cole Cool (Staff Anthropologist).

GUAM

Delegates: Manuel F. E. Guerrero (President of House of Council, Guam Congress, 1935-1950); Baltazar J. Bordallo (Member of Legislature).

TRUST TERRITORY OF MICRONESIA

Delegates: Roman Tmetuchi (Administrative Assistant); Ignacio V. Benevente (Secretary of Congress of Saipan and Associate Judge of Saipan District Court).

Alternatives: Amata Kabua (Instructor, Marshall Islands Intermediate School); Fritz Weilbacher (Staff of Ponape Co-operative Co.).

NEW HEBRIDES

Delegate (British): A. M. P. Philip (Assistant Medical Practitioner).
Delegate (French): M. Kaisautu (Chief Mele Village, Vate Island).

TONGA

Delegate: H. R. H. Prince Tu'ipelehake (Governor of Ha'apai).
Adviser: W. Straatmans (Senior Agricultural Officer).

OBSERVERS

Rev. Father John Soury Lavergne, Nan Catholic Missions.
Rev. V. W. Coombes, National Missionary Council, Australia.
Rev. G. Horwell, National Missionary Council, Australia.
Rev. A. J. Patterson, World Health Organisation.
Rev. R. Bray, International Labour Office.
Prof. J. W. Davidson, Australian National University.
Harold J. Coolidge, Pacific Science Board, Pacific Science Association.
Representative of Institute Francaise de l'Océanie.
Mr. Kriger, Netherlands Commissioners' Server for Royal Institute for the Tropics, Amsterdam.
Rev. I. S. Kijne, Adviser Netherlands Guinea Delegation; Observer for the Netherlands Missions, N.H.G.
Mr. Lynford Keyes, Public Health Education Adviser to the Regional Office of World Health Organisation, Manila, attended the Conference in a private capacity.

The Chairman, M. R. Lassalle, Senior Commissioner for the Pacific, told delegates that he felt the greatest benefits they could derive would come through the contacts they made, conversations with each other and the knowledge they could gain in this way, at least, from the outside world. Let no one say that that would be a slender result.

The Secretary-General, Sir Brian Weston, reviewed the work that had been done since the first Conference was held in Suva in 1950. In finite, practical action, he said, had been taken on at least 30 of the 43 recommendations of that conference. Filariasis control measures, vocational training and development of food and export products were examples. The Commis-

sion had done its utmost, within limited resources, to bring nearer to realisation the hopes and aspirations of the Pacific people by correspondence, specialist conference and personal contact. Specialist conferences were planned for next year on rice production, and technical aspects of the co-operative movement.

ANALYSIS OF PROGRESS

Dr. E. M. OJALA, Deputy Chairman of the Research Council, an auxiliary of the Commission, said the main impression he had gained in moving about the Pacific in the past year was that very few people were not interested in progress. The course of progress was well under way in some Pacific

territories, and was just beginning in others. He was impressed with the vital role that administrations were playing in helping the people to express their aspirations in practical achievements — roads, co-operative societies, village councils, new tools and machinery, new crops, hospitals, schools.

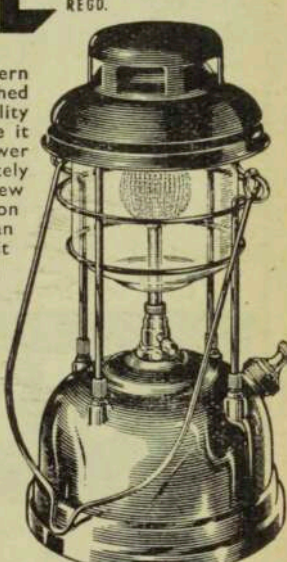
The people, missions, traders, planters and the administrations played the vital role in Pacific progress. The Commission had the selective but important role of regional research and action, in co-operation with governments. It was always looking for new ways of working with the people, and was most anxious to have their recommendations.

Dr. Ojala concluded: "I believe

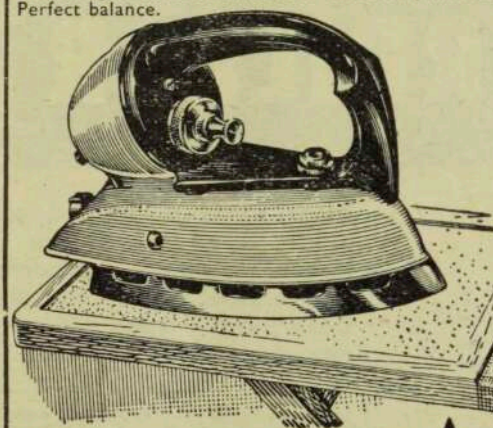
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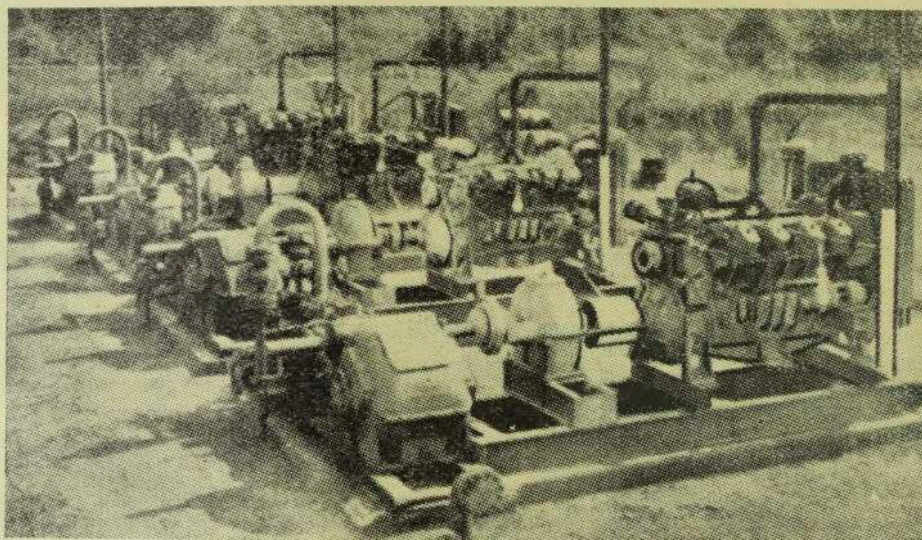
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that the Commission is already providing a demonstration to the world of what six nations can accomplish when they decide to work together for the development of the people and the resources under their care. This demonstration will grow in strength as the years pass."

POPULATION PRESSURES AND FOOD

POPULATION trends and pressures and problems of food production and conservation of resources, were keenly debated on the basis of a paper prepared by Prince Tongi, Premier of Tonga.

Prince Tu'ipelehake, who presented the paper, said the Tonga Government had made efforts to educate its people in birth-control, but with little success. One possible solution was to remove people from overpopulated to less crowded lands in the group. Another possibility was to study intensive cultivation to see if it was possible for people to make a living on a smaller area than the 8½ acres every Tongan boy was granted on reaching sixteen years.

The Nauru delegation asked the conference to support a request to the Australian Government that a new home be found for the people of that Territory somewhere in the South Pacific, where resources could be adequate for an increasing population.

That delegation opposed birth-control; but it was put forward by the Gilbert and Ellice Islands delegation "as the only rational means of limiting population after it reached the optimum level relative to resources."

American Samoa also opposed birth-control, not only on moral grounds, but because they had pride in their people and wished to see them increase. Migration of young men was also rejected. The solution offered was the possibility of introducing new techniques and ideas for the fuller development of available resources.

A delegate from the Trust Territory of Micronesia warned against the standard of living being taken too far out of balance with resources.

The Australian-New Guinea delegation told of an under-populated, under-developed country, with little more than a million people settled on 93,000 square miles. It would welcome people from Nauru as settlers.

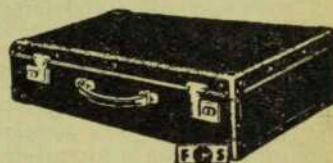
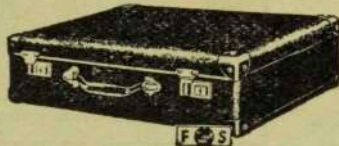
A debate on the development and conservation of resources showed the need for the greater use of existing resources, and the development of new ones. This need was stressed because of growing populations in most territories.

MORE MARKET INFORMATION

NEEDS emphasised in the discussion on marketing problems included the study of means for assuring Islanders price stability, encouragement of greater production of export crops, and greater

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assurance of markets, and the possibility of area-wide action as a means of improving the position of basic export industries.

The Conference adopted a series of resolutions on the subject.

Amongst them was a recommendation that the Commission establish a marketing information service. The object of this service would be to collect and distribute information on the kind, grade and quantity of Islands' produce which other Pacific territories can absorb; ruling prices in different territories; existing import prohibitions in the different territories, and the reasons for them; and inter-territorial transportation.

NATIVE CO-OPERATIVES

THE Conference passed a resolution expressing its consciousness of the great value and importance of co-operatives in the production, transport and marketing of copra and other commodities, and in securing fair prices to the producer.

The Commission was requested to intensify its efforts to encourage and develop the co-operative movement, and to place specialist advisers at the disposal of territorial administrations requesting such assistance.

Wide price fluctuations could be

best countered by governmental price guarantees, it was felt.

The Commission's attention was drawn to opportunities for concentrating processing industries in centres from which products would have tariff-free access to principal markets.

PEOPLES' FOOD HABITS

CHANGES in food habits of the Islanders, and their effects on health, were discussed on the basis of a paper presented by the Fiji delegation. The paper suggested, among other things, ways in which native diets could be im-

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oved. Dietary improvement depended on long-term economic, medical, agricultural and educational programmes.

Warnings of the danger of trying to change native food habits too quickly were sounded by several delegations.

A New Caledonia delegate said people should be introduced to European food very gradually. He suggested that nutritional standards be laid down in order to establish a rational diet for the natives.

Miss Tani Sisa (Papua), one of the three women delegates to the conference, said the diet of Islands people would be improved only if the women were taught in their homes.

"It is no use asking the women to grow better food if we do not teach them how to cook it in better and cleaner ways," Miss Sisa said.

NEED FOR HEALTH EDUCATION

HEALTH education was considered, on a paper presented by the Netherlands New Guinea delegation, which urged, as a great need, education and propaganda that would persuade the people to work with administrators, village officials and chiefs, medical officers and teachers in furthering measures for the prevention of disease.

Delegates from Papua-New Guinea developed this theme by urging the greatest use of visual aids in health education.

"We need educational aids that will both amuse and instruct," one New Guinea delegate said. "Colour and humour are part of the peoples' lives, and should be used to the full in health education."

An indication of the practical help that is being given by one Pacific territory to another was contained in facts given about medical and nursing services in Papua and New Guinea. Since the war, five New Guinea students have been receiving training at the Central Medical School in Fiji. Three have qualified as Assistant Medical Assistants so far, and are now working in the territories.

Fifty students from the United States Trust Territory are being trained in medicine, dentistry and sanitation at the Fiji Medical School.

The use of modern health education techniques—books, pamphlets, posters, films and other visual aids—was generally applauded; but a delegate from American Samoa suggested that locally-developed educational material would be more effective than anything imported from outside the region.

The Conference affirmed the importance of health education and urged that territorial administrators be asked to intensify that work. The Commission was asked to suggest to them the inclusion of courses on the subject in any instruction programmes for the training of health and education personnel.

ing of health and education personnel.

It was also recommended that the best possible use should be made of territorial broadcasting services for the purposes of health education, and that a series of simple illustrated booklets should be issued on the basic aspects of sanitation and hygiene. The series should be devised to meet the needs

of a particular territory or groups of territories.

WOMEN'S PLACE IN COMMUNITY

THE three women delegates were applauded for their contributions to the debate on the place of women and women's organisations in the community. Miss Tani Sisa (Papua), who presented a



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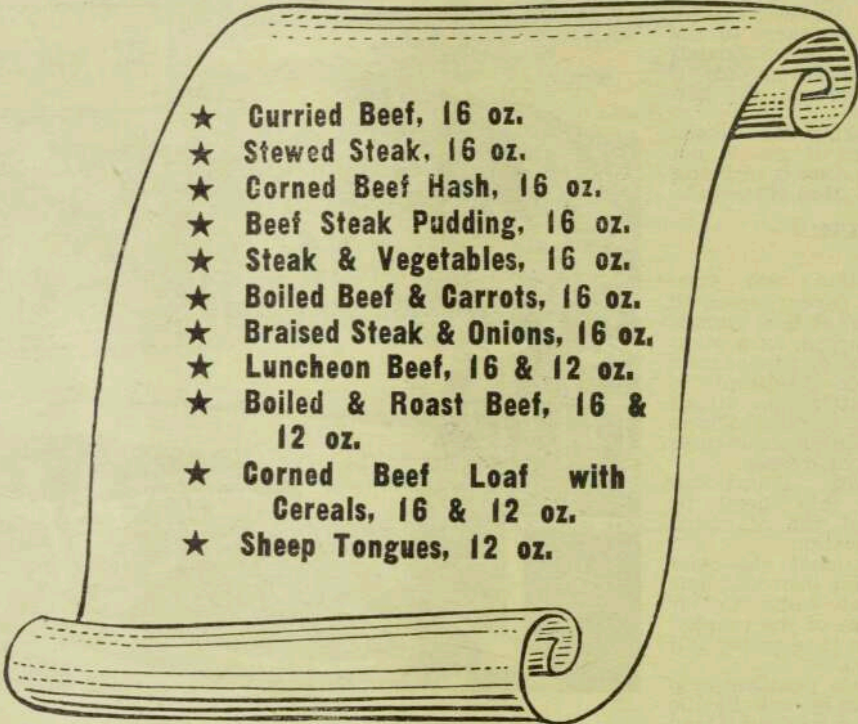
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aper on the subject, expressed the hope that more women delegates could attend future Conferences, and suggested that a South Pacific women's conference should be held.

Applause greeted the response of Western Samoa delegate that they could be represented at the next conference not by four men, but by "two couples."

Mariota Tuiasosopa (American Samoa) suggested to Miss Sisa that the mother birds were more important in the nests looking after youngsters, and allowing the males to get out to the ocean and catch fish for them. It would be wrong to start an inter-territorial women's organisation which might destroy the village organisation.

Mrs. Tapaeru Terito Taite Ariki (Tarotonga) said there was absolute equality of the sexes in the Cook Islands group. In one district over half of the 40 Arikis were women. In the villages, women's committees inspected homes and lands, and each month decided the crops that should be planted by the men for family use. Any man who did not carry out these orders was publicly reprimanded.

Mme. Terorotua Moua (French Polynesia) said Tahitian women now had equal opportunities with men. There were more women teachers than men, more women were becoming medical students. The Red Cross was directed by women, and they were playing an important part in industry and commerce.

HANGING WAYS OF LIFE

THE last paper before the Conference was on the subject of child education. It was presented by the Cook Island delegation which said that a child should be educated to select the best out of his traditional way of life and discard the things that were not adaptable to the new life.

Paulus Arek (Papua) said that even in the remotest parts of his country, villagers were becoming aware that theirs was not the only way of life. To meet the challenge, the need was felt for knowledge of the basic skills of civilisation.

"We have to consider," he said, "how we can take the best from our own way of life, and that of the West, and make a new mixture. We feel that, like a new cook without a recipe, we are likely to mix the wrong ingredients if we are not given guidance."

PECTS OF EDUCATION

QUAL education opportunities was regarded as one means of recognising the necessity for and continuous co-operation between men and women in the development of indigenous communities. Territorial administrations, the Conference recommended, should promote this by legislative and other measures.

The provision of more schools for

girls was urged, with facilities for domestic training, hygiene and elementary civics. Opportunities for co-education activities, and the encouragement of further education for women, including the organisation of women's clubs and committees were also recommended.

The establishment of a central technical school, with facilities for training ships' masters and marine engineers, was supported, and the Commission was requested to enquire into the possibility of providing more technical and professional education on a regional basis.

Another recommendation urged the Commission to take steps to ensure that what remains of the traditional social organisation of

the Islanders be preserved in written form "so that our descendants may not live in ignorance of their heritage."

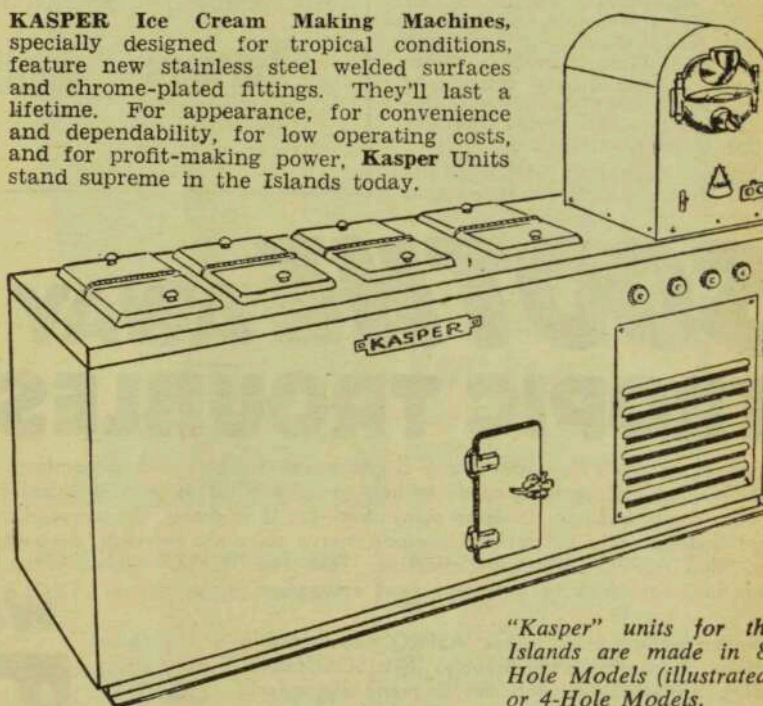
INTERNATIONAL COURTESIES

ON Anzac Day (April 25) the Conference stood in silence for two minutes in commemoration of the part played by Australian and New Zealand Forces in two World Wars.

Also, on that day, High Talking Chief Tuiasosopo (American Samoa) was responsible for the Conference unanimously adopting a message of congratulation to Queen Elizabeth on the occasion of her coronation, wishing her a long and prosperous reign, and expressing thanks and

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appreciation of the work of Great Britain for the welfare and progress of the South Pacific peoples.

THE NEXT CONFERENCE

DELEGATES agreed, by 22 votes to 11, to recommend that the third Conference be held two years hence.

The agreement establishing the Commission provides that the Conference shall meet at intervals not exceeding three years. The Conference at Suva, in 1950, left a decision on the date of the Second Conference to the Commission.

Mr. C. G. R. McKay, Senior Commissioner for New Zealand, explained that the Commission had felt that an interval of two years was not sufficient to allow of effective work being done on recommendations from the first Conference. It had decided, therefore, that three years should be the interval between the holding of the first and the second Conferences.

Three sites were suggested for the third Conference—Lae (Australian New Guinea), American Samoa, and West Samoa. These recommendations will be considered by the Commission, which will decide both the date and the site for the third Conference.

Delegates suggested to the Commission that subjects for discussion

at the third Conference should include the establishment of a South Pacific university, a survey of new indigenous industries, education in economics, modernisation of industry, the encouragement of native arts, and labour and working conditions in the South Pacific.

In his closing address, the Chairman congratulated delegates on the success of the Conference. The solidarity of the South Pacific peoples was being forged little by little, he said. At Suva, three days ago, there were some hesitations and doubts about the Conference.

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ow they were sure of its value, and of the value of the Commission. was a satisfaction that the collaboration between the Islanders and the Commission, that was shown at the Conference, would be continued after the delegates returned to their homes.

THING OF SHREDS AND PATCHES

Bulominski's Famous New Ireland Road

NEW IRELAND towards the end of a very wet season finds itself with its famous East coast road a thing of shreds and patches. The first 50 miles out of Pavieng are fair, although lacking the perfection demanded by its builder, Bulominski. After that, for a stretch of 10 miles, there are holes into which (it is said) you could drop a three tons truck and not notice it.

The 170 miles to Namatanai can now be covered in not less than 15 hours, including the time it takes to be dragged out of morasses.

The villages through which the road passes are still responsible for the maintenance of their piece of road, as they were in the days of Bulominski; and, similarly, the planters are responsible for the road that goes through their plantations. Privately, you are told by some planters that the villagers now shamefully neglect their road duty; and by Administration officials that, though the villagers keep their road in good condition, some planters simply refuse to do anything to theirs.

Other local opinion about the road is that its bad state at the present time is caused by excessive wet, combined with bigger and bigger transport to churn up its surface. Bulominski built his road for carriages and horses, not for diesel, multiwheeled semi-trailers. His line of thought runs parallel to findings in Australia in the post-war years, when excessively wet seasons coincided with the introduction of heavy motor trucks engaged in interstate as well as intrastate haulage.

In the meantime, New Ireland's East Coast road is being reconditioned slowly by the Commonwealth Works Department—residents say at the rate of five miles a year! The Department has a small European staff on the job, some mechanical equipment that recently has been out of action waiting for spare parts, and is reconstructing most of the bridges as it comes to them.—JUDY DOR.

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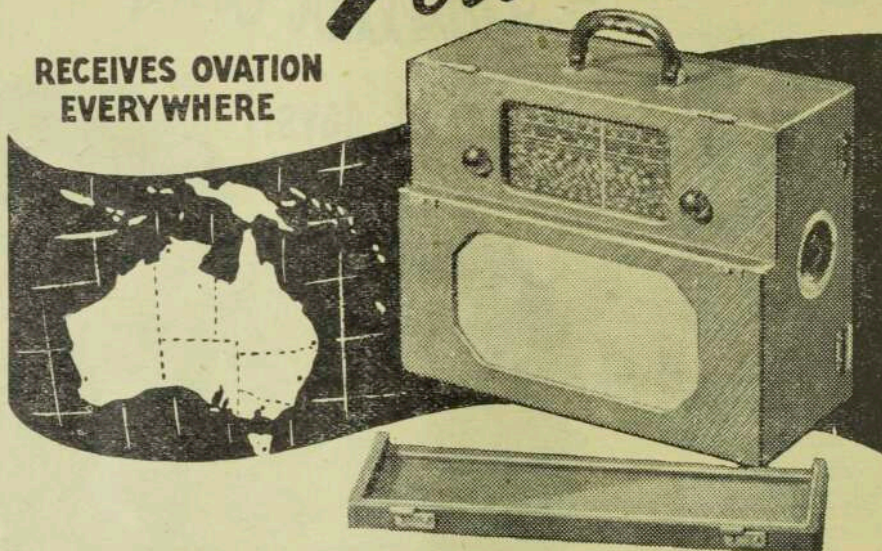
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MAGAZINE SECTION

THE MENACE THAT LIES EAST
OF ONE-SEVEN-THREEA MEMORY
BY JPS

"GEORGE," I said, laying down a copy of the November PIM, just to hand, "what do you make of this Longitude 173 East factor in the distribution of malaria? see they're doing a little research on it."

My host, along the verandah, sized dreamily out across the reefs. It was the noon siesta on one of the outer islands. He was silent as long I suspected he hadn't heard me. Then he turned and gazed at wall map of the Pacific.

"H'm! By Gad, that is peculiar. Coincides almost exactly," he remarked, finally. "The other problem, I mean," he added, as an after-thought. Then, noting that I was floundering, he continued: "Look at the map, man! Doesn't occur to you that the experts are grappling with only half the problem?"

"How come, George?"

"Man-alive," said George, "look at the map! To the west of 173 we're battling with malaria. To the east of it the White Man—the angle man, anyway—has another problem on his hands, just as debilitating. I refer to the Brown Man! Why, west of 173, old boy, I'll admit the problem's practically non-existent. Yes, 173 is definitely the glamour line—with the only exception, of course!"

I stared speculatively at my companion. George, remarkably handsome at 50, was an ex-seafarer, and had the reputation of being a bit of a rake, in his day. That was before he came to manage this place out in the Lau.

"Well, ask any seaman," said George, observing my glance. "West of the glamour line expenses are actually nil under the 'Brown women' heading. East of it—well, I wish I had half of it now!" "Maybe you've got something there, George," I remarked. "Though whether there's any co-relation with the *Anopheles* mosquito is another hint altogether. Could it be more than a coincidence, d'you think?" "Coincidence or not, I've certainly got something," George observed, quietly—and I noticed a far-away look in his eye. His mind wasn't in the Lau Group, at the moment. Two beers later he got going.

THIS is a much bigger economic problem than you seem to realise (said George). It probably runs into millions. Then, again, there's another aspect altogether. Admit, if it wasn't for the happy circumstance that they have short

memories hereabout I doubt whether I could hold my head up in, say, Pago Pago to-day.

It's not exactly a story that I want to shout around. But it'll give you an idea of what I mean.

You'll remember I was in the old S.S. *Binatang* a year or two back. Well, we dropped into Pago Pago one time for engine repairs.

After Tahiti and Hawaii, if ever a place has had a publicity build-up in the South-Sea-Allure line, it's Pago Pago. So naturally the chaps were expecting something. I admit I was rather carried away myself.

We weren't alongside the wharf an hour when one of the Mates passed the word that he had everything jacked up for what looked like a very pleasant South Seas evening. There was a foreman on the engine job. Very nice bloke, it seemed. He'd fix up a little party—yes, some really nice girls, cousins of his, or something. Be ready by 7 p.m. He'd send a taxi for us. Looked like a good cheap evening—what with the problem of getting dollars and all that.

The taxi was there on the dot. Yes, and a girl apiece. Good lookers, too, believe me!

We piled into the taxi—a big American bus—and the girls suggested we take a moonlight run out to Tafuna. There were several cartons of American beer in the

boot. This host of ours, whoever he was, had thought of everything. We understood that the taxi driver was also a cousin of his—so probably he'd not charge the normal rates. Still, damn nice of him to look after a bunch of strangers.

There was a lot of skylarking and the beer, of course, went down steadily. But—let's admit it—we were getting a little restive. Maybe these girls were too nice. Progress was slower than we'd figured—for a place with a build-up like Pago.

Then one of the girls suggested we head for her home—and supper—and we moved off in the taxi. Along the road, we pulled up outside a store. It was now close on midnight, but the storekeeper was another cousin of the organiser—so naturally he wouldn't mind assisting us. It seemed we had to pick up a little canned goods for the supper.

With the lights on, the girls indicated various articles on the well-stocked shelves—a pile of goods being placed on the counter in front of each lady. Seemed to be doing a lot of unnecessary shopping, too, for that hour of night—stuff like soap, a yard or two of lava-lava material, perfume, etc.—and large quantities of canned foods.

About that time we began to wake up. The respective piles of goods completed, a significant silence came over the store. Each girl smiled and looked her man over—and the storekeeper looked us all over. Then it hit us. We were to pay.

My heap, I remember, ran into around fifteen dollars.

We paid like lambs, got this junk into the back of the car, and moved off. The fellows were less happy

KON TIKI MAN IS BACK AGAIN

Mr. Bengt Danielsson, with wife and daughter, arriving in Auckland recently, were met by Mr. Carl Swenson (right), who presented the ex-Kon Tiki man with a tin of "Kon Tiki" fish soup—a brand on sale in NZ.

Mr. Danielsson, only Swede of the party, was cook on the Kon Tiki raft on its 101-days Pacific drift in 1947; and Mr. Swenson, Swedish-born but French-naturalised, was resident in Tahiti when the Kon Tiki party arrived there.

The Danielsson family left NZ by air on April 28 to settle in Tahiti, after Bengt completed research work in NZ libraries.



than they had been. Fifteen bucks seemed a little high for the South Sea Islands. Never mind! The night was young.

Presently, the taxi pulled up outside a two-storied Samoan *fale*. We shouldered our burdens and followed the girls—stepping over sleeping women and children. From somewhere another carton of American beer appeared.

Supper was to be entirely liquid it seemed. The stores were being packed away in large cases. It was some time since the last ship had called; but, looking back now, I recall that there was still a big stockpile of stores in the larder. Still—the night was yet young.

Then an old man on a mat, through the thin floor just above our heads, began to speak quietly in Samoan. I didn't take much notice of him at first—until I noticed that the girls had frozen to dead silence, and were looking at one another. Then I started to remember what Samoan I knew—which wasn't much. But it was enough.

"Get those *pa'alangi* dogs from under this roof"—either that, or the girls would never enter the house again. Take them for all they had, by all means, yes! But allow them to sleep in the house—no! Get them outside—anywhere—to hell with them. Hadn't the girls any shame? Didn't they know what these dogs were after? Well, then!

Well—there we were. Home, boys. Let's get to blazes out of here.

We moved outside, the girls following. The atmosphere was very, very cool—for Pago Pago.

Across the yard the taxi driver was sleeping in his car.

Well—what's wrong, boys?

Nothing—nothing at all—we just wanted to get back to the ship.

That was impossible, it seemed. There was a strict curfew from midnight until dawn. Navy base, and

all that. No, we'd have to stick around till morning—but he'd fix us with some blankets. The girls had somehow disappeared.

"Look," said George. "Have you ever slept on the ground in Samoa? The whole blessed place is lava rocks—then, of course, the rain sets in any time after midnight. It was on time! Man—what a night—what agony! We were all dead tired, and soaked through by dawn, when the dejected caravan moved off for the waterfront.

"Foreign port, and all that, you know. No use causing any trouble. We got out of the car and said to the driver, 'Well—tell us the worst—how much?' Evidently he was used to some protests. Seemed sort of taken aback for the moment—but made a quick recovery.

"Let's see now, fellers—that's a hundred and twenty bucks for the car—with waitin' time, y'see—and then the beer. Total of one forty. Fine! Hope to take you out again some night. Nice bunch a'guys."

"Somehow we just raised the wind to cover expenses—by getting an advance against wages.

"After that," George concluded, "we stopped aboard—kind of stunned, like! The Second Mate took it to heart properly. Spent all day wandering between the chart-house—checking to see if we really were at Pago Pago—and his cabin, thumbing through the relevant passages in his extensive collection of South Sea literature—utterly perplexed.

"I heard he was put away later—the disillusionment seemed to get him—like a little kid being told there was no Santa Claus.

"But man! for the South Seas it was an expensive lesson in morality. Thank the Lord, I'm happily married and settled down, now. Still, for the sake of other blokes, I think the problem ought to be looked into, don't you? Cheers!"

MEMORY OF RLS



This photograph, taken recently, shows the steps of the Protestant Church, Tautira, Tahiti, and the set of silver plate which was presented by Robert Louis Stevenson to the church in 1889.

Francisco Bay and is the permanent home of a former British Army captain, John Quinn, now an antique dealer.

Galilee was built in 1891 by Captain Matthew Turner, creator of many a famous old-time South Seas sailing craft. Quinn purchased the vessel in 1936, when she had ended her useful life. The piles which support her are linked with the shore by a narrow wharf which is illuminated at night by old-fashioned gas lamps. Aboard, she is stocked with marine curios picked up from all over the world.

The 132-ft, 328-tons wooden vessel had a good turn of speed in her day, once making a run of 308 miles in 24 hours, fully laden. She ran supplies to a Tahiti mission for some years; then, from 1903 to 1908, she made a magnetic survey of the Pacific for the Carnegie Institute. For this voyage all her steel wire rigging was substituted by hemp, to reduce magnetic effects in the ship. The 64,000-mile survey voyage was by way of the Islands to New Zealand, Japan and back to San Francisco.

OLD SHIPS AS MARINE MUSEUMS

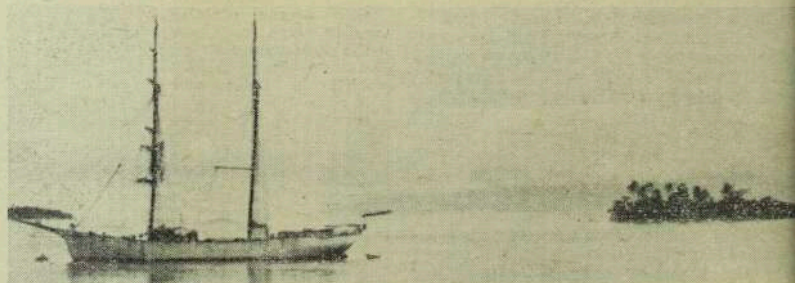
THE old-time barquentine *City of Papeete* is to become a Marine Museum, says Tahiti reports.

Interested in the old ship, Oscar Nordman wrote from Papeete to the lady-owner, asking if she would give him one of the name boards from the bow. She replied that they no longer exist but she would be very glad to give him the old ship, which she had fitted out as a house-boat for week-end vacations. The vessel, of course, is a derelict and sits on piles off Sausalito, USA, its hold flooded at high tide.

Now comes advice that the vessel has been donated as a marine museum.

Reporting this, Mr. Nordman suggests that another suitable vessel for a marine museum, its

history closely linked with Tahiti, would be the brigantine *Galilee*, which also sits on piles in San



The Brigantine *Galilee*, as she lay in Papeete Harbour in 1897.

CROCODILE INTERLUDE IN PAPUA

By John
D. Wilkinson

It was a quiet night. We (plantation manager and visiting trader—me) had talked ourselves out of subjects; the rum was gone; it was too early to retire. "Let's go and get a crocodile," said the PM. "There are some big ones over in the swamp, there. I want a good hide." The VT agreed. He was not fond of being near crocodiles; but it might fill the evening.

A dinghy, lamp, batteries, rifle, and two natives as helpers and some movers were soon assembled, and the expedition departed. An hour later the party was weary—tired of being aground on soft, sucking mud, of being bitten by endless lines of mosquitoes, of nearly falling overboard, of hearing the PM say, "There always have been some here before."

Then the spotlight picked up something in the fringing mangoes hundred yards away. It looked like the tail-light of a car. It was a reflection from a croc's eyes.

Slowly, slowly, the boat crept nearer. At 15 ft. distance, the PM's heavy rifle went off with an explosion that just about lifted the expedition out of the water, and scattered three sets of nerves. The PM shrieked, the plantation cattle howled, and the VT, holding the flashlight, just saved himself from a fall into the creek. . . . Back went the spotlight. Bang at the rifle. This time, all nature felt itself proud. The din was terrific.

But the target did not react. It was only a slight shiver. There was no tail-light showing.

Conversation was carried on in whispers. The boat crept nearer. When only five feet away, one of the natives prodded the object hard with an oar.

The resulting activity was astounding. The sea seemed to erupt. Mud, water, sticks and stones flew in all directions—and the croc's huge tail came thrashing around. It seemed to miss the dinghy, at each swipe, by only six inches.

The VT howled "Go astern"; the PM insisted "I'll give him another"; the natives pushed like mad—and the dinghy grounded within two feet of the snapping jaws, which had come to the surface at the writhing creature's opposite end.

The VT thought of his misspent life, and wondered whether he could get twenty feet from the madly rocking dinghy to the nearest mangrove tree. Then the tail stayed quiet. The PM got in another careful shot—and a beautiful stillness descended on the huge reptile. The VT and two frantic natives heaved frantically; the PM cursed and argued; but nothing could stop those three intense human beings—they departed from that sheltered haven so fast that the bow-wave became notable in local history.

The PM went back next day and retrieved the carcass and got the hide. That croc. measured a few inches over 17 ft.

The PM wants another croc, so as to complete his set of croc-skin travelling bags. But the VT is content to rest on his laurels. There has been, as yet, no second croc-shooting expedition.

MYSTERIOUS SPY IN TONGA

By DR. HANS HURLIMANN,
of Burligstreet 6, Winterthur,
Switzerland.

I WAS in Nukualofa in 1951, awaiting transport, so that I might return to my home in Switzerland. I had completed a botanical investigation in Tonga, partly for my own interests, and partly in association with the Tongan Department of Agriculture.

My companion at a party one night in the pleasant little town was a vivacious young Tongan. He entertained me with a story about a "foreign spy." The latter's activities had just been uncovered, and the Tongan Government was seriously perturbed.

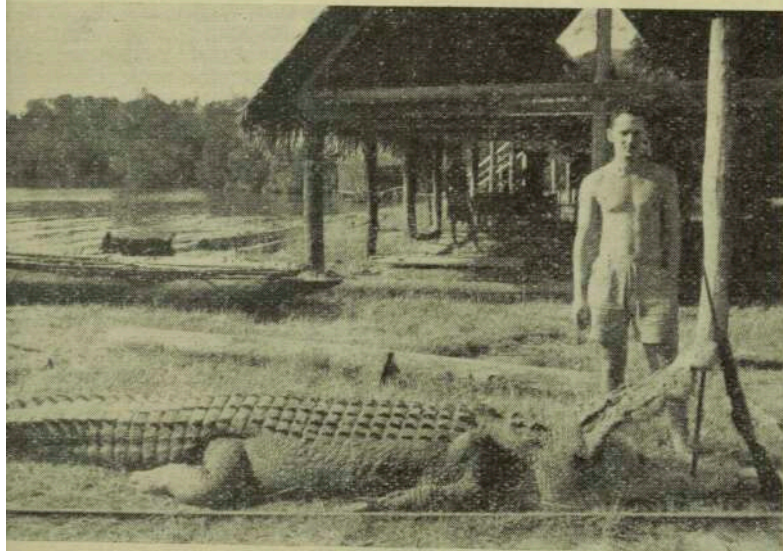
It appeared that a certain foreign nation was investigating the South Sea Islands, seeking possible bases for naval craft. A ship, keeping carefully out of sight, had been cruising in the Tongan archipelago. It had put a European ashore on Eua island; and the European had gone up into the mountains, and had marked the trees and had made fire signals at night. The fire signals kept him in communication with the ship. It had been intended to put a party ashore, but the alarmed people of Eua watched the stranger so closely that that part of the plan failed.

The mysterious European thereupon departed from Eua, and had himself conveyed to Tongatabu, and remained in Nukualofa a little while. Then, when the Tongan Government ship *Hifofua* was about to sail northwards, he stowed himself away on the *Hifofua*; and he contrived to damage the *Hifofua* when she was away north, so that the vessel was obliged to run into Suva for repairs. The spy left the *Hifofua* in Suva, and thus escaped Tongan justice, and got clear away.

At first, I was merely bored. But, as the story unfolded, I became really interested. I began to see some resemblance between my recent activities, and those of the mysterious spy.

I had been for some time on Eua, carrying a rucksack and a big knife: making unexplained expeditions into the mountains; marking the trees; going to high and almost inaccessible spots to gather certain plants. I had one Tongan servant, and I slept whenever I could on the higher hills, where it was cool, and where he cooked my meals, often on an open fire after dark.

I had heard of some mysterious ship when I returned to Nukualofa, but I knew nothing about it. I knew that the *Hifofua* had gone about this time on her run to Niuafo'ou, and there had developed



The crocodile measuring 17 ft 4 in., shot by Dr. M. King, manager of Sawataitai station, Normanby Island, Papua, in

January, 1953, as described in the accompanying article. Mr. King is seen beside the corpse.

(CONTINUED FROM P. 67)

a bad leak which had taken her to Suva for attention.

I had disappeared from Nukualofa about that time. The small vessel *Aoniū* had provided me with an unexpected chance to get across to Niuatoputapu island for six weeks, and I had gone gladly, and without notice, to get in some valuable botanical work. I had only just returned from there. The spy story had grown feathers and flown strongly while I was away in Niuatoputapu.

So I disclosed myself to my astonished Tongan friends, right there in the party, as the original spy himself. We fitted the details or my wanderings to the popular story of the spy; and we found that they all tallied. I still can hear their roars of laughter. No one, however, could explain the mysterious vessel which, it was said, had hung around Eua for a while; and, of course, we had to accept the *Hifofua's* leak as one of the unfortunate *Hifofua's* many accidents.

COALS TO NEWCASTLE!

DON BEACHCOMBER, Honolulu restaurateur, recently imported a ton of Puhua shells from Tahiti. It is understood that each shell bleached white by sea and sun, will be painted with a miniature South Sea motif and handed to guests as a souvenir of Hawaii.

By the same vessel, a consignment of bamboo fish-cages was despatched. These are moored in shallow water and are used for holding in captivity, alive and fresh until required, fish caught by other means.

About 100 representatives of Islands communities, divided among 18 Territories, assembled at South Pacific Commission headquarters in Noumea in April, for the Second South Pacific Conference. Report of this remarkable event is published elsewhere in this issue.

Tropicalities

WAU—GOLDMINERS' GHOSTS AND PEANUTS AND CABBAGE

LIKE most other towns in the Territory of New Guinea, Wau is blessed (or cursed, whichever way you look at it) with a Town Plan. But unlike the others, Wau has linked history with the future by remembering its pioneers. Pyrke, Money, Dover, Stower, Darby, Glasson, Booth, Darling, Arnold, Mustar, Royal, Joubert, Chisholm, and Leven, all these names and more appear upon the Plan—as streets, and roads and avenues and crescents.

Some of these men whose names are perpetuated in the new Wau have passed on; some have quit the Territory; a few still pioneer on.

The present generation of Territorians has scarcely heard these names—and they were once the Territory's Big Names—but then, Wau to-day bears small resemblance to the wild frontier town of the 20's and 30's. A quiet, small township now, its inhabitants are not concerned with gold nuggets so much as with the size of the cabbages it grows, or the succulence of its peas and beans and carrots and tomatoes that are shipped out in ton lots by air and road to Lae and Moresby and as far as the Naval establishment at Manus.

But the battle of the leases still goes on—land leases, this time, for coffee estates and peanut farms, etc., and which the Administration for various (and not always plain)

time-absorbing reasons is reluctant to grant.

Down at the BGD township at Bulolo, another method has been adopted for naming the streets—they have been given the names of BGD men who died in active service during World War II.

ON THE BONNIE BANKS OF THE BUTIBUM

ALTHOUGH it is an affront to my long line of Macdonald and Wallace ancestors, I'm reluctantly driven to the conclusion that there is an affinity between the wild Highlanders of Scotland and the maybe not-so-wild-natives of Papua-New Guinea: Both appear to be emotionally stirred by the sound of bagpipes.

I guess some anthropologist, or some other specialist adviser to the Administration of PNG, discovered this—how else would they have had the temerity to use a recorded pipe band, playing (I'm told) *Cock of the North*, to introduce the 5.30 p.m. native session from 9PA Port Moresby? The skirl of the pipes at this time of the evening brings the houseboys running to surreptitiously hang round the masta's radio receiver for the betterment of his mind. The evening I listened it was a discourse, in Pidgin, on how to best set about the business of rice-growing.

In New Guinea the sound of bagpipes is apparently now so associated with natives—and not necessarily Highland ones either—that Mr. Harry Starr, proprietor of Lae theatre, uses the same *Cock of the North* recording to introduce boys' night at the local picture show.

And some courageous soul, with



a good Scots name, has actually formed a pipe band among the native members of the Pacific Islands Regiment in Port Moresby. It was not my fortune to hear or see this phenomenon but according to those who had, it is capable of performing in orthodox fashion. It is this band that is going to Lae to help them with their Coronation celebrations—much to the chagrin of Rabaul, who also coveted the outfit.

I've spent a few idle minutes here and there, wondering whether Robert the Bruce would be pleased at this missionary zeal that has carried the music of Scotland to the Brown Brethren of the South Seas, or whether poor old Bob is, right now, turning handspins in his grave at the very idea of it.—JT.

AN ILL WIND

At least one man profited by the Fiji hurricane of January, 1952. Mr. A. V. Cole, of the literary staff of the NZ Herald, was lately awarded the Cowan Memorial Prize for good journalism in 1952. Subject: a series of articles on the Fiji Hurricane and its after-effects.

THOSE IRISH BEETLES!

JOHN GUNDRY, in his Auckland *Star* weekly column, *Listen Here*, complained bitterly in April about the mispronunciations made by New Zealand school-broadcast speakers. Cited for special condemnation was an educational talk on the depredations of the *yanosseris* beetle (in other words, the Rhinoceros beetle, which is loose in Fiji).

Gundry's comment: "Apologies are surely due to all the Ryans in the world for suggesting that they have some family resemblance to, or that they may have stemmed from either the largish horned creature, or the beetle."

PAPUAN TADPOLES FOR LONDON

BRITISH scientists want to know why tadpoles in Papua reach maturity so quickly; and, at their request, a collection of speci-

ally-preserved specimens is being sent to the British Museum. The collectors were asked to get the tadpoles straight from their swamp and pond hideouts into a special preservative fluid to enable the stomach contents to be studied.

The collaborators in this bit of research discovered tadpoles in wheel-ruts in the Mekeo district which had contained water for a very short time; and they heard of other tadpoles being found in the accumulated rainfall between the stem and leaves of banana plants.

MAVIS RIVERS FOR US

ATTRACTIVE and popular 23-year-old Samoan "torch"-singer Mavis Rivers is to study music at the Brigham Young Mormon University of Provo, Utah, USA.

Miss Rivers went to NZ in 1947, and her plaintively appealing voice—not unlike that of the English singer Vera Lynn—made an immediate hit in radio broadcasts there. Up to the time that Miss Rivers returned to Samoa late last year, as the first Samoan passenger on the Coral Route Service to Samoa, she had recorded over 50 songs.

ENTENTE CORDIALE

BUSINESS houses and consulates in Papeete, chief town of French Oceania, hoisted their flags at half-mast on the announcement of the death of Queen Mary in March, and they were flown thus until

FROM NEW HEBRIDES



A Brett Hilder drawing of a well known and popular lady of the Condominium: Mrs. Caroline Dubois, wife of Mr. Steve Dubois.

after the funeral.

The courtesy and the compliment were much appreciated by British residents.

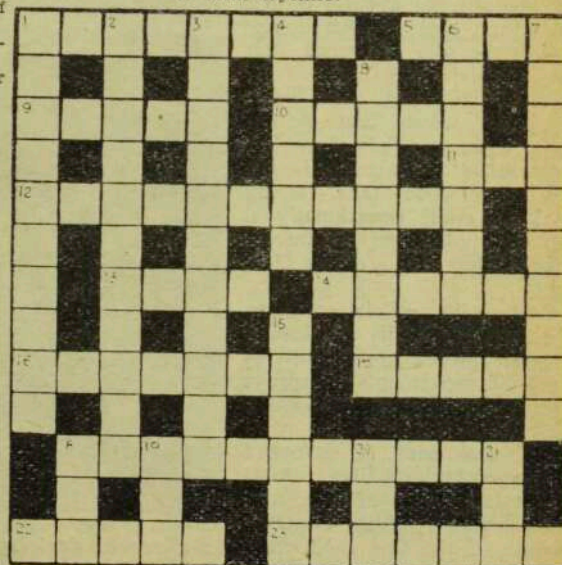
PIM CROSSQUIZ NO. 40

Solution on p. 85.

ACROSS

- 1.—Which European capital city gave its name to a vegetable?
- 2.—Where was Napoleon first interned?
- 9.—Which famous French sculptor created the statue "The Thinker"?
- 10.—Which famous Irish poet's name could be used with very little change for brewing beer or raising bread?
- 11.—What was one of Rider Haggard's famous books?
- 12.—What is the art of cultivating land?
- 13.—What is a part performed by an actor?
- 14.—What empty container makes the most sound?

- 16.—What was the name of Paris in Roman times?
- 17.—What Hook projects into the lower bay of New York?
- 18.—Where was the base of British operations against Lillie during the first World War?
- 22.—Who was the servant of Shylock?
- 23.—What was the name of a follower of John Wycliffe?



DOWN

- 1.—What is the boat-song of a Venetian gondolier?
- 2.—Whose business is marine insurance?
- 3.—What was the name given to any rabid republican during the French Revolution?
- 4.—Who founded the Jesuit order?
- 6.—Who built the Suez canal?
- 7.—Who was the mother of Queen Elizabeth the First?
- 8.—What was the name of the rod carried by Mercury, messenger of the gods?
- 15.—What drawing is made with coloured crayons?
- 18.—What did Shakespeare make much of about nothing?
- 19.—Who is the queen of the fairies?
- 20.—What old cloth measure is equal to 1 1/4 yards?
- 21.—What word of respect is used in addressing a man?



ON JUSTICE IN NOUMEA

BY E. BERKELEY

IF you happen to be a tourist, enjoying the invigorating trade-winds that fan Anse Vata, popular Noumean beach resort, if you have had your full share of sunbaking or a refreshing swim in the green-blue waves of the Pacific, you may consider attending the Court of Justice in "town" an interesting, and rather welcome change.

I did!

You cover the distance of 2 miles in one of the numerous buses—tiny vehicles, which the New Caledonian fondly calls "baby-cars". They run frequently and stop wherever you like.

The Place des Cocotiers is the terminus for all bus lines. It is situated in the centre of Noumea itself; and, with its flamboyant trees covered in bright red blossoms at this time of the year, it forms a beautiful square indeed.

In a sidestreet, within 5 minutes' walk, stands the Palais de Justice. It is an imposing Colonial building for such a small Islands capital as Noumea, and has retained its charm for half a century.

A wide verandah encircles the first floor, and serves as ante-room for police, witnesses, accused, as well as for leisurely spectators of all ages.

Here the Tribunal assembles twice a week in the adjoining Courtroom. Here foregather judges and barristers in their (pseudo) ermine-trimmed gowns, so much resembling the professional apparel of the Australian and English courts—with the sole difference, that our French confreres have wisely abandoned their wigs. As it is already now in the early summer, they turn up their moist faces towards the purring electric fans, trying to keep cool; occasionally a flap with red-taped documents offers relief . . . *ca va bien, ca!*

Before the official opening of the court usually a coloured sergeant busies himself. With rhythmic movements he sprays DDT underneath the ornate chairs of the Tribunal. The presidential seat is favoured with a particularly liberal dose!

The last sound of "phutttt" from the spray (this seems to be one of the few UNwritten laws in Noumea) automatic-

ally gives the signal for a general exodus from the verandah into the lofty courtroom, which by now is ablaze with a gleaming fluorescent light. Even on the sunniest of days. The wooden benches behind me, soon are filled by white and coloured people. They sit huddled together in respectful silence—Tonkinese, Indigenes (Kanakas) from the distant *brousse*, rub shoulders with white French town-folks. Even a native from the Loyalty Islands group is present this morning, for whom a special interpreter must be appointed.

How colourful these people look! Some have spotted jerseys which form a vivid contrast against their dark skins, others in khaki are less gaily attired. Most of the native women are in voluminous Mother Hubbard frocks, with wide frills on hems and sleeves. They suit them charmingly.

THE first case on the agenda to-day is on of the illicit sale of alcohol to a native boy. It occurs often and is always considered as a grave offence.

An old Chinaman is the accused. He stands before us, his head bent in shame. His voice is inaudible, as he replies to the cross-examination of Monsieur le President. Now his counsel begins to plead in exquisite

phrases for mercy for his client, accompanied by vehement Latin gesticulations, which are never superfluous, but strikingly illustrative. He informs the Tribunal that the accused has actually sold the bottle of wine at cost price to the native (who had been found by the police sergeant savagely beating his horse whilst "under the influence"). Furthermore, the defence proves to the judges that the Chinese vendor at once had acknowledged the origin of the bottle, without resorting to false statements, and that his client had never previously infringed the law.

Finally counsel sums up with an appeal for leniency.

The President puts the accused on a bond of good behaviour under the *First* offenders act. Our Chinaman is 83!

A wrinkled yellow face turns around towards his lawyer, and his lips form the words: "*Merci Monsieur*".

Next, a case of juvenile delinquency. An ebony-skinned lad stands before the judges, not knowing where to look, where to put his hands or when to speak. Fourteen-years-old Francois is extremely nervous. He is charged with entering a house and stealing a small sum of money. From the barrister I learn the case-history:

The boy's mother, an *Indigene*, had been married to an American Negro soldier from World War II, when USA troops were stationed in



A recent aerial photograph of Noumea, capital of New Caledonia, and now the Headquarters of the South Pacific Commission.

New Caledonia. This boy was their legitimate offspring. Since the end of the war, however, the mother had ventured out on a few "affairs of the heart", with the result of additional illegitimate brothers and sisters for the accused. There was little supervision over the children at home, and the boy drifted into bad company. He has an innocent, childlike expression. He is well-fed, and is neatly dressed. Somehow, my heart goes out to him, and I feel grateful for the Tribunal's decision, to remove the boy from his home environment, and to place him instead with a reliable farmer, away from the temptations of town life, and enabling him to learn an honest trade.

It is 10 o'clock. Officially, the court is now closed to the public. The benches are empty. A few bar-isters remain, standing about in groups chatting quietly. However the Tribunal on the rostrum retains its ornamental chairs. The President strokes his hair, adjusts his pince-nez and in his well-modulated voice (reminiscent of Maurice Chevalier) reads out certain police evidence to the judges beside him. It concerns a recent car-accident, near the small township of La Foa. The driver is in hospital in a serious condition—he sustained two compound fractures and a severe haemorrhage. The policeman, sole witness, said: "Driver slightly injured". The President stops. He shrugs his shoulders, smiles tolerantly and I can overhear him whispering to his colleagues: "Messieurs, it looks as if our worthy policeman has forgotten to put on his glasses!"

WHAT always fascinates me during the court sessions in Noumea, on Tuesdays and Fridays, is the animated oratory of the barristers, their eloquently-worded appeals revealing an astounding vocabulary. In critical moments they sharply beat down an argument of the opposing counsel, jestically waving their wide-sleeved arms in true Latin style. Their remarks are often spiced with personal comments, but a civilised decorum is maintained. However, cynical their insinuations may be, in the fight for a client's rights, yet never do they avail themselves of our modern Parliamentary diction.

Furthermore, I am impressed with the humane attitude which the legal advisers of this small French colony adopt in dealing with coloured and white offenders of the law. Many a time did we hear the Tribunal postpone a verdict, in order to obtain yet

STORY OF A NAME

By CLAUDE BELLONI

THIS happened recently in Ajamaru, a cosy little village—it isn't more than that—on Netherlands New Guinea's north coast, known as "Vogelkop."

The wife of the Dutch civil administrator at Ajamaru had given birth to a daughter, a small, fair-haired child with clear, blue eyes. She had little help. There are not many doctors in Netherlands New Guinea.

The civil administrator was very much liked by the Papuan inhabitants. The day following the baby's arrival, his house was crowded with natives—most of them in the sleeping-room where his wife still was abed. "Oohs" and "aahs" greeted the sight of the new-born girl.

Then, when the chief came forward, all noise ceased—nothing was heard except the crying of the infant. He contemplated the small, white bundle in the cradle for some minutes, and there suddenly appeared a glistening tear out of the corner of his eye, running down his nose; and another, and another. The chief stood motionless, and cried in silence.

Then he turned, and with a few long steps stood in front of the administrator.

"It is the first time," he said in his simple language, "that in my country a white child has been born, and I am very proud about it. I cry with joy because such a thing has happened in Ajamaru. As the native head of those whom you see crowded here, I ask you to name the child after this place, Ajamaru. As is the custom, you furthermore are to give a great festival to celebrate this name-giving."

It took a few minutes for the administrator to realise the consequences of giving a native name

to his daughter. But he granted the request.

The festival took place some days later. A huge fire, surrounded by happily-laughing and steadily-eating brown people; a white man and a white woman looking on; and, before them, the little girl in her cradle, sleeping soundly and not in the least disturbed by the drums and flute-orchestra.

Then the chief hushed them and, stretching his hands above the cradle, said: "I, chief of Ajamaru and surrounding kampongs, give this little Dutch girl the name of" here he paused, "of *Iris Ajamaru*." (In Dutch, "Iris" is pronounced "Eris").

The administrator and his wife were amazed. Wherever did the chief get this Christian name? I may explain that the name "Iris" often is given to Dutch girls because it means "apple of the eye." It was astonishing that the chief, who did not speak Dutch at all, should thus have chosen a well known European name.

The administrator asked the chief about it. The native seemed surprised, but would give no information.

Months later, when the administrator was speaking through his radio-transmitter with the district-officer at Sorong, he suddenly discovered how the chief got the name. The room in which he operated his transmitter was usually crowded with natives, who must often have heard him call Sorong: "Hallo Sorong, hallo Sorong, here is Ajamaru, here is Ajamaru." As none of them understood the Dutch words "Hier is Ajamaru" (which are pronounced exactly the same as the English "here is"), they evidently thought it was an indication of the title of rank of the speaker, something like "head of Ajamaru."

That is how a little white girl was appointed "head of Ajamaru" (*Iris Ajamaru*).

more precise evidence before finalising the case.

The Court really tries to do its utmost to act with unbiassed fairness to both races and parties concerned. Justice here seems to be upheld with Solomonian tact.

Only one trivial difference could I discern. Whereas white citizens are addressed with the formal *Vous*, the president will employ the more familiar personal pronoun of *tu* for coloured men or women—although his gentle tone of voice, and his immense patience, I have never known to change, regardless of race.

This favourable impression of the Palais de Justice of Noumea will forever linger in my mind, as the embodiment of the historical French motto: "*Fraternite, Egalite et Liberte.*"

MR. PAT COSTELLO, owner of a little island (Nanau Ira) off the north-east coast of Viti Levu, declares that the following really is a true fish story. But he has given up the telling of it in the Defence Club, in Suva—he has found the fines there too heavy.

On Sunday, February 15, Paul Miller and others were fishing off Nanau Ira when Paul hooked a big one. The line broke, and Paul lost his tackle. Five minutes later he again hooked a fish. When he pulled it in, it had attached to it the equipment he had just lost.

On Sunday, March 15, Paul fished in the same area. He was pulling in a small fish, when a big fish snapped up the lot, and severed his line. But the big fish evidently disliked the little fish, because a few minutes later its mangled body rose to the surface, near the boat. Paul collected it with his gaff, and retrieved the lost tackle.

EFFECTIVE USE OF BANANAS

(Extracts from talk broadcast from ZIV by the Nutrition Section of the South Pacific Health Service on April 2.)

BANANAS may be divided into two classes: the cooking banana, which is palatable after cooking; and the eating banana, which is usually used raw, but may be served as a vegetable.

If the skin is green, the fruit is partially ripe. The pulp will be firm, starchy and slightly raw—in fact, just right for baking or frying. The flavour of cooked bananas is different, but delicious.

When the banana skin is all yellow, it is ready to eat or cook, and can be used for baking.

The fully ripe fruit has a yellow skin flecked with brown, and at this stage it is better for eating, infant feeding and as an ingredient for cakes. You will find that it is sweet and mellow.

Many people have a mistaken impression that the banana is difficult to digest. This is probably due to eating it before it is ripe. Like other fruits, if it is eaten in the unripe stages it may cause digestive disturbances; but, when fully ripe, or if cooked when partially ripe, the banana is one of the most easily-digested foods, and is of great diet value to both young and old. Mashed ripe banana can be given to children at a very early age.

Growing Bananas

Banana cultivation is simple. A well-drained, deep soil is the best.

Dig a hole about 18 inches deep by 18 inches wide, work the soil well and dig in some well rotted manure or compost. This will help to keep the soil moist and cool.

Take a good strong sucker, which should measure about 12 inches in diameter. Plant firmly in the prepared hole—October to January are the best months for this—and cut it back to about two feet off the ground.

As the sucker gets well established, young shoots will appear round its base. These should be removed by pruning, which is easily done by inserting a sharp spade between the young sucker and the parent plant.

About six months after planting, allow two young suckers to grow on, as these will replace the parent after the old plant has borne fruit. The plants usually bear fruit nine to 18 months after planting, depending on the maturity of the original plant.

Using Bananas

To keep bananas from turning dark once they have been skinned, prepare as near serving time as possible, with a sharp stainless steel or silver knife. If they have to be prepared 1-2 hours beforehand, it is a good idea to dip the slices into or cover them with juice from lemon, lime, orange, grapefruit or pineapple.

To make a cold banana dessert more interesting, run the prongs of a fork lengthwise down the peeled fruit and then slice the banana crosswise. You will find by doing this that you will get dainty crinkly-edged rounds.

Bananas should always be stored at room temperature, and never in a refrigerator—although they are delicious when chilled quickly in desserts and ice creams.

Bananas make ideal sandwich fillings



For Macquarie Island

Mr. Raymond Deland, who left Melbourne at the beginning of April for Macquarie Is. where he will be in charge of the meteorological section of the expedition. Eldest son of Dr. and Mrs. C. M. Deland, he was born in Vila, New Hebrides, in 1927, and as a youngster lived in the Hebrides, and in Kieta and Wewak, TNG. He graduated BSc from Adelaide University about three years ago.

and spreads. Some of the best combinations are:—

Banana, peanut butter and lemon juice;
Banana, raisins and mayonnaise;
Cooked banana and chopped ham.

HERE ARE SOME RECIPES

Baked Bananas in the Skins

You will require six large ripe bananas.

Leave the bananas in their skins, wash and place in a baking tin with just enough water to cover the bottom of the tin. Bake in a moderate oven 350 deg. Fahr. for about 30 minutes, or until soft and the skins burst. Serve in the skins, seasoned with butter, salt and pepper.

A variation on this recipe is to skin the bananas, put a small cup of cold water, the juice of one lemon and ½-cup sugar in the pie dish. Bake until the bananas are soft. Serve cold with cream or hot raisin sauce. This makes a very nice sweet.

Banana Biscuits

Ingredients.—

2¼ cups sifted flour.
2 teaspoons baking powder.
Pinch salt.
2 eggs.
1 teaspoon vanilla essence.
1 tablespoon sugar.
1 cup sugar.
¼ teaspoon baking soda.
2/3 cup butter or margarine.
1 cup mashed ripe bananas (usually 2 to 3 bananas).
¼ teaspoon cinnamon.

Sift together flour, sugar, baking

RECIPE CORNER

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

APRICOT AND PINEAPPLE JAM

2 pounds dried apricots.
Juice of two limes or lemons.
8 lb sugar.
1 Pineapple cut small and 1 extra pint of water, or 1 large tin of pineapple, with juice.
6 Pints water.

Soak the apricots and pineapple overnight. In the morning do not drain, but boil ½ hour. Add the sugar and lime juice, and boil till it jells.

—Arora, Niue Is.

PINEAPPLE CHOCOLATE ROLL

Filling:

1 cup crushed pineapple.
2 tablespoons sugar.
1 teaspoon butter or margarine.
2 tablespoons cornflour.
½ teaspoon grated lemon peel.

Cake:

3 eggs, beaten till light.
1 cup sugar.
1/3 cup water.
¾ teaspoon vanilla.
¾ cup sifted flour.
2 tablespoons cocoa.
1 teaspoon baking powder.
¼ teaspoon salt.

Filling: Mix ingredients in saucepan. Stir constantly over heat till mixture reaches boiling point. Cook one minute or till clear. Cool.

Cake: Gradually add sugar to eggs, while continuing to beat. Beat in water, vanilla. Sift dry ingredients. Fold quickly into egg mixture. Spread batter in jelly roll pan (15½" x 16½" x ½") lined with paper, well greased. Bake in moderate oven (375 deg. Fahr.) about 20 minutes. Turn out on towel which has been wrung out of hot water. Quickly cut off cake edges, roll up in towel, let cool. Unroll. Spread with filling, roll. Wrap in the towel, tie securely at both ends. Hang up by one end until ready to serve. Slice. Serve with additional chilled crushed pineapple. Serves six to eight.

—Mrs. M.H., Rabaul, TNG.

powder, soda and salt. Rub in butter or margarine. Add eggs, bananas and vanilla and beat thoroughly. Place teaspoons of the mixture on a greased baking tin leaving about 1½ inches between each. Sprinkle with a mixture of cinnamon and 1 tablespoon sugar. Bake in a fairly hot oven about 400 deg. Fahr. for 12 minutes. Cool on a cooling tray.

This will make about 3 dozen biscuits which, if stored in a screw top jar, will keep for some time.

About 6 oz of chocolate pieces or 4 oz cocoa added to this simple mixture will make a pleasant change.

Banana Jam

Ingredients.—24 bananas and 18 lemons. Skin the bananas and cut into rounds, mix with the lemon juice. Measure into a pan by cupfuls. Bring to the boil. Tie the lemon pips in a muslin bag and boil with the fruit. To each cup of fruit add 1 cup of sugar. Boil quickly for one hour. Test and pour into hot sterile jars. This jam is an attractive red colour when made.

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KAVIENG SUFFERS UNDER RED CROSS BOSSES

From JUDY TUDOR

KAVIENG, April 4.
THERE are rules and regulations even about charity these days. As reported in the March PIM, Kavieng (New Ireland) branch of the Red Cross Society, smartly donated £100 for the relief of victims after the flood disaster hit England and Holland.

But it is not as easy as that; the cheque was as smartly returned from Australian HQ, with a terse letter to the effect that all donations should be made through Port Moresby; and that, as Australian Red Cross was making the princely donation of £1,000 to the same cause, Papua-New Guinea, of which Kavieng is part, would be afforded opportunity to contribute in due course.

Elsewhere, and in roundabout fashion, it was intimated that as Kavieng was so well endowed, it could perhaps pay for the expensive radio equipment that had been sent along from Moresby—though not asked for—about a year previously, for the local European hospital.

The set, which consists of a receiver and separate headphones and cost over £200, has been idle since it was received because no technician with the knowledge or the time necessary to install it has been forthcoming. Kavieng would have been happy to settle for a £20 broadcast receiver for its hospital.

NEWS IN THE ISLANDS

Reception of 9PA Moresby is bad in the evening in New Ireland and in New Britain, when it is talked off the air by an Asiatic station. Reception in the morning is fair, although there is the almost universal complaint that the station caters only for Moresby interests.

What unfortunate news editors consider a well-balanced cover of events in their order of importance will never please the individual listener or reader. In Fiji, Samoa, etc. representatives of PIM are always told that all the news in the Monthly is about Papua-New Guinea. In New Guinea the complaint is that there is "nothing about New Guinea—it's all about Fiji or Tahiti or somewhere over there." Theoretically there is supposed to be a great community of interest between all portions of the South Pacific; in practice the dinner party given by the Bill Browns of Kavieng or Madang is much more interesting to Kavieng or Madang than the biggest tidal wave or bloodiest revolution in some part of (to them) remote Polynesia.

The Suva-Levuka very-high-frequency radio telephone service came into operation in April.

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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 a known time will help you—and them.

First this month is an explanation of the mysterious FO8AI. Vic Schoenberg, Honolulu, KH6AGB, reported just too late for inclusion last month that this call had lapsed with Air Tahiti and was now in use by Jack Wheeler—W7FNK, Honolulu, with his wife, Leah, is cruising in the Pacific in their yacht Gemini. Jack applied for and received from Papeete permission to operate under the FO8 call while lying in port at Takaroa, Tuamotus. Gemini was due to move on to Papeete in April and Jack was heard to say that he would revert to the W7 call on getting to sea. He maintains a twice-weekly 20-metre sched. with KH6AGB.

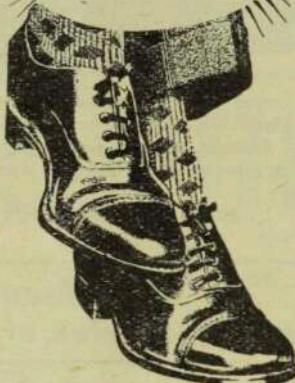
Vic asks us to publicise the fact that Honolulu hams are holding a convention August 15-16 and that anyone passing through on those dates will be warmly welcomed. Contests of all kinds are planned, with prizes ranging from a 100-watt transmitter kit downwards. Further calls to likely visitors by writing Vic, who is committee chairman for the convention.

A welcome summary of the present FO8 situation arrived this month from Joe Burke—FO8AB, who is a Customs officer at Papeete. Here it is: FO8AB, normally

CW and phone, 14/28 mc/s, off with a temporary breakdown, on again very soon. FO8AC, Georges Vincent, of Papeete, normally CW and phone, 14 and sometimes 28 mc/s, but lately shifted to an area of the town where no AC power,

so temporarily hamstrung. FO8AD, Roland d'Assignies, CW and phone, 7, mainly 14, and 28 mc/s: After a silence of two months, apparently with a breakdown, is again active—will probably return to Papeete from his current QTH on Rapa Is. at the end of 1953. FO8AG, Emile Heime, of Papeete—formerly of Makatea Is.—rarely on, but then on 14 mc/s CW. FO8AH, on Tabuai Is., Pierre

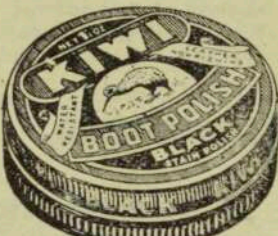
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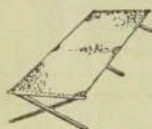
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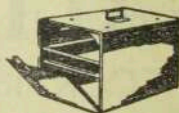


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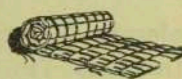
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namen, after several months' silence, has been heard again on his fixed crystal frequency of 7046 kc/s, CW. FOSAI—as reported above. This is the entire FOSI. Thanks, Jo—keep us advised.

It is not often that the New Guinea boys check in, but by devious paths we hear from Ron Garrett, VK9RG (formerly 3A on Washington/Fanning Is.) that, additional to VK9YY at Lae and VK9FM and VK9RC at Madang, there are at least three other T.N.G. stations active. Ron—one—the others are VK9GB, A. Barry Rabaul, NB, and VK9YT, Rev. Fr. Carl nmer, an American, at Lumusong, NI. Other suspect should be VK9AU, Ron ylor, at Wewak, who wrote us a year ago and was obviously a keen man then. The story of how Ron-VK9RG and m Radio got together on Washington back just before the late Pacific war, one that we hope to relate in due course for the general reader on some other page. It's certainly a tale for all ears!

The stations above-mentioned do not, of course, include the Papua boys. A current summary from there would be appreciated. "Amateur Radio" lists VK9PY as distended.

The Cook Is. are in the news again. Maui Pomare in April the passenger included Doug. Cunnold, ZK-1-AB, Cooks R.I., returning to Rarotonga on Auckland after leave. Also aboard Doug. Berry, a survey draughtsman, ZL2AJT, a very keen Ham, now to active as ZK-1-BG on Rarotonga. Even in the hold were ARC5's, modulators and sundry other gear. Bands to be used, 20/40/80 metres, mainly CW. Only interested in giving 6 metres a try not equipped for that band yet. If one has gone out of the 6-metre business and wants to dispose, Doug. will take turkey in cash or kind! Doug. will on other bands by the time this appears.

Also active on 80 phone, and soon to be 20, is Trevor Nixon, call presumably 1-BH, who went from ZL in March to replace ZK-1-BE, rarely on the air, waiting for another six months, but active, is ZK-1-BF, of the Ionosphere Division, whose normal tour of duty recently ended.

A Auckland report says that the call 1-AC, recently used for a short time in Aitutaki by visiting Air Dept. technician Max Armstrong (former BY) has lately been employed by a New Zealand pirate station.

Alan Mayne, homeward bound for Suva for shack-touring the North Island of New Zealand, dropped in with the latest. In Wellington Radio-NZ lured him into a radio, whipped on a recorder and popped a radio questions for later broadcast of their DX'ers and Ham programme, "Radio Age" heard first Tuesday the month at 0930Z. Warning of the ship has arrived too late to alert Pacific boys, as the broadcast is expected for May session.

It was also reported that Alan Akin, former VR2AP, who quit Civil Aviation at the end of last year, has returned to the fold—under different management. Cable Wireless, Suva—and the old call-sign—find him. Meanwhile Nadi is being shown on the map by Wyn McGee, VR2CG, who left in NZ—heard with a good 14 mc/s phone sig.

"Break-In" reports that, after delays, AG was to leave Valparaiso for Easter Sunday, April 10, there to operate, as from that April 19, on 14,005 kc/s CW under call CE-0-AA for four or five days. It was also planned to use 14,100 kc/s phone,

and also CW or phone on 3.5/7/21 mc/s. Wonder whether any Islands stations worked him; nothing was heard in Auckland. (See February).

What goes on in the Solomons? Some time ago we heard mention of a VR4RW. "Amateur Radio" now mentions a VR4RV. Anyone know these boys? Also noted that YJ-1-AB in New Hebrides was very active in the VK-ZL Contest, with American servicemen in Japan KA2KW/7SL/9AA, and Japanese JA-1-AF/3AB in evidence, as was KR6CA. Jean, FK8AB in Noumea, was heard with a nice 14 mc/s phone sig. He says the FUS/EK8 Sunday morning roundtable on 7 mc/s still functions at 2100Z—so get in the queue, if you can hear them.

Heard in mainly evening listening during April: FK8AB; FOSAI; KA-0-RR/2GB/NA/NB/NY/OM; KA3AF/RR; KA5HM; KA7LJ/RC (using tiny portable motorbike rig but on good antenna); KB6ABX;

KG6AB/FA/AAL/AAV/ADW/FAB; KR6KF/KY/LJ; KX2AKL/ASV; VR3CG; ZK2AA; ZM6AA. Most were on 14 mc/s, KG6AB, KX2AKL and VR3CG on 7 mc/s.

Your scribe expects to spend two or three months, from mid-May, in Suva. A little Type-A/Mk.3, with a couple of 40-metre CW crystals, is going along, and the old call of VR2AK will be temporarily applied for. Mail to the Auckland address will find the column as usual.

*Mr. and Mrs. Bengt Daniellson and child left Auckland on April 28 per TEAL Solent to take up residence in Tahiti. Mr. Daniellson was the Swedish member of the crew of the Norwegian Kon Tiki raft expedition, which explored the Humboldt Current a couple of years ago.

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FAMOUS TAHITI ARTIST LEAVES HUGE FORTUNE

FRENCH Admiral du Saint Front, executor of the Will of the late Edgar Leetag, noted American artist, of Tahiti, who was killed while pillion-riding on a motor cycle near Papeete on February 7, estimates the value of the estate at 250 million francs—about \$700,000, or over £200,000 Aust. The beneficiaries include his mother and his children Laverne (13), Edgar (11) and Ropati (4).

The publishing house of Little & Brown had requested Leetag to write an autobiography, and the artist had made a rough draft of it. It will be completed by friends.

Meanwhile, Herbert Case, 31, a machinist then employed as engineer in the Fairmile launch *Philante II*, who was at the controls of the motor-cycle when the accident occurred, was arrested on his discharge from hospital and faces charges of intoxication, and probably manslaughter.

Admiral du Saint Front writes: "Herbert Case and Edgar came out of Les Tropiques after dining there, some time about 11.30 p.m., and mounted the former's motor-cycle. Other members of the party—which had started at about 6 p.m. aboard *Philante*—took to cars. Case says they were coming to my place, as I was unwell and unable to attend

the party, but had told Edgar he might come with a few for a quiet chat and a drink, so as to keep out of over-drinking, which he very sincerely wished to do. According to witness he was not what can be called intoxicated, nor did Case appear to be. The accident happened a bare 200 yards from my house."

*Mr. Frank C. Kugelberg, well known in Tahiti, recently retired from his departmental manager-ship in Williams, Dimond & Co., of San Francisco. He was employed by the US Government during the late war as an economic service officer, and in that capacity he visited many Pacific Territories.

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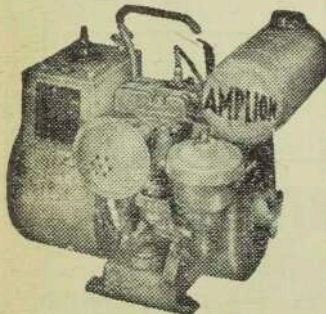
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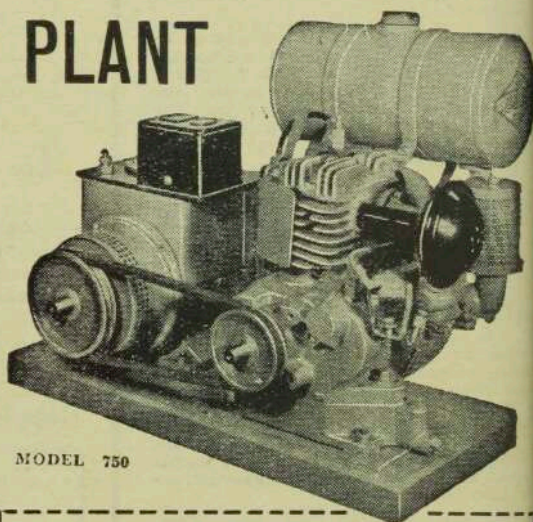
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NEW GUINEA'S NEW PASSIONFRUIT INDUSTRY

Native-Grown Pulp Comes Out By Plane and Freezer

Review of A New Industry, by JUDY TUDOR

LAE, April 25.
THE pilot passionfruit pulping plant, which began operations in a small building on the outskirts of Goroka, New Guinea Eastern Highlands, last January, in the first four or five months of its existence has produced between 50-tons of passionfruit pulp. None of this is from the six acres passionfruit planted by Mr. George Greathead, or from the 1,000 passionfruit plants which he has distributed to the local natives on behalf of Messrs. Cottee, the Australian fruit juice manufacturers who are sponsoring the industry in the Highlands. All the pulp so far produced has come from self-grown vines, progeny of the passionfruit introduced into the Highlands about 20 years ago by, it is thought, Mr. James Taylor. The new, organised plantings are the progeny of the original local passionfruit because, so far, they have been—with the exception of Town Spot—almost disease-free. Town Spot is being attacked by regular sprayings with Bordeaux. The local natives—who have taken enthusiastically to passionfruit culture—are advised by an extension officer of the Department of Agriculture; and Mr. Greathead who has an occasional field-day on the property to show the local natives how passionfruit should be grown. The vines in the Greathead six acres have been pruned back to 10 branches about six or eight feet long and are now being trained along the newly-installed posts and wires. The first fruit is reaching maturity and it is of tremendous size and excellent quality and flavour. Fruit from the self-sown vines is also large—at least equal to a grade passionfruit grown in Australia.

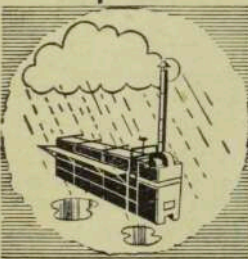
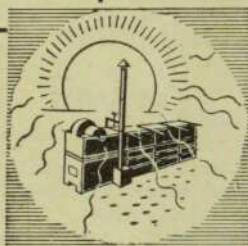
THE economics of the Highlands passionfruit industry are by no means certain as yet, but for the present the natives are paid a penny per pound for their fruit at averages about 10 fruit to the pound—and this appears to make it possible for the company to pulp the fruit at Goroka, put it in cans with preservative, air-freight it to the coast, put it in the freezer there, and ship it as ships' freezer cargo to Australia—all at a cost not too much above the cost of gear with Australian-grown and processed pulp.

On the face of it, the business of shipping passionfruit from the remote Highlands, when it grows perfectly well right in Australia, may seem screwy. But Cottées have

never been able to get sufficient pulp for their requirements in the Commonwealth; they already have made an abortive attempt to get it from Norfolk Island, where the vines also grow wild in the hedgerows but where the residents could not care less about collecting it; and, of recent years, they have grown a considerable quantity in South Africa for their Australian requirements.

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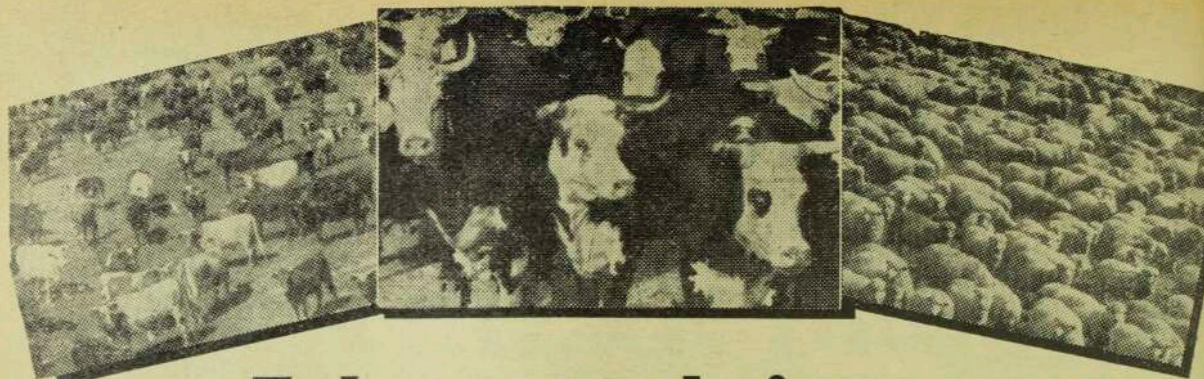
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rice now paid them is a bedrock price—for the simple reason that while it is in order to put the buying price up, these primitive people could not understand the economics behind it if the initial price were high and later had to be dropped.

WHERE is no doubt that the Highlands will grow excellent passionfruit. The unknown factors at present are the yield of cultivated passionfruit per acre, whether they will bear continuously seasonally, and whether the natives will maintain their interest in the industry.

In regard to the last X-factor: the local natives, although they live in the most primitive fashion imaginable, appear to have taken the European money economy to their ears right back. They have no small opinion of the worth of their hire, or the worth of the fruits of their toil—in the vegetable or any other. With them, right now, the passionfruit industry is popular. It is conceivable, however, that their present desire for hard cash is just a passing phase; and here the new industry would be, then, is anyone's guess. But, having now learned the joys of trade-store goods, maybe even the Highlanders will be reluctant to go back to their traditional diet of almost unbelievably sweet-potato.

IT is unlikely that the industry will ever seriously interest European growers because of the difficulty of getting posts, and the cost of the wire on which the vines run. One has to see Goroka to get the full meaning of this. The timber begins about 2,000 feet higher up, and a considerable number of miles from the township.

Within the area where the best agricultural land lies, there virtually is nothing in the nature of wood, or timber that can be used for firewood—much less fencing or passionfruit posts. The absence of firewood is the bane of local housewives' existence. They make plans for "buying a dead tree off the kanakas"; and, in the meantime, make do with a couple of packing cases, or even semi-dry pieces of the weedy shrub they grow as coffee shade-trees.

These large areas of grass-land

must once have carried a natural timber growth, which has been removed over the ages by a deliberate policy of de-forestation. Before the Europeans came, these grasslands were the traditional fighting grounds; the villages were far up the mountains, on the timber line. Since European settlement began in earnest—say District Services personnel—the tendency has been for these natives to come back to the grasslands to live; and their claim to their tribal portions of the fighting-lands, they, of course, have never relinquished.

NATIVE passionfruit growers get over the difficulty of posts and wire by weaving trellis of bamboo or pit-pit, and even in some cases have planted the vines under their groves of casuarina trees, and let them spread into the trees.

(CONTINUED ON NEXT PAGE)

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Heyerdahl Returns to His Quest

THOR HEYERDAHL, leader of the Norwegian 1947 Kon Tiki Expedition, returned to Guayaquil, Ecuador, on March 22, after visiting the Galapagos Is. He said that he had found in the Galapagos further evidence to support his contention that South American Indians had migrated westwards into the Pacific. He also declared that, since the Kon Tiki voyage, he had experimented further with simple log rafts and had found that, by varying the depth of half a dozen centre-board keels,

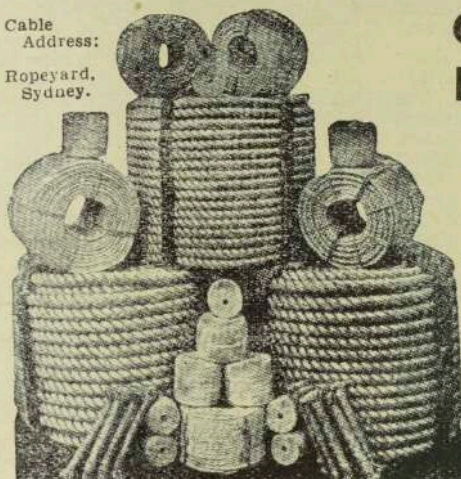
it was possible even to beat into the wind. He said there seemed little doubt that the South American Indians did employ such keels on their rafts.

*Mr. C. B. V. Wheeler, Sydney branch manager of the Union SS Co., retired on March 31, after 48 years of service. He was Purser in the old *Navua*, on the Fiji run, prior

to World War I, and he went from that position to join the 1st NZ Expeditionary Force. He rejoined the Co. in 1920, and was stationed in Wellington until 1934; Auckland thence until 1936; and later at Melbourne and Sydney. Mr. W. ("Billy") Hancock, from the Melbourne office, and formerly manager at Suva, succeeds Mr. Wheeler in the Sydney position.

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By JUDY TUDOR

THE New Guinea Australia Liner *Shansi* will soon be replaced by *Soochow*. *Shansi* is going to Hongkong for refit. Passenger accommodation will be increased to take about 30, and she will be made more suitable for tropical conditions.

Soochow has been refitted for territory conditions recently in Hongkong; she is identical with *Shansi*. When *Shansi* has been refitted and is back on the run, *Sinkiang* will be withdrawn.

Shansi and *Sinkiang* at present each carry about 16 passengers and the service on the ships is so good that there is now a waiting list for passages.

With Eastern registration these vessels have a Chinese crew, and Chinese crews do not as yet know much about 40-hour-weeks, or maritime unions. On vessels on Australian registry, what the passengers want is always subordinated to what the stewards union think they should have.

That pre-war institution on BP ships, the bathroom steward, seems to be as extinct as a dodo. On some of their ships they still have the pre-war method of bathing—it water plunge bath and showers with a wooden tub full of fresh water to sluice off.

In the days before the war, the bathroom steward filled up both and then called you. To-day if you are misguided enough to say you will have your bath now, steward, thank you, he leads you firmly to the bathroom and says: "There it is, mate," (or "mate" as the case may be) and leaves you to fill up the tub with salt, and the tub with fresh water—laboriously, from a tap on the other side of the room—and struggle with it across the heaving floor to the plank on the other side of the bath.

Modern cons. are for softies, anyway.

GRIM OUTLOOK FOR PAPUAN RUBBER

P. MORESBY, April 20. BACK from conferences in Australia, the President of the Planters Association of Papua, Fairfax Ross, had no cheering news for rubber growers. After the Association's committee had heard their President's reports on the market position, they expressed the opinion that the market in Australia for sheet rubber was not sufficiently strong at present to absorb all Papuan sheet rubber at the No. 2, or higher price.

They therefore recommended that members of the Association authorise their pool agents in Australia to accept the best price possible.

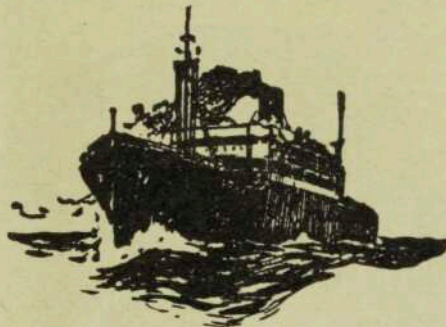
It was further recommended that growers tell their agents immediately what amount of rubber they were prepared to sell on this basis. The committee added that this, of course, would not preclude growers from shipping their rubber overseas.

Commenting on the position, the Association's Secretary, Mr. E. A. James, said the position was grim—particularly in view of the steady

decline in the Singapore rubber market.

When this statement was made, Singapore quotations were 66½ cents for No. 1 grade, and 63½ and 60½ respectively for second and third grade.

*According to the official Government bulletin, dated Paris, October 24, 1952, Mr. Yves Martin, of Papeete, has been appointed, and accepted by the French Government, as Swedish Consul in French Oceania.



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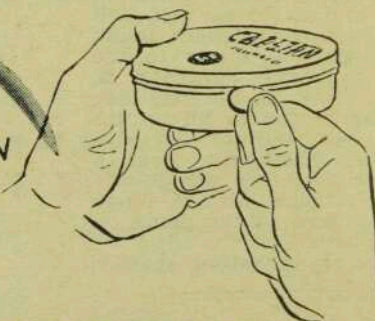
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ARTEMISE INQUIRY

Inquiry into the loss of the 80-ft. schooner *Artemise*, of Papeete, failed to disclose the cause of the wreck, which started in the engine-room.

Captain Marcel Amaru reported that it had not been possible to reach the vessel, which sank at her anchorage in Raroia lagoon.

OISEAU DES ILES

Captain Bernard Pirault, who has been in command of the CFPO 350-ton, 3-masted schooner *Oiseau des Iles* on the Papeete-Makatea run since 1948, has resigned and will on return to France with his wife and children. The family may later settle in New Zealand, where Madame Pirault, an Englishwoman, has relations at Napier.

Command of the schooner has been taken over by popular Captain Robert Argod, who brought the small vessel *Fleur d'Ocean* to Tahiti from France in 1950, and sold her here for two million francs. Later he brought the schooner *Vega* down from Honolulu to Papeete for Compagnie Generale des Voyages Iles du Pacifique. He has lately commanded *Orohena*.

Oiseau des Iles made a labour-change run from Makatea phosphate island to the Cooks early in April.

NGAN SHIPPING FACILITIES

A badly-needed lighthouse for Eua Island's western approaches could be in operation by the end of the year, Captain Carl Johnson, harbour-master at Tonga, reported in April. Delay on the construction of the light (which will be on Eua Island's reef on the south side of the main entrance to the lagoon capital) has been occasioned by insufficient funds.

Captain Johnson said it is not intended to re-establish the Eua

Iki light in the eastern approaches at the present time, as there are now no regular trading vessels arriving from or clearing for the eastward. Eua Iki light collapsed a couple of years ago. Occasional overseas vessels arriving from the east could use the western pass.

Captain Johnson reported that good progress is being made on the new slipway for local inter-island cutters, and with alterations to the wharf there. Heavy silting had occurred alongside the stone wharf and this was being overcome by extending a piled section beyond the stonework. This work is in charge of American civil engineer Pleben Kauffman, who, dressed in a lava-lava and luxuriant beard, causes some local interest. Mr. Kauffman arrived in his yacht *L'Hirondelle* a year or so ago.

HOLMBURN FOR SALE

Built in Germany in 1906 as the *Favorita Dona Catalina*, and respectively known since then under various owners as *Newton*, *Marie Kothe*, *Mars*, *Marion Sleight*, *Port Whangarei* and finally as *Holmburn*, this 512 g.t. motor vessel is for sale.

The Holm Shipping Co., of Well-

ington, had a contract with *Holmburn* to supply the outlying meteorological stations on Campbell Id. and Raoul Id. She has also been the only vessel maintaining contact between NZ and Norfolk—a call in-

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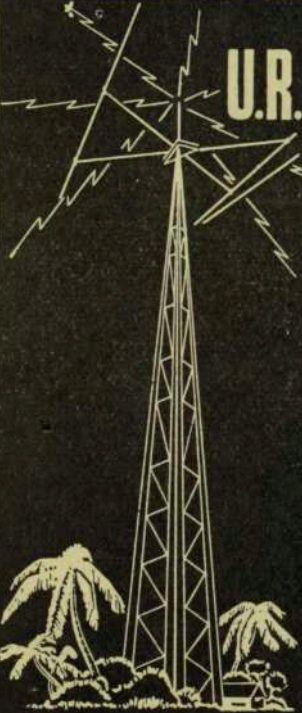
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SOLUTION OF CROSSQUIZ ON PAGE 68

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cluded in the Raoul Id. (Kermadecs) trip.

With the arrival of a new 1,100 ton motor vessel from Holland, April 18, to be used on this service, the old *Holmburn* is no longer required. Being 46 years old, with a checkered history, *Holmburn* now seems to possess the usual qualifications for entering the Pacific Islands trade.

As the *Port Whangarei*, this vessel was once owned by retired Auckland master mariner Captain Watchlin, who called at Tahiti and Fiji some months ago in his magnificent yacht, *Fitheach Ban*.

The new vessel, named *Holmwood*, takes the name of the 550-tonner which was sunk in the late war. A few hours out of the Chatham Islands, bound for Lyttelton, NZ, with a cargo of sheep and some passengers (including a radio man and his family returning after service in the Chathams), the *Holmwood* was intercepted by the raider *Komet*. Obeying the *Komet's* signals to maintain radio silence, the *Holmwood* was sunk by gunfire only after all persons and several hundred sheep had been taken off. Two days later the *Komet* and two other raiders—*Orion* and *Kulmerland*—intercepted and sank the 16,000-ton *Rangitane*, which had left Auckland for Panama after the sinking of the *Holmwood*. The

Holmwood's failure to transmit a distress message later became the subject of a naval investigation, it being maintained that, as there was a warship in Lyttelton at the time, the raiders might have been brought to action, and also that the *Rangitane* would not have been allowed

to sail with raiders known to be in the vicinity. In defence it was said that the *Holmwood's* radio was in poor condition. Certainly, had the *Holmwood* used her radio, there would have been loss of life aboard when she was shelled.

Survivors from the *Holmwood*

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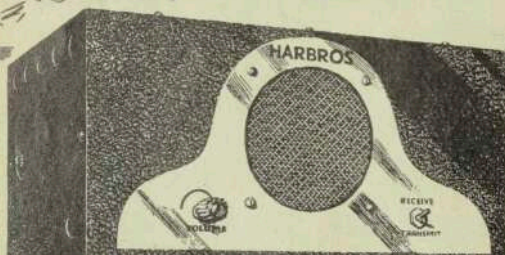
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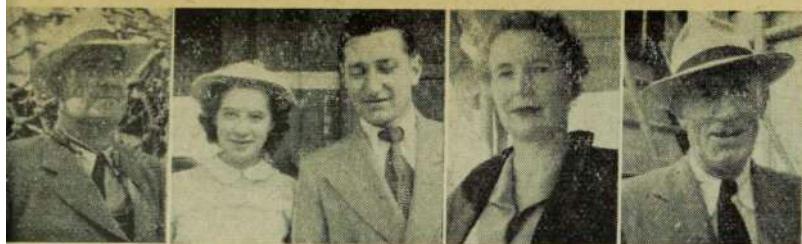
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bound for the Cooks, per Maui Pomare (ft to right):—
 Dr. I. A. Forbes, on a staff-training assignment with the Government printing press, Rarotonga.
 Mr. and Mrs. William Evaroa, on a honeymoon trip. Mr. Evaroa, of Rarotonga, has recently been schoolteaching at

Tauranga, NZ, where he met his bride.

Sister R. E. Rishworth was going to a position with the Dental Department, Rarotonga.

Mr. G. L. (Tom) Snow returned from leave to his position as manager for Messrs. A. B. Donald & Co., at Mangaia Is.

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and other ships were later landed at Emirau, North of New Ireland.

HIFOFUA ON SURVEY

Under Capt. Carl Johnson, with George Walder as Mate and David Umoepeau as Chief Engineer, the Tongan Government's auxiliary *Hifofua* arrived in Auckland, April 1950, after a rough 8-days' passage from Suva, for survey. Five leper patients had been taken from Nukunono, Haapai to Makogai, Tonga.

This was her first visit to Auckland since she was built in the shipyard there in 1926—surveys usually are made in Suva.

Hifofua is a wooden, copper-plated vessel of pleasant lines, 40 ft by 18', with a loaded draft of 6". She is of 108 tons gross, 60 tons nett, and has a cargo-carrying capacity of about 50 tons, with accommodation for ten and a stowage to carry 80 deck passengers for the Tongan islands trade.

Launched up on Lowe's slip, an examination showed that the iron bolts, which had not been replaced since the vessel was built, were almost completely corroded. These, and parts of the steel heads fore and aft of the engine to be replaced, it is unlikely *Hifofua* will return to Tonga before July.

PHILANTE II

Messrs. Rusden and Baker's Fair-weather *Philante II* called at Suva bound from Tahiti late March. The vessel was reported for sale at £13,000.

THE OROHENA

H.M.S. *Orohena*, flagship of the South Oceanic inter-island fleet, has been purchased from the Government by M. O. Andre Blouin & Co. of Papeete, for 7,010,000 francs (about £39,000 Stg.).

Andre Blouin purchased the well-known schooner *Tagua* from Cook Islands Trading Co. in January. In that same month *Orohena*, purchased from the US, arrived in Papeete from the Pacific Coast. In

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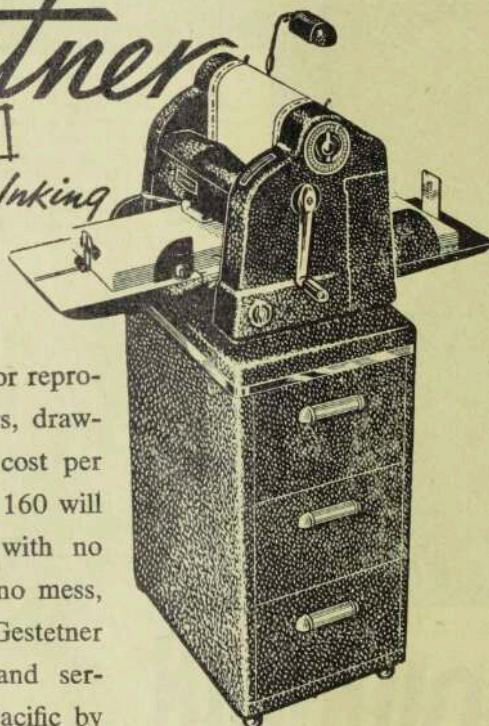
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May, 1948, *Orohena* visited Wellington and drydocked in Auckland.

Orohena is a standard type of composite, war-time-built, supply vessel, with a solid wooden hull and intended for use in the far North Pacific. She is an attractive vessel of 532 GT. (278 nett), 148' overall, 33' beam, and with a draft of 17' loaded.

Her late master, Captain Robert Argod, has joined the *Oiseau des Iles*, and his place is taken by Captain Alfred Voirin.

TE MATAPULA LAUNCHED

Too late for April PIM came news of the launching of *Te Matapula*, for the Colony Wholesale Society of the Gilbert & Ellice Islands, from the yard of Charles Whippy & Co., of Suva.

Sixth of her type—the others were BP's *Taveuni*, *Macuata*, *Moala* and *Koro* (sold and later lost in N. Cal. waters) and the Tongan Copra Board's *A'oni*—she will be the last vessel launched from the Walu Bay location.

Te Matapula was quietly launched on March 26. The type are wooden vessels 86' o.a., 71' w.l., with a beam of 22' and a midship depth of 9'—nett tonnage 80. This one, owing to delays in material, took a year to build, the others five months each.

Te Matapula is framed with Australian and Fijian hardwoods, planked with Fijian kauri, and decked with oregon. Much of the local timber came from Mr. G. Barratt's Deloi Estate.

The vessel had only a 3" side clearance through the Walu Bay bridge piles, and had to be loaded with drums of water to clear the bridge decking at low tide. Brought out to the harbour, she will now be ketch-rigged. She is powered by a 200 b.h.p. Ruston-Hornsby which, with two-to-one reduction gear, should drive the vessel at 10 knots. A 30 hp Southern Cross takes care of the electrical supply to lighting, winch and windlass.

Captain A. R. Peckham, lately master of *R.C.S. Tuvalu*, will have the command.

SUVA DOCKING FACILITIES

Mr. W. Whippy, of Charles Whippy & Co., Suva shipbuilders, gave details recently of new building facilities planned by the firm for that port. Modern machinery is on order from England, and a new slipway has been designed to build wooden vessels up to 120 feet long. With the launching of *Te Matapula* in March, no further vessels will be built at the former location.

AWAHOU INQUIRY

Over seven months after her loss somewhere in the north-west Tasman Sea on September 10 last, a Marine Court of Inquiry in Sydney—presumably at the request of the authorities in Suva, where the ship

as registered—looked into the disappearance with all hands of the 438-ton tramp *Awahou*.

The court found that she had been surveyed and issued a certificate of seaworthiness on September 8; that the cargo at time of sailing from Sydney for Lord Howe was properly stowed (though the widow of the Mate, Mrs. Myllis Maxwell, told the Court that her husband had been worried regarding the stowage); and there was no cause it could find for the disaster which cost the lives of all aboard—ten Fijian or part-Fijian seamen and eight Europeans, including Captain Robert Darroch, of Suva, who had joined in a relieving capacity for that voyage.

The distress message heard from *Awahou*, picked up at Hobart and Melbourn marine radio, was weak, and both stations gave different versions. Hobart, at 7 p.m., on September 10, reported hearing the international distress signal on radio—one—the word MAYDAY—equivalent to the SOS in morse—followed minutes later by "... sixty miles west of ...". That was all. Adelaide, however, reported hearing the distress word MAYDAY repeated, then "... seeking shelter sixty miles off Sugarloaf Point."

Many seamen consider that the Sugar Loaf referred to in this message was Sugar Loaf Point, north of Port Stevens, on the NSW coast, and a little south of the lati-

tude of Lord Howe Id. Why, they say, would a vessel, approaching Lord Howe from the south-west, give a position in relation to a point on the *opposite* side of the island. The air search may thus have been directed to the wrong area.

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Another little tramp-ship will

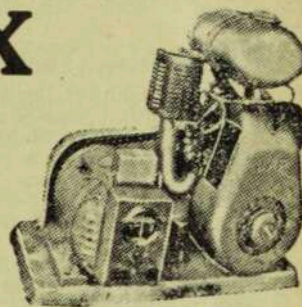
soon be seen in the South-central Pacific. She is the Tasman Steam Ship Co's *Ada* (first "a" as in "ardour") which was due in Auckland from Italy at the end of April, via Suez and Australia.

Ada is a wooden vessel, 132 ft. long, of 299 gross tons (156 nett), built in Viareggio. She is to be registered in Suva, and on Fiji

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Articles, with a Fijian crew. She was to sail for Suva in May, after dry-docking in Auckland, and would pick up her first Islands cargo in Apia for Auckland.

It was reported in Auckland in April that the same company's *Viti* (formerly of Fiji and currently on the trans-Tasman fish and fruit trade) is for sale. No comment was available from the ex-servicemen owners who acquired her after World War II.

News of Cruising Yachts

• The American yacht *Calypso*, is lying at Tahiti while her owner, John W. Litton, and his English brother-in-law, Kim Powell, a resident of Tahiti, have gone to Panama canal. *Calypso*, 12-tons, arrived in Papeete last July 20 from Panama, after two months in the Galapagos, a week at Taiohae (Marquesas), a fortnight at Takaroa, and a month in the Leeward Isles. Owner Litton was accompanied by his wife Gene, small daughter Kathleen, and crew-member Choppy White. Ultimate destination is given as Honolulu. *Calypso* is at present moored off Mr. Powell's property at Pirae.

Kim Powell, his wife Peg, and Kim Robin, 5, arrived at Tahiti in December, 1950, from Panama in their schooner *Wind's Will*. They, too, spent two months in the Galapagos and a fortnight each at

Marquesas and Tuamotus. Since then they have cruised through the Leeward Isles to the Lower Cooks, and via Penrhyn back to Tahiti, where they plan to remain. Mr. Powell, an experienced bulldozer operator, has done considerable roadmaking work on the property of Mr. Van den Broek d'Obrennan, and elsewhere, since his arrival from Panama, where he was formerly employed on the Panama canal. He now leases a small property from Mr. Van den Broek d'Obrennan.

• From Honolulu comes further details of *Gemini* (reported recently at Takaroa, Tuamotus, and bound for Papeete).

• Vic. Schoenberg, who maintains Ham radio contact with Jack Wheeler aboard the yacht, advises that *Gemini* is a steel 38 ft double-ender ketch. She was scheduled to clear Takaroa for Papeete in mid-April. Owners Jack and Leah Wheeler plan to be back in Honolulu, homeward bound for Portland, Ore., late in the year.

• Eric and Susan Hiscock, in their

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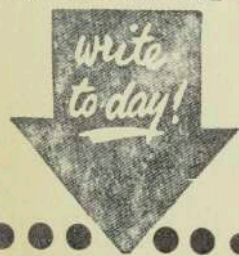
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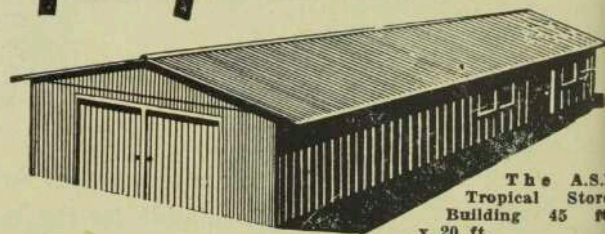
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on jib-headed sloop *Wanderer*, arrived at Papeete, March 25, from England, via Atlantic ports, Nama and the Marquesas.

• Departure reported from Pacific East is two-masted schooner *Ramona*, commanded by Captain Ozanne, (one-time skipper of the big American luxury yacht, *Ca*, which has cruised the Pacific). *Ramona* is owned by Mr. and Mrs. William A. Pomeroy, of Alhambra, Cal. Aboard also are their three children and a crew of 10. The owners plan calls at Tahiti, Samoa, Fiji, Rapa and Rotonga.

• The British yacht *Arthur*, owned by Mr. and Mrs. Tom Pomeroy, of England, cleared Papeete April 12 for Bora Bora, Rotonga and Auckland, after a lengthy stay in the Tahiti capital.

• The 8-ton Swedish yawl *Viking*, previously unreported in these pages, arrived in Papeete from the Marquesas, April 11. Owned by Sve and Brita Holmdahl, of Gothenburg, the voyage was made the way of Falmouth, Madeira, Laysan Is., Las Palmas and the Panama canal. Present plans are to stay a month in Papeete before moving on westward. Mr. Holmdahl is a carpenter by trade, and his wife is a professional dressmaker.

• Trans-Pacific Yacht Club of Los Angeles reported in March that 40 yachts are this year expected to cross the starting line for the 2,228-mile Trans-Pacific yacht race from Los Angeles to Honolulu, due to start on July 4. Yachtsmen will follow with interest the new system of handicapping worked out by Dr. Clark B. Milliken and students at the California Institute of Technology. Tabulating the performance of all yachts in the 1947-51 races the experts drew three performance curves, from which they produced an average curve named the Caltech Curve. All handicapping will this year be in accordance with the Caltech Curve. As the Honolulu-Tahiti race is scheduled to commence July 24, it is evident that few vessels could enter for both races, as an average speed of over 4.6 knots would be required on the Trans-Pacific race to make the deadline, with little time for a rest in Honolulu for the boats that could make the race in time. It is not clear if this early date was fixed for the Tahiti race.

L'Hirondelle, in which American Pleben Kauffman cruised down through the eastern Pacific to finally settle in Tonga, seems to have ended her wanderings for the present. Mr. Kauffman, now employed as a civil engineer by the Tongan Government, has made a voyage of the yacht to young 7-year-old Prince Taufa'ahau, son of

Prince Tungi. On completion of his present contract Kauffman has obtained permission to become a lone settler on the island of Hunga Tonga.

• Remember Alfred F. Loomis and his 33-foot Colin Archer-type yacht *Stornoway*, which circumnavigated the world in 1951-52? In January, Loomis was awarded the coveted Cruising Club of America's Blue Water Medal for the year's outstanding deep-water cruise. Others considered were *Carribbee*, *Sopranino*, and Dr. Tom Davis (Rarotonga) and family with their yacht *Miru*.

• With the popular press giving great publicity in recent months to

the round-the-world voyage completed last year by M. Toumelin in his yacht *Kurun*, of France, it should be mentioned that this was not a single-handed circumnavigation. From France to Tahiti, Toumelin was accompanied by M. Paul Farge.

GREAT AUCKLAND EXODUS

• As forecast in March, Auckland is this autumn witnessing the great Polynesian migration in reverse. Never in the history of New Zealand yachting have so many vessels ventured forth for the Islands in a single season.

• *Ghost*, first away on March 9, reached Rarotonga April 2, and left on 15th for Papeete. A pro-



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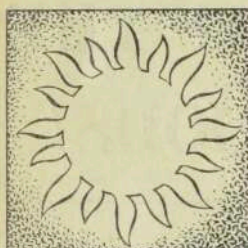
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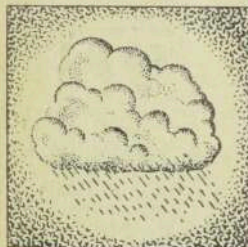
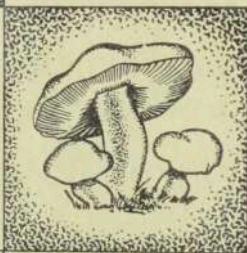
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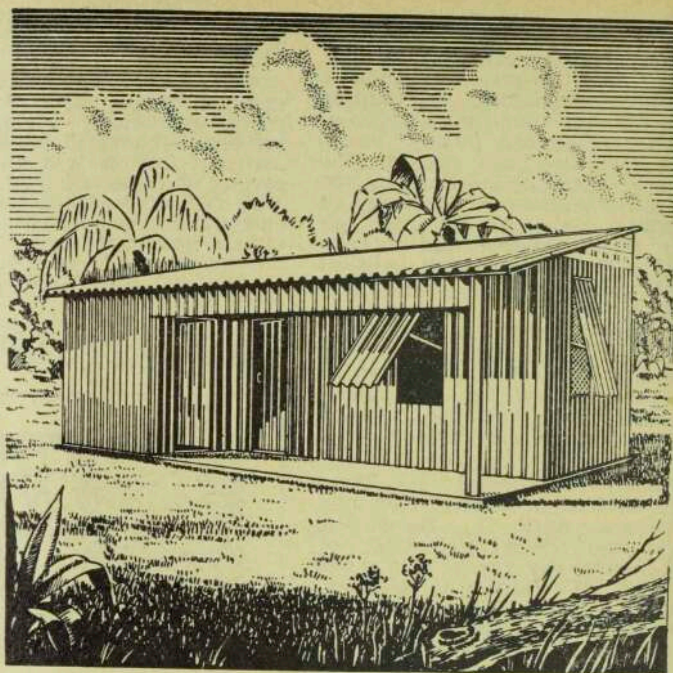
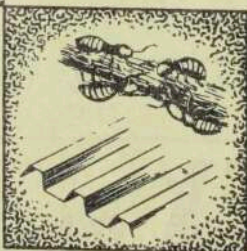
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ected call at Mangaia was pre-
ented by reef conditions. *Ghost*
rived at Papeete on April 25.

• *White Squall*, 33-ft., second in
e 1951 Tasman Race, with owner
ss Norgrove, his wife Doreen and
r sister and brother-in-law, Mr.
d Mrs. J. Duncan, cleared April
for Tahiti direct. She is now
tech rig.

• A Seabird-type yawl, formerly
y but lately renamed *Sundance*,
wed down harbour in late April,
ading probably first for Tonga.
is 34-footer was purchased in
w Zealand by her present Ameri-
owner, Clayton C. Knago, two
rs ago. With him is Mrs. Knago,
d Allen Draffin, of Whangarei.
ey are bound for the Pacific
ast of USA—the route: "Pretty
ll whatever way the wind blows
"

• On April 25, *Taurangi*, with
ner P. Edmonds and mate K.
ldon, nosed out, Tahiti bound,
h a possible call for water at
pa. Mr. Edmonds' father was
ae years ago a schoolteacher at
ie. Launched this season, this
-ft. cutter has been well tested
coastal racing.

• *Blue Water* (sister ship to *White*
all) and *Leda* made a specu-
lar twin departure on April 28.
lunch-hour crowd watched their
-minute preparation at the Ad-
alty steps, in the centre of Auck-
d. *Blue Water*, 31-ft., for Tahiti
h a possible call at Rapa, carried
—owners L. Vitali and K. Kirk-
d, and crewmen N. Wright, D.

Duane and H. Gordon. *Leda*, 54-
footer flying Tauranga Yacht Club
pennant, was headed for America
via Tonga, Fiji, the Cooks, French
Oceania and Hawaii. She was
manned by her owners (brothers
C. G. and W. A. Wilson), their
wives, Mr. D. Woolf, and the two
little daughters and a tiny 2-
months-old son of Mrs. C. G. Wilson.
The women and children will re-
turn from Suva.

• *Wakaya*, in Tonga and Fiji
waters last year, and a newly
launched craft, *Flamingo*, were ex-
pected out in early May from Auck-
land; with *Aloha*, 38-ft., and the
Wellington craft *Leonora*, 28-ft.,
soon to follow. *Leonora*, bound for
Auckland, went aground down the
coast, but was undamaged. Others
known to be preparing are the Syd-
ney yacht *Corsair* and George
Dibbern's *Te Rapunga*, at Hobart,
to clear for the Islands from Auck-
land.

Yet other owners are known to
have the fever and may join the
north-bound throng this winter—
even if it costs a fur coat or two!

Memorial for Coast Watchers

A N appeal for funds to erect a memorial
in New Guinea to the Coast Watchers
who lost their lives in the Second
World War, has been launched.

The Coast Watchers, a small body of
men, were installed in South Pacific
islands occupied by the Japanese and
succeeded, in the face of great difficulties,

in sending by teleradio, from jungle
hideouts, invaluable intelligence informa-
tion about movements of enemy warships
and aircraft. They rescued many allied
airmen who were shot down over enemy-
occupied territory.

The American Admiral Halsey said:
"The Coast Watchers saved Guadalcanal,
and Guadalcanal saved the Pacific".

Donations may be sent to the Hon.
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TWO MORE YEARS OF MALAYA!

The British, the Fijians and The Fecud Indians!

From a Special Correspondent

SUVA, April 24.
NO outburst of criticism has followed the announcement that the Fijian Battalion in Malaya is to serve there until January, 1956—two years longer than the original two-years term. But it is impossible to find a single responsible European who approves.

There is thoughtful, soundly-based opposition arising from the belief that the despatch of hundreds of the best of young Fijian manhood to south-east Asia places an unjust burden on a people who, numbering only 135,000, are being increasingly outnumbered in their homeland by aliens.

When he made the announcement, the Governor (Sir Ronald Garvey) said that the Fijian Affairs Board—the body which tops the Fijian Administration as more or less distinct from the Central Government—had stated that "the Fijian people are proud to agree to their sons serving the Empire for yet another period." But the average European, with all respect to the Governor and the FAB, comments that this is what the Board might be expected to say.

The Governor said the request for the extension had come from the Secretary of State for the Colonies with the active support of the War Office and the High Commissioner for Malaya, General Sir Gerald Templer. They recognised the outstanding service rendered by the First Battalion in jungle operations.

He said the extension would not affect the promise to the men now

serving that they would be overseas for two years only. The men in Malaya would be gradually replaced by a high proportion of new recruits. Officers, senior non-Coms. and specialists who could not be replaced would get leave in Fiji. Periodical visits to the Battalion would be made by representatives of the Fijian people and by Public Relations staff. The War Office had agreed to provide married

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arters, so that families might n men who could not be replaced. Sir Ronald said he knew there ould be criticism in some quarters the decision to extend the period service in Malaya. "I know it asserted that we are depriving i of the flower of its manhood a time when these men should rearing families in their home- ad," he continued. "But the erage age of the Fijian soldiers ying overseas is 22, which is, I derstand, below the average age which a Fijian man marries."

HE Fijians and their friends are naturally very pleased with the compliment that has been paid their loyalty and their prowess jungle fighters. But they are ing pointedly whether the British thorities really understand the es that are involved in this ng—whether the Fijians are not ng sacrificed to official selfish- ss and expediency.

For many years, the British itary forces made a truly lament- e showing against the Red rorists in Malaya. Their record ained black until General mpler took charge. This able amander has made effective use the special qualities of the ians. But neither General mpler nor the British Govern- nt nor any other interest seems think that the welfare of the an race is as important as the d to keep good jungle fighters Malaya.

he position, quite brutally ted, is that while a thousand ng Fijians are held in Malaya,

Indian community of Fiji ready numbering 150,000 as inst the Fijian total of 135,000) steadily extending its hungry o upon the Colony, at the ex- se of the indigenous race. If re were no Indians in Fiji, or n if the Fiji-Indians had the s and the political nous to also vide a battalion for Malaya, no icism of the British and of eral Templer in relation to ention of the Fijians in Malaya d be possible.

he Governor, with characteristic ness and frankness, has put the possible face on the situation. the point we stress against him ot so much the potentialities of absent battalion in the matter fatherhood, as the psychological ct on the race of having so many ng men away from the Colony so long, just at a time when r race is under so much social commercial and political ssure by the extremely fecund ians. The verdict of history e against the British.

r. Dan Costello, of Tavua, has ntly returned to Fiji after a day in Australia and New Zea- t. His mother, Mrs. Dan Costello, is still away on holiday.

Tribute to Sir Alport Barker

SIR THOMAS ALPORT BARKER, of Suva, who is retiring from public life in Fiji, and who probably will in future reside in New Zealand, is to be allowed to retain the title of "Honourable," in recognition of his long service to the Colony. Sir Alport has been for many years a member of the Legislative Council, and Executive Council, and of many public bodies, and he has been Mayor of Suva on several occasions. At the last meeting of the Legislative Council the Governor (Sir Ronald Garvey) warmly praised the services given in a public capacity, and as editor-proprietor of *The Fiji Times*, by Sir Alport Barker.



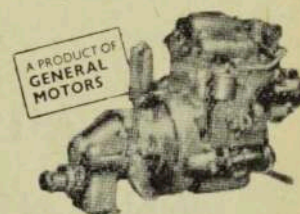
Miss Margaret Ali married Mr. A. Sully at the Catholic Church, Koki, Port Moresby, early in April.



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ROAD LINKS FOR NG HIGHLANDS

May Open Up Large Area of Crown Lands

By JUDY TUDOR

IN maybe eighteen months' time it will be possible to drive a jeep from Madang, on the New Guinea mainland coast, to Mt. Hagen in the Western Highlands. Two very determined people are working towards this objective—District Commissioner I. F. G. Downs, at Goroka, and ADO T. W. Ellis, at Madang.

Madang and Highlands Districts have been able to rid themselves of the assistance of the Works and Housing Department (Commonwealth Works, it is called now) and as a consequence have begun to make real progress with roading, employing local material and local talent which may not be up to civil engineering standard, but which seems to be able to produce, within the budget allowed, jeepable roads and fair bridges.

Except for a few places where bridges are being repaired or replaced, and one gap of about six miles where some rock-blasting is needed, it is now possible in the dry season to go by jeep from Mt. Hagen to Aiyura.

In addition, there are many feeder roads leading off this main route—in the Eastern Highlands district alone (and that excludes Mt. Hagen) there are now 353 miles of vehicular roads, over 170 of which have been added in the last twelve months. Maybe before this 1953 is out, this main route will have reached Gusap—and from Gusap to Madang the road is the responsibility of Madang District.

To be sure, these Highland roads are no paved speedways. In the wet just ending, they closely resemble bottomless morasses of thick black mud, that has an oil-paint quality that sticks to everything and is almost impossible to remove. But more and more surfacing is being done with river gravel and, in reasonable weather, they are roads that are adequate for present purposes.

GOGOL RIVER AND EUROPEAN SETTLEMENT

UNDER 90 miles separate Gusap and Madang—and the road from Madang already is formed 29 miles out in the right direction to the Gogol River.

The Gogol River now has no bridge, but it could have a ferry, and if it could have either it would give coastal access to the 25,000 acres of Crown land that lie on the other side of the river. This is reported to be good alluvial soil

uitable for cocoa growing, and probably for robusta coffee, for peanuts and for other agricultural and pastoral purposes.

And, mark it well, this is Crown land—it has not to be "bought" from the natives—which should short-circuit the usual long, weary business of acquiring land in that way.

Little has been heard of this land until recently, but it is understood that a few men in the Madang district have already made application for large slices of it.

LAKE-HIGHLANDS OR MADANG HIGHLANDS?

It is planned, of course, that Lae also will eventually be linked to the Highlands by road; but it seems at this stage that Madang will complete its link first. The route is far shorter; and in the Lae area the concentration at the moment is on the completion of the Markham Point bridge and the general improvement of the Lae-Kau road.

Commonwealth Works is building the two or three miles of approach road, from the main Markham Valley road to the Point, and Cornbrook Construction Co. will take over from there and build the bridge.

The approach road is through bog swamps, and most of it is built up three or four feet on top of redmud to get it above swamp

level. The estimated cost of the road is £14,000; but it looks more like a £40,000 job.

On one morning this mid-April, after Lae had had eight inches of rain in the previous night, the last mile of the bridge was impassable because of local flooding from storm-water—the Markham at that stage was not in flood. The road in this last mile will have to be raised another three or four feet to get it above this local storm-water.

This bridge at Markham Point is being built against the judgment of a number of local residents, who fought to have the Markham bridged

much higher up. They claimed that a bridge at a crossing several miles further west would not be subject to flooding and would, at the same time, allow easy access to the Highlands.

The decision of Authority to build the bridge at Markham Point, willy-nilly, may ultimately be the deciding factor as to whether Madang or Lae becomes the natural outlet for Highlands produce.

It seems unlikely, however, that in the near future road transport will supplant air transport for Highland areas. At present the charter rate for air-freighting

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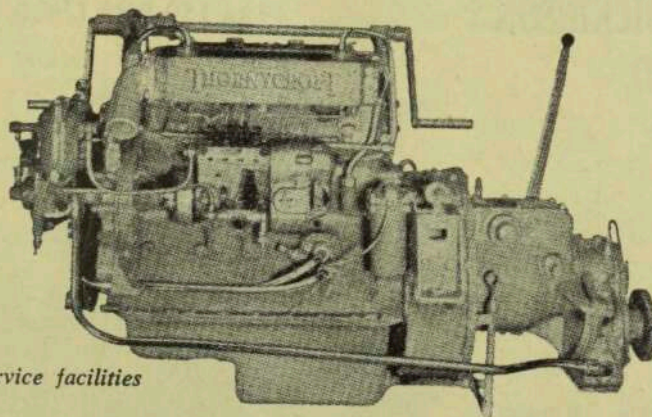
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Set Problems.

works out at about 5d per pound from Lae to the Highlands. It will be a long time before there are roads to the sea coast capable of taking trucks large enough to compete with this price.

High Class Cattle for Tahiti

WHEN the Waitemata left Auckland early in April she carried over 50 stud cattle, six Berkshire pigs and six Suffolk sheep, consigned to Tahiti. The stock was in care of veterinary surgeon Dr. Y. Pincemin and Mr. J. Boubee, of the Tahiti Department of Agriculture.

The greater part of the shipment was for the Government. Mr. J. D. Moore, of Auckland, and well-known in Tahiti, arranged the sale. Fifteen of the cattle—heifers and bulls—were for a private buyer, and were shipped by Messrs. Wright, Stephenson & Co.

Dr. Pincemin, director of stud breeding in French Oceania, said that he hoped now to start a Freisian herd book.

A large amount of stud stock has been imported from New Zealand by Tahiti buyers since the war.

Mr. A. H. Cashell, Pacific sales manager for Westfield Freezing Co. Ltd., Auckland, recently visited agencies in Rarotonga, Tahiti, W. Samoa and Fiji.

Air Tahiti Personnel

FURTHER to the recent appointment of Mr. Frame of New Zealand, as pilot for Air Tahiti, in succession to M. Pommier (who was injured in a crash at Papeete last July), it is now announced that M. Jean-Marie Arbelot has succeeded M. Marcel Lasserre as

director of the company. M. Lasserre has resigned.

M. Arbelot, a resident of Tahiti and a former aviator, was organiser of the now defunct Tahiti Aero Club.

Mr. C. D. Barford, manager of the Suva Branch of the Bank of New Zealand, returned to Suva early in May after leave in New Zealand.

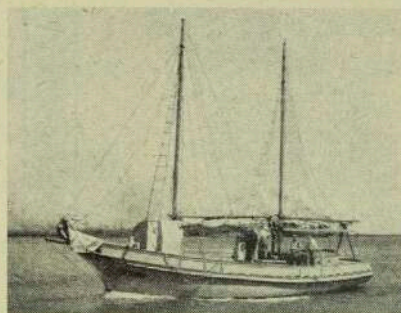
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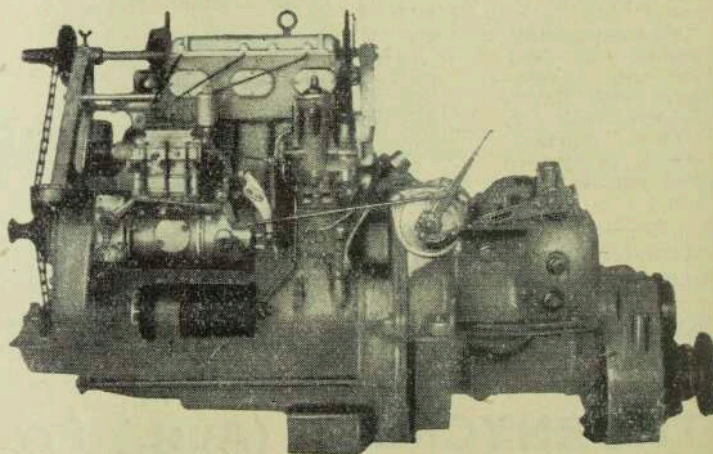
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A Fiji Airways aircraft was damaged and the company's schedules disorganised early in April when a motor truck accidentally backed into the aircraft.

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"MOANA" LOST BY FIRE

ONE of the Pacific's best-known schooners—second lost this year in French Oceania—the 100-ton *Moana*, was destroyed by fire six miles off Anaa atoll, Tuvalu, in the early hours of April 25. Captain, crew and passengers abandoned the vessel and landed safely on Anaa.

Moana was not burnt completely, the schooner *Paraita*, 78-ton, was despatched from Papeete to retrieve the hulk and sink it or tow ashore. However, she failed to retrieve the derelict. *Paraita* returned to Papeete April 29 with the *Moana's* company aboard. Cause of fire has not been stated.

Moana was launched for Societe Commerciale de L'Oceanie (an affiliate of the German DHPG firm) in San Francisco in 1911, says Oscar Berde. She was commanded on her maiden voyage to Tahiti by Captain William Berde, for many years commander of the old American barkentine *City of Papeete*, later of the Oceanic Line.

Moana was acquired after World War I by Mr. Charles Brown Jensen, well-known Tahiti boat builder and business man, and more recently came under the ownership of Madame Violette Johnson and Lai Yong.

Moana is the third sizeable inter-island craft of French Oceania lost recently. *Tagua*, 200-ton, had a narrow escape also from destruction by fire last year. Late 1952 *Hatu*, 138 tons, was wrecked on a reef. In February, *Artemise*, 133-ton, was burned completely at Papeete.

KAUMOANA IN TROUBLE

Ervin Brothers' *Kaumoana* (PIM) has met trouble on delivery voyage from France to Papeete. The ex-sub-chaser reached Papeete, Marquesas, with a broken shaft. A vessel left Papeete in April to tow her home.

Anzac Day is never forgotten in the comparatively isolated community of Port Vila, New Hebrides Condominium. This year, on April 25, over two score of British, Australian and New Zealand ex-servicemen marched to the Memorial and again, in the presence of the two Resident Commissioners Blackwell (Britain) and Jouve (France) wreaths were placed in position, and a religious service conducted by the Rev. T. J. K. Jamieson. The British section of the Native Constabulary provided the guard of honour. Photo (by Fung Kuei) shows the servicemen marching up to the Memorial.

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LIVELY POLITICS IN TAHITI

Governor Stops Duel Between Party Leaders

From Our Own Correspondent

UNDER date of April 17, our Tahiti correspondent reports several developments in the disturbed political spheres of French Oceania (as reported in April PIM, page 15).

The unrest became manifest after elections for the *Assemblée territoriale* on January 18, following which charges were said to have been made by M. Pouvaana a Oopa (leader of the Radical party) and his followers, that the election on Tahiti island had been rigged in favour of the opposing party, led by the Mayor of Papeete, M. Alfred Poroi. On all other islands the Pouvaana a Oopa party was victorious.

Governor Petitbon then ordered an official investigation, and the latter found the charges false.

THERE was much bitterness at the first session of the new *Assemblée*, which opened on March 14. On April 10, M. Poroi and M. Noel Ilari were forcibly restrained from coming to blows in Chamber. M. Ilari then challenged M. Poroi to a duel, and M. Poroi accepted.

The two were in earnest. The duel was to take place at the end of the sitting. M. Frank Richmond and M. Walter Grand were appointed as seconds for M. Ilari, and Tuterai Garbut and M. Legarde as to act for M. Poroi.

News of the impending clash spread rapidly, and Governor Petitbon proceeded to the radio station that evening and broadcast a warning.

He said that the duel must not take place, and that he had instructed his gendarmes to prevent and to arrest anyone who assisted in any way. Police were thereon stationed at the residence of the contender, and the duel did not take place.

On the following day a strike of all servants began, because agreement could not be reached in the *Assemblée* on a Bill granting payment of certain back-salary that was due.

Public services, including telephone exchange, post office and wireless radio communications ceased operation, except for certain essential services.

On April 15, the TEAL Solent *Aronui* arrived from Auckland with M. Docteur Florisson, newly-appointed Senator for French Oceania, and successor to Lassalle-Sere. He was warmly welcomed by the followers of Pouvaana a Oopa—less warmly by

the Poroi party followers.

On this day, also, the strike was called off on a promise from the Governor that the matter would be settled at a meeting of the *Assemblée* scheduled for May 6.

The following day the Post Office started sorting an accumulation of mail that had arrived in the vessels *Waikawa*, *Pioneer Gem*, *Thorisle*, *Sainte Mere Eglise*, *Waitemata*, and by aircraft.

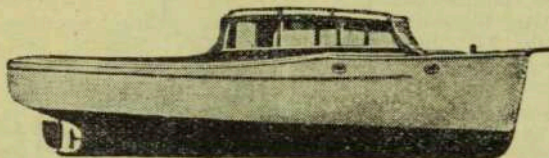
ALSO during this week, Deputy Pouvaana a Oopa was charged in court with striking a clerk at the City Hall, Papeete, for refusing to supply him with a copy of the birth certificate of a third party. It appears that such certificates may be issued only to the person whose birth is concerned, or members of

his family. Judgment in this case was reserved for 15 days, and is not available at this writing.

The politics of French Oceania are most complex, and the parties represented appear to have no direct relationship with recognised parties in France.

The R.D.P.T. party, headed by Deputy Pouvaana a Oopa, is of the Left wing, and stands for a larger measure of independence from France. The R.D.P.T. gained 15,062 of the 29,030 votes cast in the January election. M. Poroi's U.D.I.O.F. party (which is a coalition of the U.D.S.R. and the R.P.F.) registered 7,851 votes on Tahiti island, and 2,772 votes on the outer islands. This coalition is less extreme, and more pro-French.

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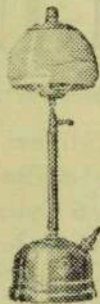


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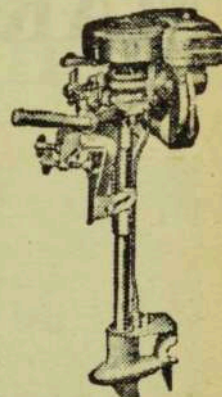
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Volcanos Come and Go In BSI

From Our Own Correspondent

HONIARA, April 30.

AN intermittent eruption of sulphurous vapour has been observed in Marovo Island in the Western Solomons. This synchronises with similar eruptions from the underwater volcano which recently rose from the sea and sank again some miles south of Vangunu Island.

Marovo Island is in a direct line with the site of the underwater volcano, the line passing through Vangunu Island (where a quiescent volcano, Mt. Vangunu, exists) and covering a distance of approximately 40 miles.

It is assumed that the eruption of the underwater volcano and on Marovo Island act as safety valves for intense volcanic activity in the area between the two points of eruption. But the native inhabitants of Vangunu Island are, not unnaturally, somewhat perturbed.

A Maori football team will tour Fiji in 1954—not in 1953 as requested by the Fiji Rugby Union. The tour cannot be made this year as the absence of the Maoris from New Zealand would prejudice the possible selection of some of them for a planned All Black tour of the British Isles.

P-NG Scrap for Japan

From Our Own Correspondent

PORT MORESBY, April 30.

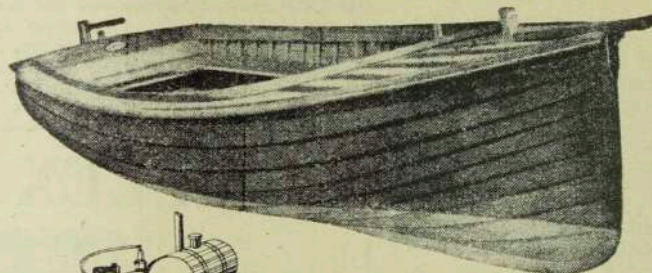
ANOTHER 600 tons of scrap metal was shipped to Japan from Port Moresby by Messrs. W. Murphy and K. Bourke on the

Chinese Nationalist freighter, **Union Builder** late in April. **Union Builder** called also at Lae and Finschafen to pick up more scrap before leaving Territory waters for Japan.

The bid of the Japanese buyers for the Port Moresby consignment was £9 a ton higher than other overseas offers.

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Papua-New Guinea Students at Suva Medical School

SUVA, April 25.
If all goes well, three of the Papua-New Guinea natives pictured below will qualify as Assistant Medical Practitioners in two years time (they have already completed the first two years of the course at the Central Medical School, Suva); while the cheerful little fellow kneeling in the extreme right of the photograph is expected to graduate at the end of December, 1953. (He is not taking the full medical course).



Frank Aisi, of Yule Island (not shown in the photograph) is doing his fourth year, and should return to Papua with his AMP Diploma at the end of this year.

Natives who have already qualified and are back in the territory are Moi, of Tufi (first to qualify); Tom, of Misima; and Reuben of Tula (the last-named married a talented Fijian girl).

Much sympathy was felt for poor Leslie Atiu, of Gasmata, District of New Britain; for, despite his seven years' study at Suva, he just could not make the grade. He was popular among the heterogeneous group of South Pacific students at the school, and tried hard to pass his final examination. He returned to P-NG in 1952 and may be given compassionate consideration. It is said that he failed in theory but his practical work was satisfactory.

Highest credit is due to these P-NG lads, who must suffer inferiority complex, for they are at an immediate disadvantage when in class with the more sophisticated Indians, Fijians, Cook Islanders, Samoans, Tongans, etc., all of whom

may have been fairly skilled in the use of the English language from infancy.

The students are well-fed and well-clothed. Accommodation is good. They are quite happy, though they occasionally sigh for Papua-New Guinea. Every bed has a good mattress, with snow-white bed linen and mosquito net. There is every facility for sport and all sporting equipment is supplied free. They are paid £1 per month.

A day in Suva with these smartly-clad, clean-looking P-NG lads is entertaining. They have numerous friends in the town; they speak fairly fluent Fijian and they have an uncanny knack of getting a full penny's worth for every penny they spend.

The four natives in the photograph, which was taken in the Government Gardens, Suva, in April, are, standing from left to right: Maori Kiki (of Orokororo, Papua); Mr. J. A. Crockett (of Rabaul, who was in Suva at this time); Kahu Sugoho (of Bukawa,

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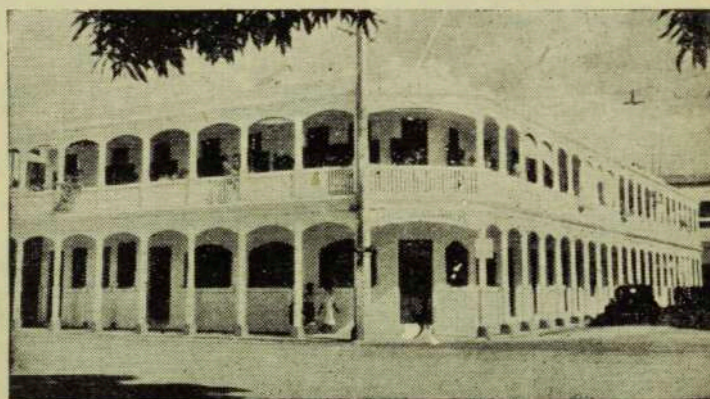
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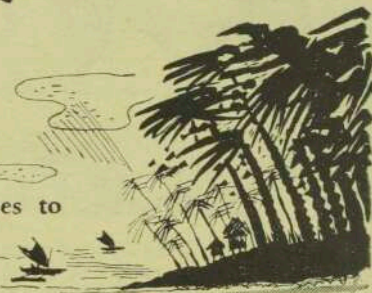


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It is interesting to note that the New Guinea boy, Kahu Sugoho, is holding his own with the Papuans—indeed, he is considered as "quite a bright prospect."—*Special Correspondent.*

Cruising Yachts at Tahiti

DAPEETE reports the following yacht movements: Arrived from Pacific Coast, *Gemini*, on April 30; *Ramona*, April 30. Departed: *Wanderer III*, for Sydney via islands; *Sin Miedo*, for Honolulu; and *Viking*, for New Zealand via islands, April 25. *El Petal*, owner Norman B. Woolworth, left Los Angeles late in April for Tahiti via islands.

(In addition to those published elsewhere in this issue).

If Mr. W. H. ("Tavua") Johnson is not careful, he will find himself labelled "the Grand Old Man of Fiji." On April 10 he attained the great age of 91, and—like a famous brand of liquor—he still is going strong. He is well known on his own account; but he also is distinguished as the sire of Mr. W. G. ("Tui") Johnson, now probably the most active and energetic figure in the commercial and public life of Tavua.

New Britain Planters Do Not Want Cocoa Grading, Inspection

PORT MORESBY, April 30. COCOA growers in the New Britain area have requested the Administrator not to introduce legislation on inspection, grading or control of cocoa.

The matter was discussed at a special general meeting of the New Britain Branch of the New Guinea Planters' Association at Rabaul in April, and the Association then sought the views of its New Ireland and Bougainville Branches.

The Association President, Mr. D. Barrett, in a press statement later said the New Britain growers—who produced over 80 per cent. of the Territory's cocoa—were convinced that any grading or control of cocoa would result in lower prices. This view was based on a survey of world markets and a comparison of the prices obtained for Territory cocoa in the last five years compared with prices in countries where cocoa was subject to grading.

Mr. Barrett said that growers of many years' experience had stressed that the inspection of cocoa was an expert's job, and they doubted whether any competent person could be obtained for the meagre

salaries which were being offered for other produce-inspectors in the Administration service.

¶ Mrs. D. A. Donald, of Honiara, BSI, was a passenger to Sydney on April *Malaita*. She was joined there in mid-May by Mr. Donald, who is Chief Agricultural Officer in BSI, and they will shortly proceed to the UK on leave.



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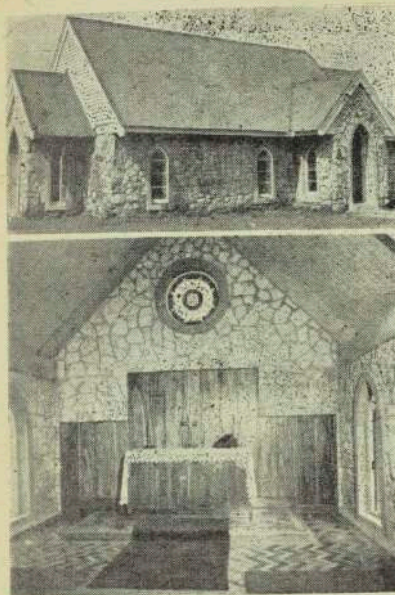
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Suva Point Church



Features of the new St. Luke's Anglican Church at Suva Point, Fiji. Most of the building work was done on a voluntary basis during the past two years by members of the Anglican community. The altar of polished yaka was made and donated by one member, and the stained glass window by another. Altar furnish-

ings, the panelling of yaka behind the altar, and the parquet flooring, have all been the thoughtful and careful work of members. (Stinson photo.)

The new CO of the PNGVR, Lieutenant-Colonel T. W. Young, took up his new appointment in Port Moresby on April 30, replacing

Lieutenant-Colonel N. P. Maddern who is now Assistant Adjutant-General at Army Headquarters in Melbourne. The new CO was in Moresby in time for the Anzac Service, and had previously visited Lae and Rabaul with Colonel Maddern. He is also Area Commander, Papua and New Guinea.

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NO PARADISE IN THE COOK ISLANDS

Letter to the Editor

YOUR interesting publication falls sometimes by the wayside, over the Cook Islands. May I point out:

No Cook Islands tomato-grower can be found who last year got £4 per 20 lb box—or even 3/- per lb.

NZ breeds of cattle, much crossed over the years, thrive exceedingly well here, and are good milk and beef producers. As in Fiji, no Zebu blood is needed, even to keep an official in a job.

The "farm" of 49 acres stands mostly on end, and has only about 12 acres good for experiments in cotton, ginger, coffee and peppers—the last of which grow wild—and they have all been tried by old-time growers and found non-commercial. Many, including officials, cannot see what they have got for some £3,000 of the NZ taxpayers' money, allocated for agriculture.

According to the genial but verbose Ross Walker, manager of the fruit monopoly, no start has been made on the cold store building, after some 20 years' gab-fest. Everyone is "agreed in principle" from Cabinet down—but no one does anything.

Your correspondents seem shy of stating as cold facts that there still are 62 lepers in Aitutaki; that the large outer-Islands passenger service continues; and that the Island has hundreds of cases of yaws and huge sores, with which a lone NMP has to battle among a recalcitrant population without any adequate hospital or even good quarters for himself and his wife.

The horses at the Beachside races are by no means longhaired or poorly fed—quite the contrary. Your unknown correspondent knows nothing about horses, races, or the fun the crowd gets out of it all.

You would be surprised to know how fed up residents and some officials are with the Planners' wild

waste of good cash on £8,000 houses (for officials), on lime and rock houses, and on God knows what, while there is no road-building, and very little being done to water intakes—a pipe shoved into a creek which cattle, pigs and dogs use, not always with parlour manners! PWD has been shifted 6 miles away from Avarua, the centre of trade and Government. It is an interesting process to get a few bolts or a couple of pounds of nails—by truck rated at 3/- per mile!

Scott, of Fiji, hit it on the head when he remarked that "newcomers and honourable birds of passage" didn't know what they were talking about. Rarotonga applauds, having some 40 or more of them doing,

badly, what 13 or so used to do, with success.

Both races are fed up. The CIPA-Commo organisation is by no means dead. An article in Auckland Star said: "If the minister is too busy to visit the Cook Islands, then he should give his job to someone who can." Those sentiments get loud applause here.

I am etc.,

R. V. HOSKING.

Rarotonga.
April 7, 1953.

† Mrs. Ella Manning, a well-known resident of Honiara, BSIP, arrived in Sydney on a 2-months' business visit on May 6.



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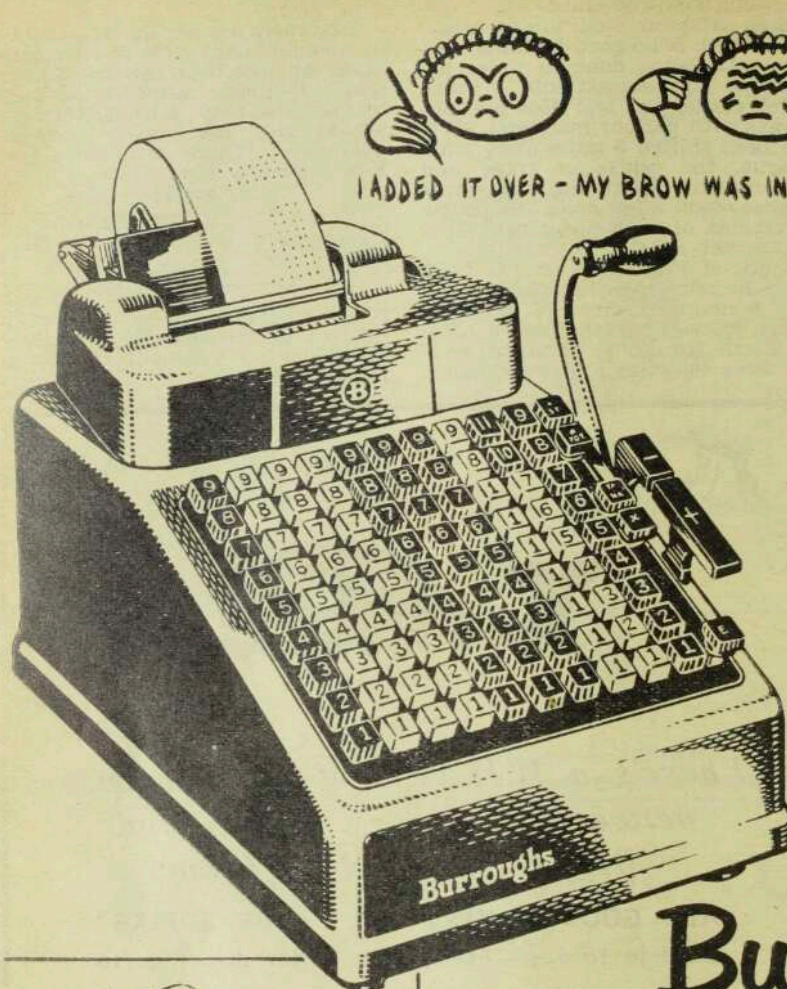
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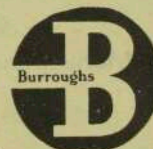
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GOILALA AIR SERVICE BACK ON THE JOB

GOILALA AIR SERVICES—a private air company with headquarters at Tapini, Papua, is now in operation again after having had its charter licence and licences of its personnel suspended by the Civil Aviation Department early in February.

The suspension came after one of the company's Anson aircraft had a forced landing at Embessa on February 4. The pilot lost his way between Popondetta and Port Moresby and landed across an old war-time strip. DCA promptly suspended the licence of the company to operate, the licence of the pilot involved and the licence of the chief pilot of the company who was not involved in the incident. It is understood that the chief pilot has refused a licence to fly privately. DCA deliberations on the crash and the circumstances of the company lasted from early February until late in April.

The Managing Director of the company is Dr. A. Caselburg, a retired medical man who had to give up his practice in New South Wales last year due to ill health. During his holiday visit to Papua, and particularly the Tapini area, his health improved so much that he and his wife decided to make their home at Goilala. Now the doctor is managing Goilala Air Services

and at the same time developing an agricultural property at Tapini.

The Chief-pilot, Mr. E. F. Reid, and his charming young wife have planted 16 acres of coffee at Tapini—which is at an altitude of 3,500 feet, about 65 miles from Moresby, and half-way to Wau, New Guinea.

In connection with their air service venture they hope soon to develop a tourist centre at Tapini by building small self-contained cabin units. This should be of considerable interest to Port Moresby folk who have few facilities, at present, for escaping from the coastal heat.

MM PURCHASES

'CHANGCHOW'

CHINA NAVIGATION CO'S *Changchow* (registered in Hong-kong) which has been under charter, together with her sister ship *Chungking*, to Messageries Maritimes, on the France-Panama-Sydney run for some years, has now been purchased by the charterers and renamed *Le Resurgent*. She will be retained on the run, together with the new vessels *Caledonien* and *Tahitien*.

Tahitien was to clear Marseilles on her maiden voyage to the French Pacific Territories and Sydney May 4. *Changchow*, under her new name, sails June 15.

Miss Ethel Nordman, of Tahiti, represented Tahiti in song and

dance at *Tahitien's* official send-off in Marseilles.

The Most Rev. Ubald Lehman, DD, CSSCC, Vicar Apostolic of the Catholic church in the Cook Islands, travelled to New Zealand in April per *Maui Pomare*, en route to Europe, on two months' leave. He was accompanied by the Rev. Fr. W. Beekman, of Aitutaki.

WORLD CHAOS

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KENAF—AND THE FALLING PRICE OF JUTE

THE practical commercial people who are backing the Kenaf industry in New Guinea refuse to be discouraged by the way in which Indian jute is coming down in price.

"Indian jute may be available at £70 per ton," said one of their representatives. "We can produce profitably at £90 per ton. We think we can close the gap and make the industry economic. We are mechanised, while jute is worked entirely by man-power, and the cost of labour in India tends to rise.

"The most significant thing is the interest people are taking in this new industry, and the way they are putting their money into it. Treasury officials cannot be blind to this angle."

PRICE OF COPRA SACKS

It is noted that in mid-April, copra sacks were quoted in Sydney at 19/11 per dozen—which is equal to 2/2 each on the plantation. This may be compared with the price of 6/- per sack which was the ruling price a couple of years ago, when jute production in India was under a cloud.

It is interesting to note that a 3-member delegation from India is now in Australia "to make a study

of the Australian market for jute goods."

(An article on the Kenaf industry in Papua and New Guinea, illustrated with photographs will appear in the June PIM.)

† Mrs. F. S. Stewart, owner and manager of the Hotel Cecil, Lae, left Sydney by air in May for

Europe. She flew via the Indian Ocean route to South Africa; and, after seeing the Coronation, and travelling in Europe, she will return to New Guinea via America. She was accompanied from Lae to Sydney by daughter Ela (now Mrs. J. Birrell, of Lae), and the latter's 7-months-old son.

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'AKTA-VITE' is made in oven-crisp chocolate malt flavoured granules which are delicious when served in hot or cold milk, sprinkled over ice cream, cereals or stewed fruit or other foods. Children love 'AKTA-VITE' direct from the jar.

'AKTA-VITE' is available in 5 and 10-oz. trial size jars or economical family-size tins through chemists and island trading houses.

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Vitamin C 300 International Units
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HONOLULU-PAPEETE AIR LINE

New Set-Up Affects Tahiti and S. Pacific Generally

AN important rearrangement of air-transport and hotel facilities in the Eastern Pacific indicates that Tahiti is making its biggest bid for American tourist traffic.

Well-endowed Americans, eager to enjoy Pacific Islands pleasures, have greatly enriched Hawaii. But Honolulu is now more of a modern American city than an Islands resort, and discriminating travellers have been looking farther afield, and especially to the South Pacific. Tahiti, for years, has been taking Honolulu's place in song and story; and now the drift towards French Oceania has begun.

There are several hotels in Tahiti to-day; but the three most ready cater for rich visitors are Les Tropiques, the Grand, and the Royal Tahitian. Two are in a garden and seaside setting, a little distance out; but the Grand, large and recently completed, is right in the town.

Les Tropiques has just been taken over by Captain F. I. L. Barnes, of Sydney, and Mr. Don Beachcomber, Honolulu—Mr. and Mrs. Barnes and their two children arrived in Papeete in April. Mr. J. G. Haddad, who is to be head-waiter, arrived about the same time—he had been with Romano's, in Sydney, for the last two or three years.

SOUTH PACIFIC AIRLINES

It was announced in New York on April 25 that South Pacific Airlines had purchased two Solent engine flying-boats from Trans Oceanic Airways, of Sydney, and they would be used to maintain a weekly service between Honolulu and Tahiti, via Christmas Island. This new Co. is connected with Hall Associates, a well-known American corporation.

As indicated in PIM a few months ago, Captain Brian Monkton (under of Trans Oceanic Airways) and Captain Barnes are interested in the formation of South Pacific Airlines; and Captain Monkton is present in Sydney, and has taken over the two Solents on behalf of the new Company. They are undergoing overhaul at Rose Bay, Sydney, preparatory to the flight to Honolulu.

The completion of this work, and provision of landing and fuel facilities at Christmas Island (indicated as the half-way stop between Honolulu and Papeete) may take a few weeks; but it is expected that South Pacific Airlines will take care of the 1953 tourist season.

The establishment of this important air-link between Tahiti and the United States will be a development of major economic importance to French Oceania.

It is also an important step in South Pacific Airways organisation. For example, it will provide trans-Pacific travellers with a very attractive round trip. Instead of flying both ways by the Sydney-Fiji-Canton-Honolulu route, they can use that route in one direction only; and, going in the opposite direction, they can break off in Honolulu, and go by South Pacific Airlines to Tahiti; then by the new TEAL service to Samoa and Fiji; and in Fiji they can rejoin the main Sydney-North America airlines.

¶ Makea Nui Teremoana Ariki, High Chieftainess of the Cook Islands, was entertained at a garden party by the Resident Commissioner and his wife, Mr. and Mrs. G. Nevill, at Rarotonga, in April. About 90 guests were present. The occasion was to say farewell to the Makea and her husband, Mr. Tau Cowan—they will represent the Cook Islands at the Coronation. They later left by air from Aitutaki.

¶ Mr. S. Bennett, Islands Inspector for Messrs. A. B. Donald & Co., of Auckland, travelled to Rarotonga from Tahiti in the Co.'s Cook Islands 300-tonner *Charlotte Donald* late April, when that vessel returned to Rarotonga after refit in Papeete.

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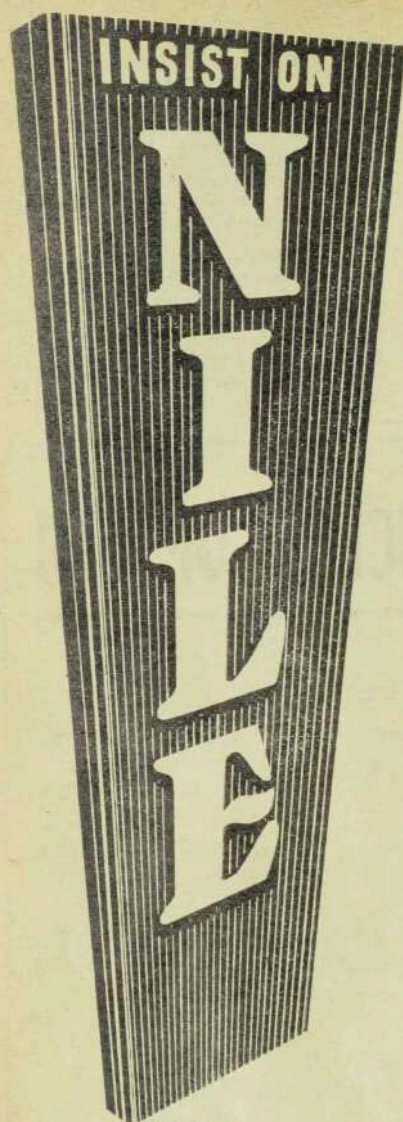


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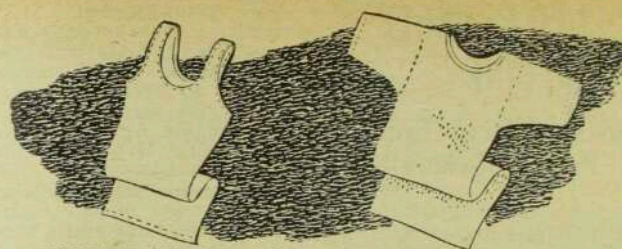
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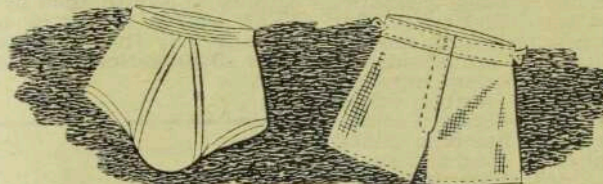
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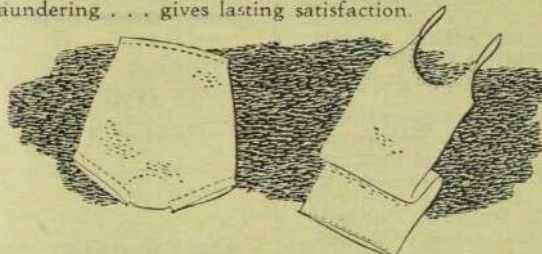
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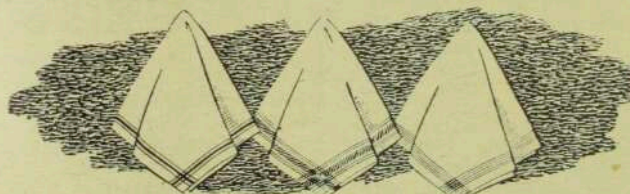
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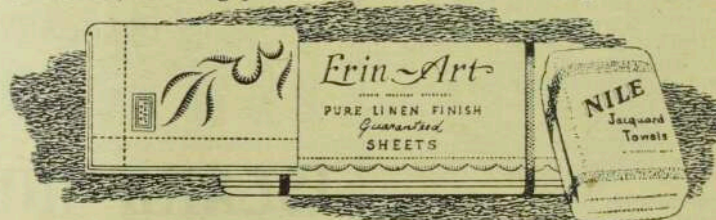
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An attractive range of Erin-Art sheets and pillow cases in all sizes; tea towels and brightly coloured bungalow cloths are offered by Nile. Furthermore, there are cotton prints suitable for lap laps or cotton frocks, as well as all sizes and colours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

NL2A-52

SUVA BUILDS ANOTHER 82 FT SHIP

For Co-op. Society in G & E

THIS handy little ship (82 ft long, 22 ft beam, 8 ft draft) was built by Charles Whippy and Co., of Suva, and launched in March. She is the sixth of her class; she will run at 10 knots under a 204 hp Ruston Hornsby diesel; she will have two auxiliaries for light, etc.; she has been named *Te Matapula*; and she shows what can now be done in shipbuilding in Suva. She will be fetch rigged.

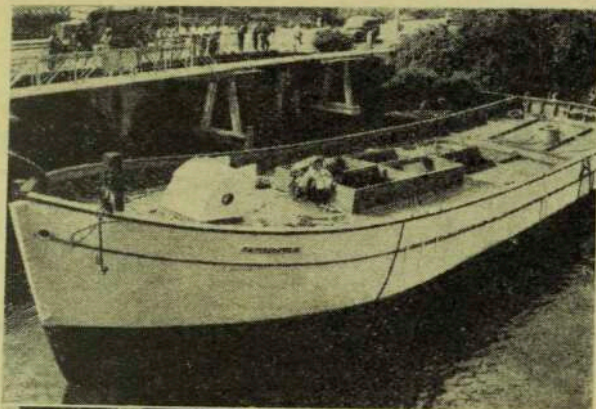
The other five 2 ft ships are the *Maveuni*; *Macuta*; *Moala* (built for Burns Philp & Co., for use in Fiji waters); *Toro* (wrecked in New Hebrides); and *A'o Nieu* built for Tongan Government and used in that group). *Te Matapula* was built for Gilbert & Ellice Islands Colony Wholesale Society for use in the group, and will be based on Funa-

futi. She probably will be in charge of Captain A. R. Peckham, first officer of the Society's other ship, *Tungara*.

The Whippy firm are transferring operations to their new sheds on the Tofua St. reclamation, where their new slipway will take ships up to 120 ft.

The boatbuilders in the photo-

graph, from left to right, are Messrs. J. Whippy, F. Tate, O. Wendt, O. Horton, F. Robinson, W. Whippy, Captain M. Whippy, and G. Barratt. (Stinson photo.)



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And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

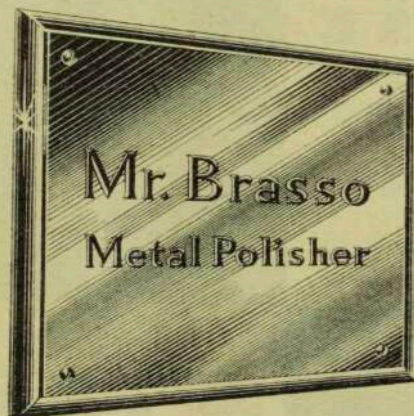
Vi-Stim To restore
Vim and
Vigour

ING COST OF LIVING NOW PART OF PS SALARIES

From Our Own Correspondent

PORT MORESBY, April 30.
THE Public Service Regulations of Papua and New Guinea have been amended to permit the transfer of a portion of the cost-of-living allowance to standard salary rates. On salaries for adult males, £204 a year is to be transferred to the standard salary; for women officers £161; minors of 20 years, £136, and minors under 16 years, £102. Since the current COL variation will be reduced by corresponding amounts, there will be no actual change in the amount salary being paid to public servants. If the COL should fall sharply, however, Territory public servants will benefit accordingly.

A son was born to the Rev. and Mrs. G. Lutton, on April 16, at the Manula Hospital, Rabaul, New Guinea.



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The quality Metal Polish

See
how
it
shines



NEW IRELAND NOTES

From Our Own Correspondent.

KAVIENG, April 24.

Burns Philp's MV Malaita made her first call at Kavieng at Easter. A number of residents were entertained aboard.

MV's Sinkiang and Shansi of the New Guinea-Australia Line have both called at Kavieng with general cargo. These two, with Malaita, are the first passenger vessels to call here since the war.

Anzac Day was celebrated in the traditional Kavieng fashion with commemorative services held in the morning and a fancy dress ball at the Kavieng Club at night. The sports programme planned for the afternoon had to be abandoned owing to heavy rain.

Mr. Harry Cameron, of Djaul Plantation, has gone to Australia on leave.

Miss Elizabeth Kenward leaves Kavieng shortly for a trip to England and the Continent.

Mr. E. A. F. Stanfield, of Piera Plantation, is now very fit after holidaying in Australia where he visited his old property at Stanthorpe, Queensland.

Mrs. H. Adams visited Kavieng recently. She had been surveying her property and old home, Patlangat Plantation, on the west coast.

A severe earthquake was felt over the whole Island at 2.30 a.m. on April 24.

The shocks continued for more than a minute and brought most people from their beds. It was later estimated at Force 8.

Oil Search in Papua

IN Papua, the field of oil exploration by the Australasian Petroleum Company is to be transferred to the limestone region westward from the Purari River to the Dutch border. No more test wells will be drilled in the mudstone region of the Vailala District. Decision to move

the field of operations is based on the comparison of five wells drilled in mudstone with two in the limestone region.

Anglo-Iranian and Standard Vacuum experts have just completed an inspection of the company's permit area in Western Papua and this, in conjunction with a study of the maps compiled from the result of a 35,000 square miles aerial magnetometer survey by a Canadian Catalina team, has enabled the APC and Island Exploration Co. to draw up a general outline of future oil exploration in Western Papua.

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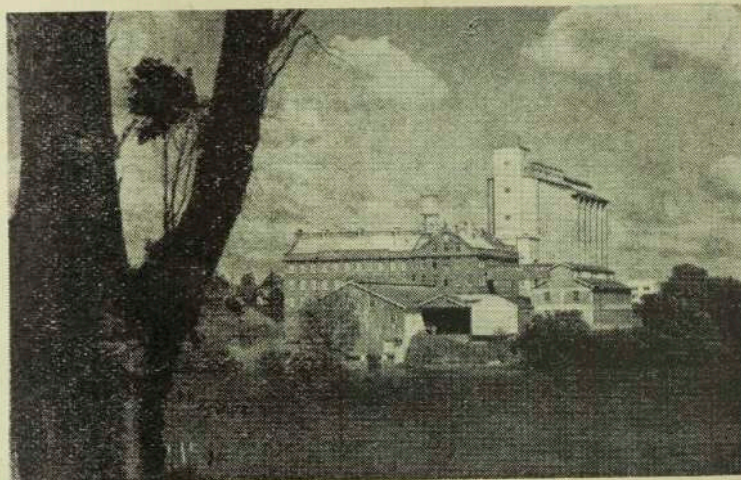
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Q58

CHENG HO STILL AT ANCHOR

Mr. Otto Degener Is Married

THE mystery of the once-luxurious Pacific Islands cruising ship *Cheng Ho*, (built by the Archbold interests, modelled on a Chinese junk, and intended for use by botanists) becomes deeper.

The *Cheng Ho* was transferred by Mrs. Archbold, several years ago, to Mr. Otto Degener, well-known botanist, of Hawaii. Mr. Degener permitted her use, for a time, by Captain Eric de Bisschop, who was Vichy Consul in Honolulu in wartime, and who took her to French Oceania and used her for trading, and had her registered in Papeete.

For a year, the ownership of the vessel has been subject to complicated legal proceedings. In 1952, Captain de Bisschop anchored her in the harbour, off Papeete, and left her there—and she still is there, neglected for and obviously deteriorating.

It was expected that Mr. Degener would have gone to Papeete in 1952 and attempted to have title and registration clarified; but he has been travelling in various countries. In April, writing to Mr. Oscar Ordman, of Papeete, he stated that in January 10 last he married "a lovely young botanist of Danish-German Huguenotte extraction, and they are living in the Black Forest, in the French Zone." He states also that he is in frequent touch with Paris about the *Cheng Ho*; that he will not accept her in her present damaged and deteriorated condition. He indicates that he wants around 10,000 compensation, and he expects the French Administration to pay this to him, and accept ownership of the *Cheng Ho*. He blames the French authorities for the present legal tangle, which leaves the *Cheng Ho* swinging ownerless at anchor; and he is writing many letters to American officials on the subject.

PUBLIC SERVICE COMMISSIONER WANTED — URGENTLY

From Our Own Correspondent

PORT MORESBY, April 30. DURING April, the Territories Department again invited applications for the position of Public Service Commissioner for Papua-New Guinea, a post which will fall vacant as soon as the present Commissioner, Mr. E. A. F. Brad, takes up his new appointment as Commonwealth Public

Service Inspector at Perth, WA.

The first call for applications was made last November—evidently without result—and Mr. Head has been waiting to pack his bags since that time.

A colour film called *Tahiti on the Coral Route*, produced last year for Tasman Airways Ltd., was given its first public showing to press and travel agency representatives in Auckland at the end of April. The film had already been shown privately to M. Petitbon, Governor of French Oceania. The film is intended for circulation among travel agencies, particularly in USA. There are shots of Aitutaki, Tahiti, Huahine and Moorea. Some sequences show Papeete during the Bastille Day celebrations which take place in July each year and it

it all calculated to lure the dollar-tourist to the South Seas.

Mr. W. L. Bygrave recently retired from the Fiji Lands, Mines and Survey Department, after 23 years' service, latterly as Deputy Director. He intends settling at Ba.

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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STAMPS

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CORONATION, JUNE 2, 1953

It is necessary for us to plan as far ahead as possible for the special Coronation issue throughout the British Commonwealth, and an early notification of your requirements will help us considerably.

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.

KING GEORGE VI CURRENT ISSUES

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.

OTHER ISSUES

We carry a representative stock of obsolete issues, both mint and used, and these can be supplied at competitive prices. Similar remarks apply to used current issues. Naturally, we cannot have every stamp asked for, but we shall, if you give us a firm order, try to obtain for you any we lack.

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ONE LESS HOLIDAY FOR TERRITORIANS

DUE to an amendment proposed by Mr. B. E. Fairfax-Ross, residents of Papua and New Guinea may have one less holiday next year than they have enjoyed in 1953.

When the Public Holidays Ordinance, 1953, was before the Legislative Council at its May session, Mr. Fairfax-Ross objected to the inclusion of the Tuesday after Easter in the list of Public Holidays. He said that it was not the general practice in Australia to have this holiday and this was a good opportunity to withdraw it.

In support, Mr. E. A. James said that the Tuesday after Easter was evidently a legacy from the New Guinea side; he could not remember Papua ever having had this extra holiday before the war. April this year had been disastrous for planters as it had contained only 19 working days—five days at Easter and Anzac Day were holidays.

Mrs. D. R. Booth said that April had been equally disastrous for the mining community and that it outports all communications shut down from the Thursday before Easter until the following Wednesday morning.

Mr. Fairfax-Ross' amendment was accepted by Mr. S. Lonergan (Government Secretary) who had introduced the Bill. Private member agreed that this was the first time official members had accepted an amendment to a measure without any apparent reluctance.

P-NG will still retain 11 public holidays in 1954, including one on September 15, which commemorate three historical occasions:—The annexation of Papua by Australia on September 4, 1888; the landing of the Australian forces at Rabaul on September 12, 1914; and the September 15 landing of the Australians at Lae during World War II.

No Hotel Licence for Sapphire Creek

From Our Own Correspondent.

DURING April the Licensing Court at Port Moresby rejected an application by Mr. James Eadie for a publican's licence. This was sought for premises at the Seventeen Mile on the Moresby-Rouna Falls Road near Sapphire Creek which were to have been known as the "Sapphire Hotel." An objection was lodged by the Licensing Inspector who claimed that the needs of residents and travellers in the area did not justify the granting of a licence.

Press Panic Over Rabaul Earthquake

(Continued from Page 20)

broken at Namanula and all electricity had been cut off for a time. An auxiliary plant had been used to keep radio communications open.

A check of local volcanoes showed no unusual thermal activity.

He said the position was not improved by an ABC commentator ("a scientific instrument in human form") who went on the air to state, from 2,000 miles away in Sydney, that the centre of the disturbance was the eruption of the South Sea about 80 miles south-west of Rabaul. Ships and aircraft diverted to this area reported that there was no sign of volcanic activity in the area.

He said that what Rabaul needed most of all was for the Administration to hurry on with the building of permanent homes for the people, and for the escape routes to be sealed.

Mr. S. Lonergan, Government Secretary, said that "action will be taken to replace all Administration houses as soon as possible" and that Tunnel Hill and Namanula roads will shortly be sealed. He also read a statement from the Administration Senior Geologist, Mr. J. Thomson, who claimed that he had been mis-reported in the *South Pacific Post*.

MR. THOMSON AND THE REPORTERS

On the evening of May 1, following a headline "Rabaul Shake Alarms Government Expert" that appeared earlier in the day in the local Port Moresby paper, Mr. J. Thomson issued a statement over 9PA denying that there was any cause for alarm, and stated that earth tremors of similar origin but varying strength occurred throughout the world every few minutes, that it was estimated that severe earthquakes which would be catastrophic in populated areas, occurred on an average once a fortnight, and that most of them originated in a broad zone of crustal instability which roughly encircled the Pacific Ocean.

But Mr. Thomson was not to be permitted to get out of it as easily as that. In the *Sydney Morning Herald* of May 5 (and this, thanks to Skymaster service is on sale in Port Moresby by 10 a.m. the same morning) there was a headline thus: "Rabaul Sits on a Powder Barrel".

The story beneath said that in Mr. Thomson's opinion Rabaul was sitting on a gun-powder barrel—that the tremor they had had was tectonic and similar to those that had caused the world's greatest earthquake tragedies. He said that Federal Cabinet had decided last June to let Rabaul remain where it

was despite the pleadings of the former Administrator, Mr. J. K. Murray. He said (reportedly) that there was absolutely no limit to the damage such a tremor can do—that Rabaul could be destroyed by other tectonic tremors or by a volcano and was therefore in a very unhappy position.

This was dated Port Moresby, Monday (4th). (Over)

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RABAU'S AMAZING ROADS

NOTHING can be done about Rabaul's earthquakes; but a great deal can be done about the living conditions of residents, and in this regard, the statement from Mr. Loneragan that temporary Administration houses will be replaced "as soon as possible" will be received with some scepticism.

The roads in Rabaul are another disgrace — particularly the main escape route over Tunnel Hill. No one but a civil engineer could safely comment on these roads but even to the lay eye there is something strange and even terrifying about the local thoroughfares. Except for a sealed strip in the middle of the town, all have been surfaced with pumice dust. This has the virtue of not going into a bog in heavy rain, but has also the disadvantage that it floats in water. In the recent very wet wet that is just what it has done—floated away in the heavy downpours until the so-called roads are simply a net-work of gullies and chasms. Tunnel Hill road is the most extraordinary sight. This road was built by the Germans originally and the steep road at one time actually went through a tunnel—I believe that the tunnel was still there in 1920. Sometime shortly afterwards the roof of the tunnel was removed and thus it remained—like a narrow cutting—until 1939. I cannot re-

member any very great trouble with its surface, even after heavy rain, at that time. Now, however, it has been greatly widened—to two or three times the width it was in 1939—and surfaced with pumice. Down the sides of the road are now great gullies, maybe 10 or 12 feet deep in places, that storm water has torn out for itself. When very heavy rain has fallen these gullies

extend across the road and all traffic is held up until repairs can be made.

There no doubt is an engineering solution to the problem of Tunnel Hill—possibly sealing the surface would be sufficient—but Rabaul's present roadmakers, who seem more than reluctant over the matter of culverts and drainage, have not found it yet.—JT.



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The Port Moresby Softball Association, at an enjoyable dance in April, presented prizes won in a happy and successful season. TOP LEFT.—Mr. E. Kriewaldt, Schlor, presents the Kriewaldt Cup to Mrs. N. Andrews, captain of Comworks, the winning team for the season. TOP RIGHT.—The President of the Association, Mr. W. Morrissey, presents the President's Cup to "the best and fairest player"—Miss M. Mapleback, of Comworks. The large group shows the winners (Comworks Team)—Left to right—BACK ROW: Misses L. Hamilton, J. Kerr, Mrs. N. Andrews, N. Mapleback, M. Day, P. Blazey. FRONT ROW: Miss P. Coonan, Mr. J. Dowsett (coach), Miss D. May, Mr. K. Croker (Umpire), Miss M. Ponsonby.

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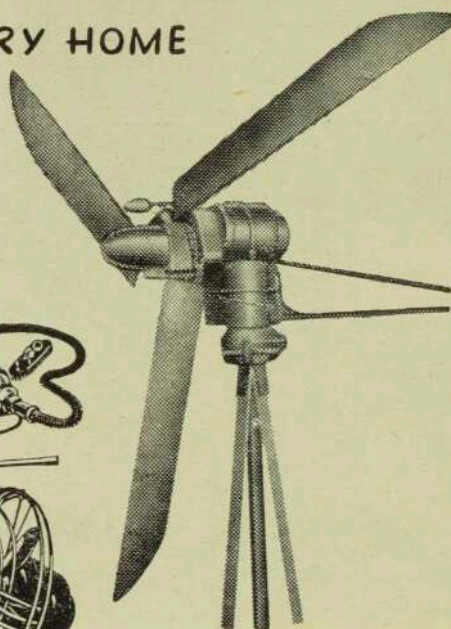
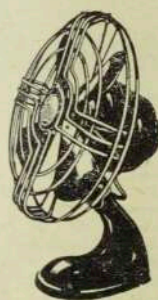
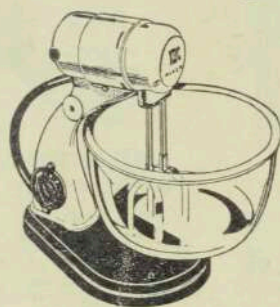
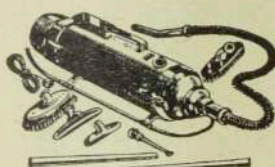
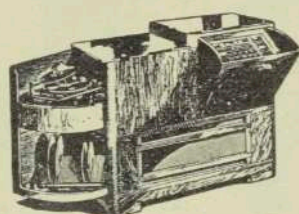


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NEW CATHEDRAL CONSECRATED BY BISHOP IN POLYNESIA

SUVA, April 27.

THE most impressive gathering in Fiji's history of Church of England dignitaries took place in Suva at the end of the April, to mark the consecration of the new Holy Trinity Cathedral, centre of the widely-spread Diocese of Polynesia.

The completed portion of the cathedral—the east end and Lady Chapel—is a comparatively small part of the great structure of the future; but there is enough to show that this will be a building of superb dignity—the first cathedral in the South Pacific Islands to illustrate the stately simplicity of modern English church architecture.

In the cool of early morning, on April 26, the building was consecrated by the Bishop in Polynesia (The Rt. Rev. L. S. Kempthorne). There was an overflowing congregation, headed by the Governor of Fiji (Sir Ronald Garvey) and Lady Garvey, and the Mayor and Mayoress of Suva (Mr. and Mrs. D. M. N. McFarlane).

Visiting Church dignitaries included the Archbishop of New Zealand (the Most Rev. Reginald Owen), the Archbishop of Sydney (the Most Rev. Howard Mowll) and the Bishop of New Guinea (the Rt. Rev. Philip Strong). The Archdeacon of Newcastle, NSW, represented the Diocese of Newcastle, and the Rev. E. S. Bucknill, the Society for the Propagation of the Gospel.

It is significant that the essentially Anglican occasion of the consecration of the cathedral has created much interest among people outside the Anglican communion, and has evoked expressions of goodwill from other denominations. Some non-Anglican Churches were officially represented at the consecration service.

The dignity and beauty of Church of England ritual were the dominant notes of the ceremony. The

Bishop, with Archbishop Owen, moved in procession round the outside of the cathedral while the Litany was being said within. The Bishop knocked at the south, east and north doors, at each of which the mark of the consecration (a cross in the circle of eternity) was placed on a jamb of the door. At the west door the appeal was answered; the door was opened and the Cathedral Chapter handed the key of the building to the Bishop.

The procession entered for the service of dedication and the subsequent Eucharist, at which the sermon was preached by Archbishop Mowll.

The Deed of Consecration was signed by the chosen witnesses, who included the Governor, the two Archbishops, the Rector of Suva (the Rev. H. W. Figgess), the Chief

Justice of Fiji (Mr. Ragnar Hyne) and the Mayor of Suva.

One of the highlights of the celebrations in the following week was a public meeting at the Suva Town Hall under the auspices of the World Council of Churches. The Governor was chairman and the three speakers were the Archbishop of New Zealand, the Archbishop of Sydney, and a young Fijian Methodist layman, Anare Raiwalui.

This probably unique association of speakers caught the popular imagination, as an indication of the fellowship which is growing up among denominations which were once widely separated. Anare Raiwalui, conductor of the Jubilee Church Fijian Choir, was the Fijian delegate to last year's world Christian youth conference at Travancore, India.

A son was born to Mr. and Mrs. Peter Graham, on April 14, at the European Hospital, Namanula, Rabaul, NG.

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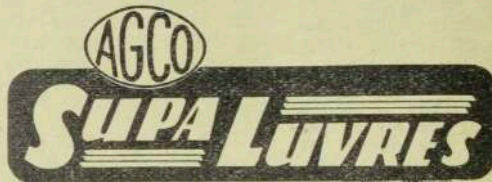
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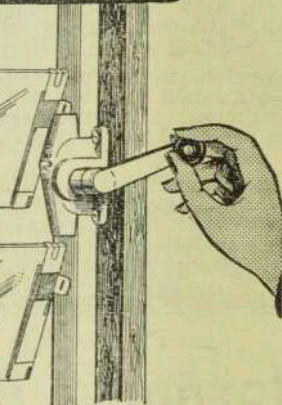
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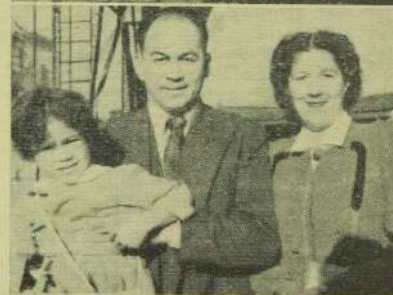
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Island Travellers



Island travellers in Auckland during April:—

Mr. A. E. T. Corrie, well-known Suva business man, paid a brief visit to Australia and New Zealand. Mr. L. M. Douglas returned from Rarotonga after a term of duty on the radio station staff.

Mr. and Mrs. A. J. North and son returned after two years in a business partnership in Rarotonga.

Mr. and Mrs. E. Estall and Margaret on leave from the Cooks.

Mr. "Johnny" Webb, Mrs. Webb and family returned to Rarotonga after vacation.

DEATHS OF ISLANDS PEOPLE

M. GEORGES POROI

Monsieur Georges Poroi, uncle of the present Mayor of Papeete and member of an old and respected family of Tahiti, died in Papeete on April 11 after a long illness. He is survived by his wife (nee Richmond) and several sons and daughters.

MR. JOHN GEORGE

John George, known as Jock Boull, aged 32, died in the Lae Hospital on April 15 from brain injuries received when a motorcycle was involved in a collision with a taxicab on April 12. George was a pillion passenger on the cycle driven by Ronald Cummins; both men were thrown from the machine in a collision with a Huon Taxi Company cab driven by a Papuan named Pelei.

Pelei was committed for trial on charge of having unlawfully killed George.

MRS. MARIE M. HALSTEAD

Mrs. Marie M. Halstead, of Suva, Fiji, died on April 6 at Auckland, where she had been living for the last few years. She is survived by her husband, a daughter (Mrs. Jeanne Hogan) and a number of step-children. Mrs. Halstead was born in France.

SUB-INSPECTOR TREMAINE

Sub-Inspector J. H. Tremaine, age only 26, died in the Cairns Hospital early in April, after being flown from Port Moresby for medical treatment. He became ill about a week earlier, and was taken to the Moresby Hospital, but it was decided to send him to Brisbane for further treatment. At Cairns, his condition was so bad that he was taken from the plane to the Hospital, where he died. He joined the Papua-New Guinea Police Force in 1947, and in his last post he was temporarily in charge of Bomana Jail. Mr. Harold Tremaine, of Port Moresby, is his

brother, and a sister is Mrs. George Gough, of Bomana. He was buried with full police honours.

Bishop Blanc Leaves Tonga

THE Most Rev. Albertus F. Blanc, DD, SM, departed from Nukualofa per April *Tofua*, en route to retirement in France, after 52 years service in the Islands—the last 40 years as Vicar Apostolic of the Catholic mission field in Tonga.

Mr. and Mrs. L. A. Lawlor, of Suva, left for USA in April on a world tour. They will return from Europe via the Far East and Australia.

BOOKS WORTH READING

VIKINGS OF THE SUNRISE (Sir Peter Buck). An attempt, by the outstanding authority on Polynesia, to make known some of the romance associated with the settlement of the Pacific Islands by a Stone Age people, who were probably the greatest navigators the world has seen. Native traditions and sagas grew up about famous canoes, their commanders and navigating officers. 58 illus. £2/11/6. Post 2/-.

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PROSPEROUS SAMOA

More Funds for Social Services

APIA, April 20.
IT was indicated, when the Legislative Assembly was in budget session, that Western Samoa this year may spend over £1,000,000 on its general services. In addition, there will be substantial expenditure on capital works.

The latter will include port improvements in Apia, an aerial survey of the whole territory, and the completion of a hydro-electric installation on the Vaisigano River, designed to produce 1,000 kilowatts.

As the result of continued good trading conditions, the Territory's revenues are booming; and most of the new money is going back into social services. The proposed expenditure on education and health, £286,000, exceeds the whole of the 1947 budget.

There are 20,000 children between 7 and 15 in W. Samoa. At present, 17,000 are being educated in government and mission schools. The Director of Education, Mr. K. R. Lambie, is considering a compulsory system, so that all children in this age group may be educated.

There has been strong criticism of the failure of the Public Service Commissioner to publish, during the

past three years, a complete classified list of all members of the Public Service of Western Samoa. Members of the Assembly argue that control of the Public Service should be vested in the Samoan Government instead of in the NZ Minister for Territories. This change is now provided for in the new policy just issued by New Zealand.

! Soon to go on leave to Britain via Canada, are Dr. Leon Achmatowicz and his wife. He has served three years in Fiji as surgeon at Suva and at Lautoka. He will be much missed in Lautoka, where his skill and devotion to his patients earned him high praise from all races.

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Pacific Travellers

Island travellers in Auckland:—

Mr. and Mrs. Douglas C. Berry and family bound for Rarotonga where Mr. Berry takes up an appointment in the Survey Office.

Dr. and Mrs. T. T. Romans and children. Dr. Romans took up an appointment as Chief Medical Officer, Cook Islands. He had been Medical Superintendent, Dannevirke Public Hospital, NZ.

Mr. A. E. Williams, Dr. Ivan Wilson and Mr. E. F. Wilcox visited the Cook Islands as members of a Pensions Board investigating pension claims.

Mr. and Mrs. Augustus Betham, of W. Samoa, arrived in Auckland from the US Pacific Coast per Waikawa in April.

Mr. Ngatama Mareta, of Rarotonga, was met by his sister-in-law Miss Tirata Orongo when he arrived in Auckland per Waikawa.



Cadet Patrol Officers in Moresby

From Our Own Correspondent

PORT MORESBY, April 30.

THIRTY-FOUR Cadet Patrol Officers arrived in Port Moresby in the middle of April and started a six-weeks induction course before being given their postings. This group of CPO's, chosen from 200 applicants some months ago, is the first to do the induction course in Port Moresby instead of at the School of Pacific Administration in Sydney.

One of the young men is the eldest son of the Administrator, 23-years-old Mr. Robert Cleland.

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WHY THE TAPER TINS?

**Chas. Sullivan Loses Battle
With Bureaucracy**

A SINGLE-HANDED war against the bureaucrats of the Australian Department of Commerce and Agriculture has been carried on for some time by Mr. Charles Sullivan, of Sydney, head of a well-known company exporting foodstuffs, etc., to the Islands.

For some reason, which no experienced merchant can understand, the Department will not allow Australian packers to pack corned beef for export in round cans—it must go into square, tapered cans. Islands consumers will not buy the tapered cans if they can get round cans; and as the meat-packers of New Zealand are under no such handicap, a large proportion of the Australian canned corned-beef trade has been lost to NZ.

"Not only has Australia lost this trade with the Islands," says Mr. Sullivan, "but our own firm, and others, are actually importing NZ corned beef in round cans into Sydney, for transhipment to the Solomon Islands."

However, when the meat is mixed with cereals, etc., the Australian Department permits its export in round tins, under various names; and these lines have a big sale in Papua-New Guinea, where they are issued to labour as meat rations. Why do the bureaucrats allow these lines to go in round tins, while "straight" corned beef is forced into taper tins?

Mr. Sullivan tried in vain to get the Minister to examine this thing, personally. But all he achieved was a typical letter from a Departmental official saying "the Minister is unable to agree to the relaxation of requirements desired as it is evident that it would result in the lowering of the standard and reputation of Australian canned corned beef." He ignores the success NZ and other Countries has had with the round cans.

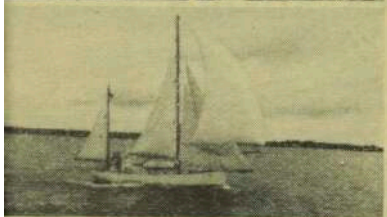
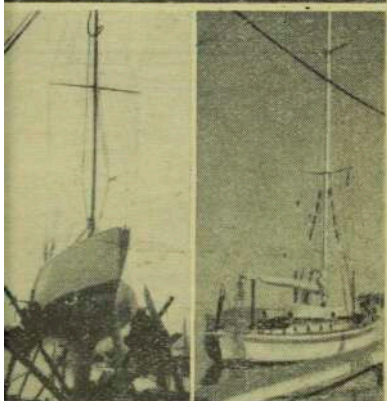
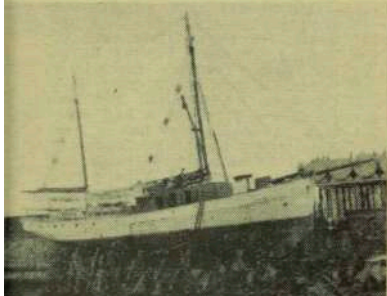
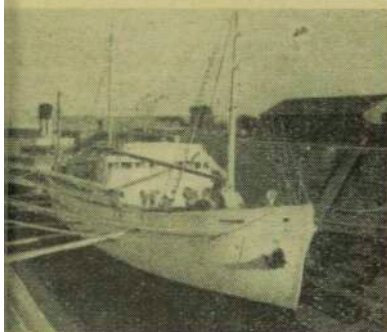
The outstanding weakness of the Australian Government to-day is said to be the way in which Ministers have surrendered the business of administration to a powerful and dictatorial bureaucracy.

¶ Mr. and Mrs. Pat Costello left Suva early in May for Europe. They will visit, in London, their daughter and her husband, Wing-Commander J. Bray, who is on the staff of the High Commissioner for New Zealand.

¶ Mr. V. C. Gabriel, of Burns Philp (NG) Ltd., Samarai, Papua, reached Sydney in mid-April on three months' sick leave.

Smallships in the News

(See also Smallships Section, page 85, this issue.)



Orohena changed hands in Papeete, his was taken in Devonport Naval Dock, Auckland.

Hifofua. The keelbolts almost fell out when she was docked in Auckland.

Taurangi having her bottom painted before heading for Tahiti and (right) iscock's Wanderer-III arrived in Papeete.

White Squall, with everything drawing, leaving Auckland for Papeete.

PX1 Is Ill in Brisbane

MR. BILL SIMPSON, who is one of the best known and most highly respected citizens of Port Moresby, Papua, became suddenly ill recently and was flown out to the Repatriation Hospital, Green-slopes, Brisbane on April 29.

He has been a resident of the Territory since 1935 when he was associated with some of APC's early exploratory work in the Fly River and Western Papua. Just prior to World War II he joined the Commonwealth Department of the Interior when they were constructing the road around Paga Hill, Port Moresby and installing coastal artillery.

He was a veteran of both World Wars, serving in the First with the 7th Light Horse and later in France with the 2nd Divisional Engineers. He was one of the first of the Territory's residents to enlist in World War II and became the holder of AIF registration number PX 1, and as such was widely known. He served in the Middle East and with ANGAU in the Territory.

Since the end of the war he has been an enthusiastic supporter of all ex-servicemen's activities, and in addition was a member of the Konedobu Club, Aquatic Club and a foundation member of the Port Moresby Bowling Club.

Mr. and Mrs. Jim Peterson, of Lae, New Guinea, will sail on the June *Bulolo* for leave in Sydney and Queensland.

¶ Monsieur Lassalle Sere, Inspector-General of French Oceania, has been awarded the Order of Commander of the Legion of Honour. M. Lassalle Sere has given outstanding service in many ways to the South Pacific Islands, especially as a member of the South Pacific Commission.

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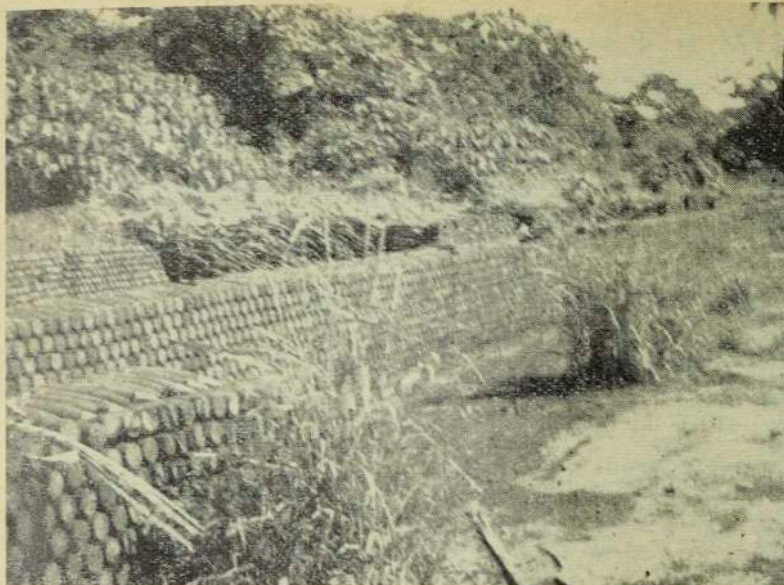
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These are Bombs—not Bottles

Some of the live shells that are still being gathered up at Hell's Point, near Tenarau, Guadalcanal, by an Australian bomb disposals unit. This area was an American ammunition dump during the war, and the Japs, as a last gesture before they were driven out, dropped a bomb on it. These are some of the unexploded small stuff that fell over a wide area. Most of it is carted out to sea and dumped.

Have You Good Reason To Believe That An Antiquity Exists?

ELECTED members of the Papua and New Guinea Legislative Council were sarcastic over the legal draftsmanship of the so-called Antiquities Ordinance that came before the Council early in May. A better name for it, suggested Mr. E. A. James, member for Papua, would be the Iniquities Bill. Mr. D. Barrett, member for New Guinea Islands, believed that it had probably been drafted by the late Joseph Stalin.

The Bill was designed to protect native relics or curios and other articles of ethnological and anthropological interest, cave paintings and the like. Everyone agreed that this was a worthy aim. However, in parts of the Bill, it was believed that its architect has "run amok." Penalties were set out for people who "had good reason to believe that there exists" in any locality a cave or other place of ancient remains, carvings, paintings, historical remains, etc., and did not immediately report them to the nearest District Officer. There were equally dire penalties for those who defaced, uncovered, damaged or exposed any of these objects without

the written permission of the Administrator—without any provision for the accidental exposing or damaging of same.

Debate on the Bill was deferred to later in the session, evidently in the hope that those who had fathered it would think better of its Behind-the-Iron-Curtain implications.

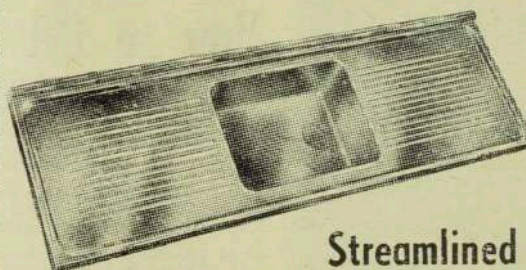
Wildsmith-McKee Wedding

MISS ROSEMARY WILDSMITH wore a ballerina frock of self-patterned organza when she married Mr. Alan McKee at St. Francis Xavier Catholic Church, Rabaul, N.G., on Easter Saturday. The Rev. Fr. Dwyer officiated.

Mrs. Jill O'Farrell was Matron of Honour. Mr. E. W. Smith gave the bride away and Mr. Graeme Blake was best-man. A reception was given for 30 guests in Burns Philp Women's Mess. Both bride and groom are members of BP staff.

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FUTURE OF FIJIAN LANDS

Re-Statement of British Pledge

SUVA, April 27.

[N the days of political disturbances and non-co-operation in Western Samoa (more than 25 years ago) the Samoan nationalist organisation adopted the motto "Samoa mo Samoa" (Samoa for the Samoans). Since peace returned to Western Samoa, the NZ Government has implemented the slogan to the point where the trusteeship territory is near complete self-government.

The independent Kingdom of Tonga is emphatically all-Tongan. "Fiji for the Fijians," however, is not a current slogan. The question of whether it may become one has been raised lately.

The latest faint murmur (from European sources) has risen from —of all things—a passage in the report of the 1953 Economic Review Committee. It has come down with solid reaffirmation of the sanctity of the Fijian land reserves.

It points out that in 1938 the Fijians, "by a generous and far-sighted act which must forever stand to their credit," agreed that reserves should be set aside for their present and future needs and that the rest of their land should be made available to the Native Land and Trust Board for leasing.

The reserved land, the report continues, is the inalienable property of the Fijians, and "in making any recommendation to the Fijians we realise that this is their country, that the land has been guaranteed to them by the most solemn and revocable undertakings, and that we can only advise and exhort them."

The Fijians' greatest protection for the future, the report states, will be full and adequate use of the land they have. It also mentions that "it is a fact of history that land not used becomes land coveted, and land coveted leads to discontent and strife."

NO one is likely to quarrel with such pronouncements. But the question may well be asked why it is necessary for the indigenous people's rights to be stated and repeated so often.

In 1949, the former Governor (Sir Brian Freeston) told the Legislative Council that there can be no going back on history and no encroachment, by legislative or other changes, on the principle that Fijian land belongs to the Fijians, and will not be taken from them. That was clear enough, and the repetition of the solemn pledge inevitably leads to speculation. Why

must it be emphasised so carefully and so frequently?

The delicately-implied warning to use the land or somebody else might grab it (meaning the land in the demarcated Fijian reserves) inspires a degree of exasperation. Imagine such a thing being hinted at in the case of the touchy and politically-conscious people of the African and Eastern colonies! With the example of the Indians, who told the British to "quit India," and of the British, who obligingly did so, in front of them, who could blame the Fijians if they started thinking along the lines of Fiji for the Fijians?

As for the use of their lands, some people think that the Fijians, in

spite of heavy obstacles, are doing a remarkably good job, and the bulging coffers of the Fijian Development Fund is partial proof of it. (The fund is being built up from levies of £10 a ton on Fijian-produced copra, to which in the near future may be added parallel levies on bananas, yaqona (kava) and other profitable products).

Finally, the report makes no mention of the drain on the Fijian population (total 135,000) represented by the withdrawal of many hundreds of the finest young Fijians for Army service at home and overseas, in addition to those drawn into the police, the shipping services, mining and urban industry, and Government service. Only a

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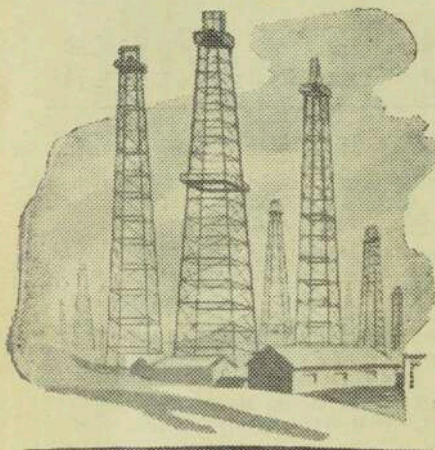
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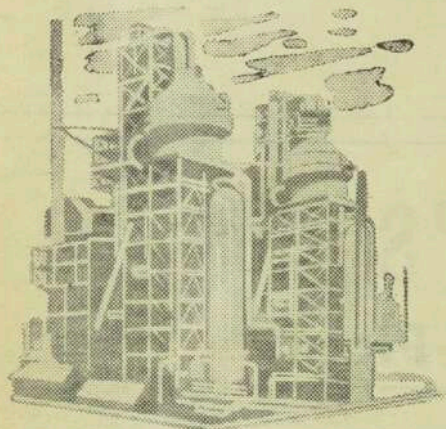
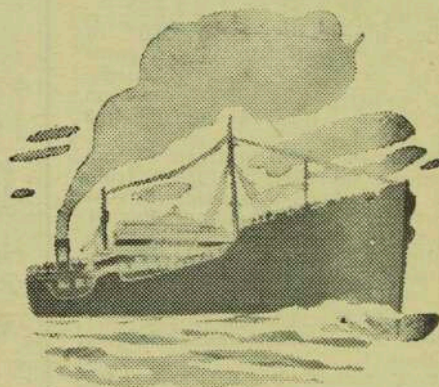
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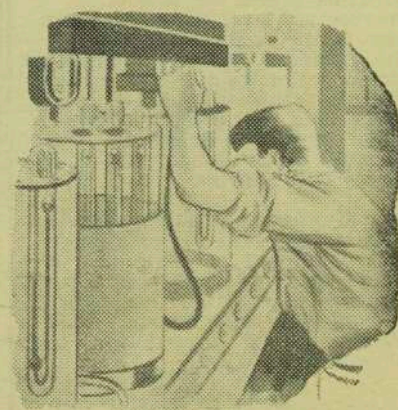
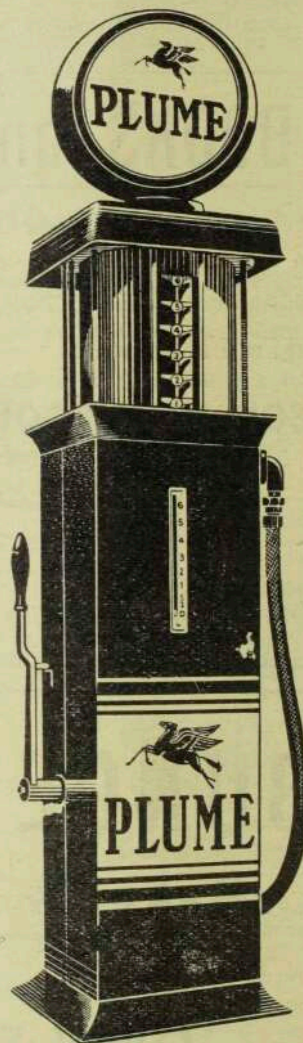
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handful, if any, of these young men are available for food-growing and export crop cultivation.

It has been suggested that the best answer to warnings and exhortations might be an all-out Fijian back-to-the-land movement. And where would Fiji's industries be then?

Rabaul Easter Golf With Madang

AT the golf tournament played in Rabaul over Easter week-end, when golfers from Madang were visitors, Mr. Roy Sowerby, of Madang, won the first post-war open title with 82; three other players tied for second place with a score of 90—they were Messrs. R. Duncan, M. Rees, K. Drabsch, all of Rabaul.

Other matches resulted as follows: Associates 9-hole Stableford, Miss J. Wheeler, 1st; Mrs. Con Esson, 2nd; Mrs. J. Black, 3rd.

Members 18-hole Stableford, R. Duncan, 1st; E. Williams, 2nd; and J. White, 3rd.

Eighteen-hole handicap in conjunction with Open Title, J. Fletcher, 1st; K. Manning, 2nd; E. Munro, 3rd.

Associates New Britain Open, Mrs. Con Esson, 1st; Mrs. J. Black, 2nd; Miss M. Egan, 3rd.

Twelve-hole handicap held in conjunction with above: Mrs. Con Esson, 1st; Mrs. J. Black, 2nd; and Miss J. Wheeler, 3rd.

Madang versus Rabaul: M. Rees defeated J. White, 6 up and 4; L. Webb defeated J. Sidaway, 9 up and 7; D. Jones defeated J. Thirrell, 2 up and 1; R. Duncan defeated R. Sowerby, one up at 19; E. Williams defeated J. Goude, 5 up and 3; C. Manning defeated B. Bud, 3 up and 1; A. W. Esson defeated Wolfenden, 9 up and 7.

Coconut Processing Machinery on Exhibition

BETWEEN May and September, in Newcastle-on-Tyne, England, the 55-years-old firm of Tyneside Foundry and Engineering Co., Ltd., will stage a special exhibition of machinery designed for the processing of coconuts and rubber. This firm's "Chula" (coconuts) and "Huttenbach" (rubber) machines are well known in the South Pacific—it claims that it has sent equipment to every Territory, as well as to many countries of West Indies, Central America, Africa and Asia.

Any South Pacific planter in Britain during this time might find a visit to the exhibition profitable. It will include different types of copra dryers, a coconut harer, various machines designed to assist coconut dessication, a new highspeed continuous sheeter for rubber, a direct drive crepeing battery, and so forth. Because labour is progressively becoming more of a problem, most of the machines are designed to eliminate labour as much as possible.

Mr. F. P. Hewitt retired in May after 48 years service on the engineering staff of the Union Steam Ship Co., including service in vessels on the Islands run.

POPULAR FIJIAN AMP HAS 36 YEARS' SERVICE

SUVA, April 27.

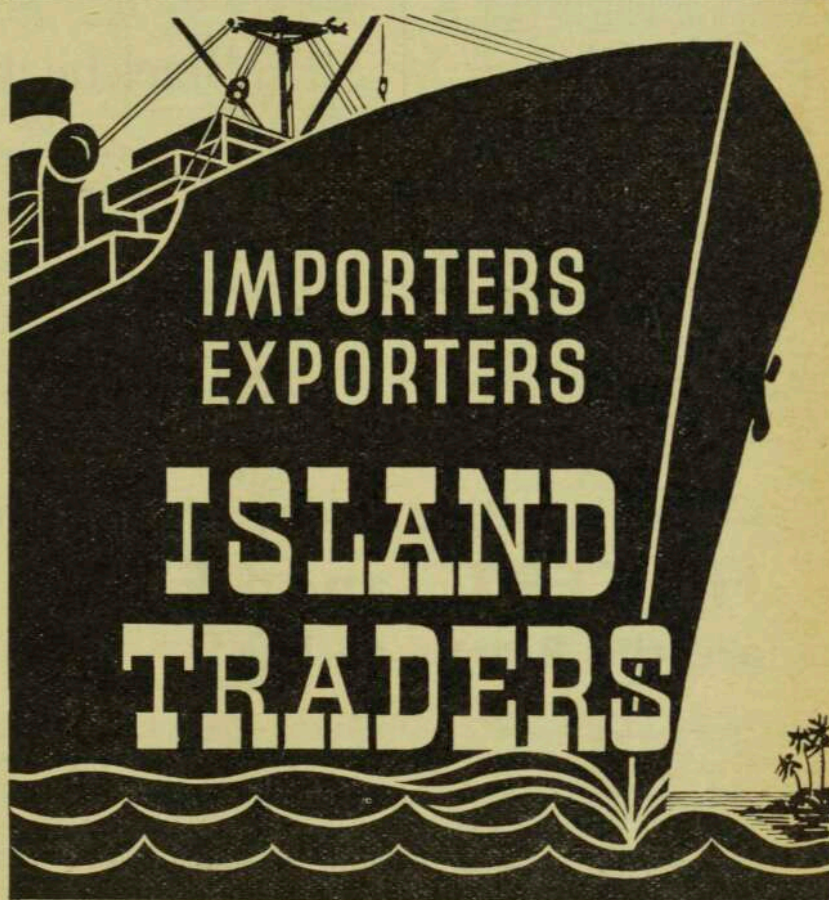
ONE of the best-known of Fijian medical men, Assistant Medical Practitioner (Special Grade) Samisoni Fotu, has retired after 36 years' service. Now approaching 60 years of age, AMP Fotu says that he is "going back to the koro," which means his home village of Lomaloma, in Lau.

In 1907 he was among the first pupils at the then newly-established Queen Victoria School. He joined the Suva Medical School (now the Central Medical School) in 1913 and, in the years since graduation,

he has been stationed in almost every medical district in the Colony, including Rotuma.

Respected by people of all races, AMP Samisoni is one of the Fijian medical men to whom Europeans in the outer districts firmly cling, often putting their trust in the instinctive ability of trained Fijians rather than going afield for European doctors. Samisoni Fotu is foremost among the Fijians who, in emergencies, have brilliantly performed complicated surgical work.

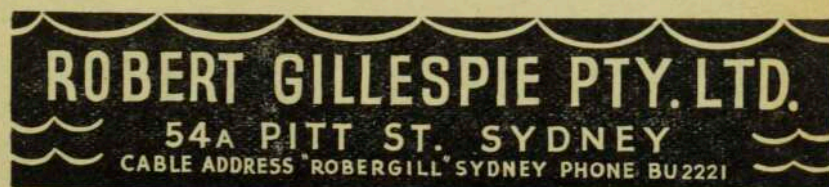
His wife, Nurse Fine Liku, died two years ago. He had three sons (one of whom, AMP Tevita Fotu, is stationed at Tamavua) and three daughters.



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Former POW's at Dinner In Moresby

THE third annual reunion dinner of former Prisoners of War was held in Port Moresby, Papua, on April 23. The one former POW from the First World War, Mr. W. C. Groves, was chairman and toastmaster for the occasion.

Mr. Tony Parsons urged those present to join up with the Australian Ex-Prisoners of War and Relatives Association, 340 Little Collins Street, Melbourne, whose good work was deserving of every support.

It was agreed before the conclusion of the function that a similar dinner would be arranged for 1954.

Burns Philp (SS) Co. Shows Steady Figures

A NET profit of £106,831 was made by Burns Philp (South Seas), Ltd., in the year ended February 28 last. This is substantially the same as the previous year. The subscribed capital of this company (registered in Suva—all figures represent Fiji currency) is £750,000, and the usual dividend of 10 per cent. therefore takes a little less than three-quarters of the year's profit. Most of the balance is added to the General Reserve, bringing it to £375,000.

There is also an Equalisation and Rehabilitation Reserve of over half a million,

and nearly 1½ millions of funds representing accounts in credit and deposits held at call. In other words, the company's available capital is over £3,000,000, of which only £750,000 was subscribed by shareholders. Two balance-sheet items, investments £813,570, shares in subsidiaries £314,960, suggest that over £1 million is not actually working in this business; but they do indicate the tremendous reserve strength of the organisation.

The steel bodies of some mobile X-ray units for use in Fiji recently arrived in Suva and the units are now being assembled. Meanwhile a large number of school children have already been X-rayed at Health Department headquarters in Suva pending completion of the units which will be used in the anti-TB campaign.

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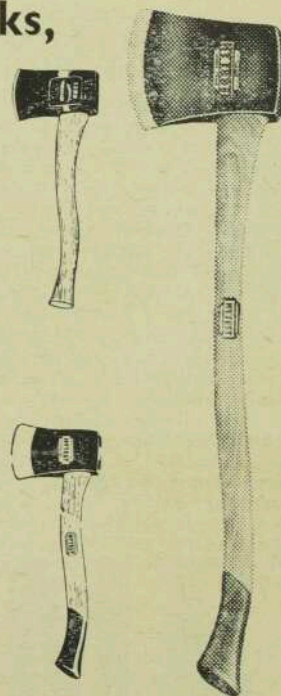
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All are available in 3½, 4, 4½ and 5 lb. sizes. Also Three-Quarter Axes (2½ lb. head with 28-inch handles), and Tomahawks (1½ lb. heads), and also with 16-inch handles. Prices are right. Prompt deliveries from all Island merchants.

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igger Oil Output From Dutch NG To Go To Australia For Refining

FOR some time, considerable quantities of crude oil have been sent from the western end of Dutch New Guinea for refining—mostly at refineries near Melbourne. The new industry has been rapidly expanding since the war, and it has created a new port, Long, on the Vogelkop peninsula. It was reported recently that there has been much new development on the Vogelkop oilfield—work is proceeding on a plan which will be completed in 1954. A Dutch firm is laying down a pipe-line over 100 miles, from the oil-bores in the Vogelkop area to a point at the mouth of the Montori River, where there will be loading facilities for tankers. The report says that most of this will go to Australia.

LAUTOKA'S NEW TOWN COUNCIL

LAUTOKA, April 30. AFTER a very lively campaign, Lautoka elected the following Town Council (in order of voting): Europeans—Hollander, W. Beddoes, C. A. Adams, F. Corbett. Unsuccessful: R. P. Robert, K. Stuart. Indians—G. K. Idun, M. B. Nityand, B. A. Patel, A. M. Shah. Unsuccessful: Tulsi Ram Sharma. Dr. Sahu Khan. Government nominated: H. Stokes and Rev. Koliniokuru.

Mr. Hollander was elected Mayor in a contest in which Mr. Patel (nominated by Adams) was defeated. Mr. Stokes was elected Deputy Mayor. The Council plans a public works programme involving some £40,000.

There is much public interest in the electricity supply. It is considered that PWD mismanages the undertaking, and does not study the needs of the town. A movement is afoot to have the management transferred to the new Town Council.

Lautoka Yacht Club has been formed with 20 enthusiastic members—Harry Stokes is Commodore and Frank Taylor secretary.

A modern X-Ray plant is now being installed at Lautoka Hospital.

A few officers of Chamber of Commerce 1953 are—President: A. Lambourne; vice-president: R. P. A. Probert; secretary: Smith.

The tourist attractions of Lautoka are being publicised by the Chamber, and co-operation with the Visitors Bureau being arranged. With the expansion of Lae and Korolevu it appears that visitors should now get good accommodation and a closer look at the lesser known parts of Viti Levu.

PACIFIC AIR TRANSPORT CONTROL

SUVA, May 11. THE South Pacific Air Transport Council, which represents all the countries and interests which have airlines in the South Pacific, and controls airlines organisation, commenced a session at Nadi to-day. The Governor (Sir Ronald Garvey) is presiding; the Air Ministers from Australia and New Zealand are present; and the United Kingdom delegation is led by Air Vice-Marshal R. P. Willock.

Big Game Fish in Western Fiji

LAUTOKA, April 20. TWO experienced American big game fishermen, Mr. A. Schwabacher and Dr. Robert Dunn, came to Fiji to investigate reports of large marlin swordfish in the Yasawas, and they chartered the *MV Turanga Levu* (Captain Trev. Withers) for this purpose.

Captain Withers, himself an experienced big-game fisherman, said that while the Americans' gear was the finest he had seen, unfortunately their heaviest line was only 24-thread, and he doubted whether this would hold the fish which he knew were in the Yasawa grounds.

His predictions were correct. On the first day three heavy fish were hooked, but simply smashed the tackle. On the third day a fish estimated at between 500 and 600 pounds, after being played by Dr. Dunn for over an hour, shook the hook loose when the boatman was getting ready to gaff him.

Captain Withers declares "there are far bigger fish in these waters than those found around New Zealand." He should know!

Mr. Howard Hayden, who has been Director of Education in Fiji since 1946, and who since has been prominent in educational research in the Pacific, has been appointed Director of Education in Trinidad, and will leave Fiji at the end of June. He formerly was stationed in Barbados.

Mr. D. M. Kamerling, manager of the Islands department of Bunge (Aust.) Pty. Ltd., returned to Sydney early last month after a business visit to Papua and New Guinea. He leaves for New Caledonia and New Hebrides early in June.

Owing to crop failures in NZ and Australia, Fiji expects to suffer a severe shortage of potatoes—of which the Colony normally imports 2,000 tons per annum. Officials are urging widespread planting of kumalas (sweet potatoes) as a substitute.

FUTURE OF COOK ISLANDS

MR. D. M. RAE, MP, of Auckland, has reported to the NZ Government after his visit to the Cook Islands that the future of the citrus and other planting schemes was dependant on a reliable shipping service linking the Lower Group islands and Rarotonga, and between Rarotonga and New Zealand. He agreed with the point stressed in PIM in the past that a reliable feeder service from the outer islands to Rarotonga was as essential as a service from Rarotonga to New Zealand if wastage of fruit was to be avoided.

Mr. Rae considered that a reasonable air-passenger service from Rarotonga to New Zealand was an urgent necessity. He recommends the Government should arrange charter-flights with NAC as required.

Mr. Rae found there was a "difficulty" in Rarotonga teacher-trainees in New Zealand receiving C certificates and demanding New Zealand rates of pay, tropical allowances and furlough leave like New Zealand teachers in Rarotonga", and suggested alternatively the training of teachers in the Cook Islands to a standard lower than the C certificate but adequate, as he saw it, for local requirements.

Mr. Rae has praised the efforts of the CI Department of Agriculture and Mr. Maurice Baker, its head, in the drive to reorganise the citrus industry. He found that the revitalised fruit industry would help to employ many, though by no means all, of the idle Cook Island youths.

Agriculture officials from Rarotonga who inspected new citrus plantings at Aitutaki recently expressed disappointment. A number of plots, they said, had not been properly cared for, and 50 new plots projected for Aitutaki will not be planted until the older plots are properly tended.

Good progress is being made on Atiu with a new stone Catholic Church of Gothic design. The work commenced under Rev. Father Floribert three years ago.

Three acres of case-wood timber trees are being planted on Atiu by local school boys, as a contribution towards the development of timber stands in the Group to ultimately supply the fruit and MOP case needs.

Although American Forces departed from Penrhyn Island in 1947, the Administration only lately called for tenders for 80 drums of lubricating oil which have been there since then. Some of the drums are now so rusted they will probably burst on movement.

Progress is being made on Rarotonga in the volunteer tree-planting scheme, to prevent erosion and beautify the encircling coastal road.

Constable Tomaiti, of Manihiki atoll, died in March—second fatal case within a few months—as a result of a collapse while shell diving in the lagoon.

Good runs of ature fish were taking place in March and the stone fish-traps were taking a rich harvest of the succulent little mackerel. Price on the beach: 14 fish for 1/-. As a result of a strict police ban on dynamiting shoals of ature have entered Avarua lagoon area for the first time in three years. The fish are only about 4 inches long, as compared with the usual 8 or 9 inches.

Takeu Paitai, a leading member of the Vakaitini family of Rarotonga, died in hospital there on February 18.

Classified Advertisements

Rate: 1/6 per Line—Minimum: 10/6.

PERSONAL

TO AUCKLAND EX-ISLANDERS.—Board wanted for well-behaved European girl of 13, who will attend day school. Would any kind couple willing to assist, please reply to: **Islands Student**, C/- "P.I.M." Box 5179, Wellesley St. Post Office, Auckland, N.Z.

PEN-FRIEND WANTED.—Young American pen-pal would like to correspond with girl in Islands or Australia, interested in starting a pen-friendship. Write: **Billy Watson**, Palmetto, Florida, U.S.A.

BOOKS

I'll find that English book you want, if anyone can. See last or next month's advertisement in this space for details. —**Philip R. Boulton**, Westbury, Wilts, England.

MEADOWS 4 CYL. MARINE CONVERSION

25-50 H.P. Petrol/Kerosene Motor in first-class order, fitted with new Simplex heavy-duty plate clutch reverse gear, Flexivane water pump, with ball bearing drive, Scintilla impulse starter magneto, Zenith carburettor, hot spot manifold, full pressure lubrication. The ideal engine for heavy, pleasure, fishing or work boats.

Price: £285, plus sales tax.

HARDMAN & HALL,
161 Missenden Rd., Newtown, N.S.W.
Phone: LA 3597.

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Ingenious self-syphon unit, with patent engineered enclosed brass valves.

Kept in end of syphon tube, starts syphoning without dangerous mouth-sucking—simply squeeze with fingers and syphoning starts immediately.

Ideal for drawing petrol, kero., solvents, spirits, etc., from drums or tanks of any size. Invaluable for draining fish tanks, coppers, blocked sinks, etc.

Unit is simply pushed into any ½ inch hose or tube.

As supplied to government departments. A necessity for Islands yachtsmen, plantations, garages, warehouses, homes, etc. Satisfaction guaranteed or money refunded. 20/- including prompt air mail postage anywhere in the Islands, etc.

CHELSEA DISTRIBUTING COMPANY,
Mail Order Specialists,
Box 5167, G.P.O., Sydney, N.S.W.

POSITION VACANT

PLANTATION INSPECTOR for New Guinea. Must be fully experienced coco-nuts, cocos, etc. Apply by airmail stating experience and salary required and submitting copies of references to: "**Plantation Inspector**", C/- Box 3408, G.P.O., Sydney, N.S.W., Australia.

POSITIONS WANTED

QUALIFIED SECRETARY.—Army Officer's Widow, British, seeks position in South Pacific as Secretary/Housekeeper. Short-hand and typing good speed—at present Confidential Secretary to general manager of large steel works. Seeks change; no encumbrances; pay own passage. Reply: **Mrs. N. Gwynn**, C/o The Indian Iron & Steel Co., Ltd., Burnpur (West Bengal), India.

YOUNG MARRIED MAN, 29, seeks position in the Islands. Will consider any type of job. Holder of all road machine driving licences. Reply: **V. E. Mills**, C/- Mobile Plant, Auckland Harbour Board, Quay St., Auckland, New Zealand.

DENTIST, aged 44, wife and child, Russian refugee from China, seeks work of any kind in Islands. 15 years general practice, laboratory and hospital work with Allied armies in S. China. Experience in tropical diseases, general surgery, first aid. Open for engagement from June 1, 1953. A.I. references. Replies: **C. N. Nedachin**, 25 Foos St., Forest Lodge, Sydney, N.S.W.

CHEVROLET 6 CYL. MARINE CONVERSION

Factory rebuilt motor, fitted with new Simplex Heavy Duty Plate Clutch Reverse Gear, Water Cooled Manifold, Flexivane Water Pump with Ball Bearing Drive, complete with Generator, Starter and Instrument Panel. Price £425, plus tax on conversion parts. We can supply all parts necessary to convert your Chev. 6 motor to a high-class marine engine. Write or phone for particulars.

HARDMAN & HALL,
161 Missenden Rd., Newtown, N.S.W.
Phone: LA 3597.

FAIRMILE FOR SALE

Fairmile Cruiser, 112 ft., powered twin Cadillac-Momy engines, decks proofed, excellent accommodation, complete with navigation instruments, motor tender, space available for cargo fore and aft. Recently Surveyed. £5,500.

B. Nicholson, 646 King St., Newtown, Sydney, N.S.W.

FOR SALE

IN NEW GUINEA.—For sale agriculture lease 25 acres (48 years), planted coco-nuts and cocoa, also trading allotment (2½ acres) with dwelling and trading stores together with cruiser-type commercial freighting motor-launch, 50 bhp, copra capacity. Price: £3,750, walk-in with trade store stock at valuation. Reply: "**Lease & Store**", C/- Box 98 G.P.O., Sydney, N.S.W., Australia.

A SMALL SHIP right on the spot, for sale at Rabaul: Trading vessel, 48 ft., 13 ft. 6 in. beam, 6.98 net tonnage, 1 h.p. Lister diesel, 4 bunks, toilet, small galley, etc. Now trading between Numbi and Rabaul. Requires about £400 expenditure to make first-class. Hold 6 cu. ft. £4,000. **Wm. E. Reed**, 145a George St., Sydney. Cables: "Wilreed", Sydney.

SPARE PARTS.—Winches, power-take-off for G.M.C., 6 x 6 Ford and Chev. Bili Jeeps, all ex-Army vehicles. Reply by airmail to: **J. Walsh**, Box 3066, G.P.O. Sydney, N.S.W., Australia.

COLES Diesel and Petrol-Electric Mobile and Lorry-Mounted Cranes, 2-5 ton overhauled and passed to B. of specifications. Further particulars and photographs upon application. **Chessington Salvage Co., Ltd.**, Church Lane Chessington, Surrey, England. Telephone Epsom 4026 (4 lines).

CARS FOR HIRE

"COMING TO BRITAIN?"—1951/1952 8 to 18 h.p. cars to Drive Yourself, from £25 to £50 monthly. Delivery anywhere Southampton free. Special Winter term **Martins Selfdrive Service**, High Street Winchester, England.

DRIVE YOURSELF CARS.—At your service in Brisbane. **Lloyd De Laurier Pty. Ltd.**, Rows Cafe Lane, Edward St. Brisbane, Queensland. Phone: B 337. Enquiries invited.

ISLANDS SOUVENIR

"WHERE THE TRADE WINDS BLOW" by R. W. Robson and Judy Tudor. A collection of tales and sketches of the Pacific Islands, by PIM writers, R. W. Robson and Judy Tudor; well bound and profusely illustrated. 175 pages. Price 7/6 (8/3 posted or \$1.00 U.S. currency) From Steele's Book Store, Suva, Fiji, or direct from the publishers, **Pacific Publications Pty., Ltd.**, 247 George St., Sydney, N.S.W.

J.A.P. ENGINES

Just landed small shipment of 4 model. Weight 88 lb.

1.7 BHP at 1,600 Rpm.

2.25 BHP at 1,800 Rpm.

3.5 BHP at 2,400 Rpm.

Price: £75, plus tax.

HARDMAN & HALL,
161 Missenden Rd., Newtown, N.S.W.
Phone: LA 3597.

PUBLIC NOTICE

the Supreme Court of the Territory of Papua and New Guinea, 1953, No. M.P.2.

the matter of the Trustees and Executors Ordinance 1912 of the Territory of Papua and in the matter of the trusts of the Port Moresby Library Institute.

on motion made to the Supreme Court of the Territory of Papua and New Guinea on the 7th day of May, 1953, on behalf of ERNEST ALFRED JAMES AND OTHERS as trustees of the society known as the Port Moresby Library Institute of the Port Moresby Library Institute for the said Court to give its sanction to a lease dated the 17th day of April, 1953, the said trustees to STANLEY THOMAS LAWRENCE for a term of 5 years of part of the Institute's land and premises in Douglas Street, Port Moresby, being allotment 9 of section 5, Port Moresby, on which is erected a concrete building hitherto known as the Port Moresby Library Institute Building and sometimes referred to as the "Twilight Cafe". IT WAS ORDERED that the said motion stand adjourned to a day to be fixed and that this advertisement be published advising all persons who may be desirous of objecting to the said lease at they may lodge objections thereto in writing with the Registrar of the said Court at the Court House, Port Moresby, not later than fourteen days after the publication hereof and that thereafter the said motion may proceed without regard to any objection not then lodged with the Registrar of the said Court.

J. T. Gibney, Registrar.

ACCOMMODATION

DR. AND MRS. H. L. ZIELE, New Zealanders, wish to announce they have opened their home, centrally situated in peaceful surroundings at Double Bay, for Pacific Islands and Interstate guests, for bed and breakfast. Laundry facilities; adjacent to excellent restaurants at Double Bay; 10 minutes from City. Under the personal supervision of Mrs. Ziele, 37 Manning Rd., Double Bay, Sydney. Phone: FM 2761.

FLAT at Manly, Sydney.—Available winter and summer, luxury furnished, refrigerator, hot water, phone; accommodates 5; only 5 minutes from ferry, surf, pool, views. "Manly Holiday", C/- G.P.O. Box 417, Sydney, N.S.W.

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SYDNEY

CHERWOOD SERVICE FLATS
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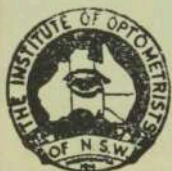
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Will be visiting Papua-New Guinea:

	Appointments	Consultations	Dates
PT. MORESBY	J. Wyatt Ltd.	Arts Hall	May 23-29
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
RABAU	Cosmopolitan Hotel	Cosmopolitan Hotel	June 22-July 1

Have Your Eyes Examined. Make an Appointment Now.

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/-.

Purchasers at Full Market
Prices on Assay Value of

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Some of Our Services:

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824 George St., Sydney. Works: Surry Hills & Chippendale, N.S.W. Official Assayers to Bank of N.S.W. Gazetted Agents of Commonwealth Bank, under the Gold Regulations of the National Security Act.

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.—April quotations 94 Metrop. francs per kilo in store, Marseilles (£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 May 1 was £Stg.262 (£A327/10/-) c.i.f. ton, Cont. ports.

N.G.—£A280 approx. per ton, in store, Sydney.

New Hebrides.—Sales to France in April 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 May quoted Samoan cocoa at £Stg.250 (£A312/10/-) f.o.b. per ton, first grade. (Samoan currency equals Stg.).

COFFEE.—Islands prices ruling in May 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.

New Caledonia.—Crop mainly exported to France. Recent quotation was 398 Metrop. francs per kilo (£A513 approx. per long ton).

RUBBER. **Papua-New Guinea.**—Market fluctuates from day to day, based on price ruling in Singapore. Quotation on May 7 was: 33½d Aust. lb. **Singapore** rate May 7: No. 1 grade RSS (sellers) spot 70½c lb. c.i.f. (approx. 30-2/3d Aust. lb.).

VANILLA BEANS.—Sydney quotation (by Victor Karp, Tulak & Co.): White Label, 25/6 per lb.; Yellow, 25/6, c.i.f. Sydney. Green, unavailable in Sydney at present.

RICE.—New season's (1953-1954) price: **Papua-N.G.**—Dry brown £90 per ton; Dressed £96 per ton.

DESICCATED COCONUT.—Sydney agents quote Ceylon, 1/7-1/16 Stg. per lb. spot, delivered to store, Sydney (1/11-13/16 Aust. per lb.). **New Guinea:** 2/5½ lb. spot, delivered in store, Sydney.

PEARL SHELL.—Prices fixed between **Torres Strait** producers and **Otto Gerds Co. (USA)** for 1952-53: AA/A/B grad 85 cents lb. (£A850 approx. per long ton); C, 80c. lb. (£A800); D, 55c. lb. (£A550); E, 40c. lb. (£A400); EE, 30 lb. (£A300)—all c.i.f., New York. Ne price expected within next few months.

Cook Is.—American market firm at 3 cents U.S. per lb., f.o.b. Rarotonga. Producers currently receive 1/8 lb. Aust (approx. £187 Aust. long ton).

TROCHUS SHELL.—Little interest been shown in shell in Sydney lately. Recent quotations are: **B.S.I.**, £A135 per ton; **New Hebrides**, £A100 approx. per ton; **N.G.**, £A205-£A210 per ton.

GREEN SNAIL SHELL.—Sydney agent recently quoted: **N.G.**—£220 per ton; **N.H.**—£220 per ton. **B.S.I.**—£200 per ton.

LONDON PRICES

LONDON, April 10.

Copra, c.i.f., Continental ports, tons:
New Hebrides . . . 92,000 Metrop. francs (£A118 approx)
Tahiti . . . 95,500 Metrop. francs (£A123 approx)
FM Straits (Mar.-Apr.) . . . £Stg.118/15/- approx
Ceylon, FMS . . . Nomin.
Philippines, bulk . . . US\$21.11 (£A116/7/- approx)

Coconut Oil, c.i.f., tons:
FM Straits, 3½% drums . . . £Stg.117/0 approx (£A170 approx)
Ceylon, bulk . . . £Stg.116/5/- approx (£A116/5/- approx)
Philippines, afloat . . . Nomin.
Cocoa, per 50 kilos, c.i.f., Nth. Continental Ports.—Accra, March - May £Stg.12/2/6 (£A303/2/6 approx. per long ton).

ISLANDS MINING SHARE

FIJI

Aug., 1939, April 1 May 1
Emperor . . . b9/11 s8/- b8/11
Loloma . . . s25/6 b26/6 b25/-

PAPUA-NEW GUINEA

Bulolo G.D. . . b124/- b60/- b60/-
Mandated All. . . b3/8 s3/- s3/-
N.G.G. Ltd. . . b1/10 b1/10 b1/11½
Oil Search . . . s3/11 b2/2 s2/4
Oriomo Oil . . . b5/- s7/- s11d
Papuan Apin. . . b4/11 b6d b9d
Placer Dev. . . b68/6 s400/- b336/-
Sandy Creek . . b1/5 b2d s6d

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 £10 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through **BANK OF NZ**. Australia on Samoa, basis £100 Samoa B. £A123/12/6; S. £A124/10/9. **Samoa-London**, basis £100 London: E £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-N.G.—COMMONWEALTH BANK (branches Port Moresby, Lae, Rabaul, Madang) and **BANK OF NSW** (Port Moresby, Lae, Rabaul) quote exchange rate Australia-Papua-N.G.: 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.; 170 Pac. fr. to £stg.; 64 Pac. fr. to US \$.

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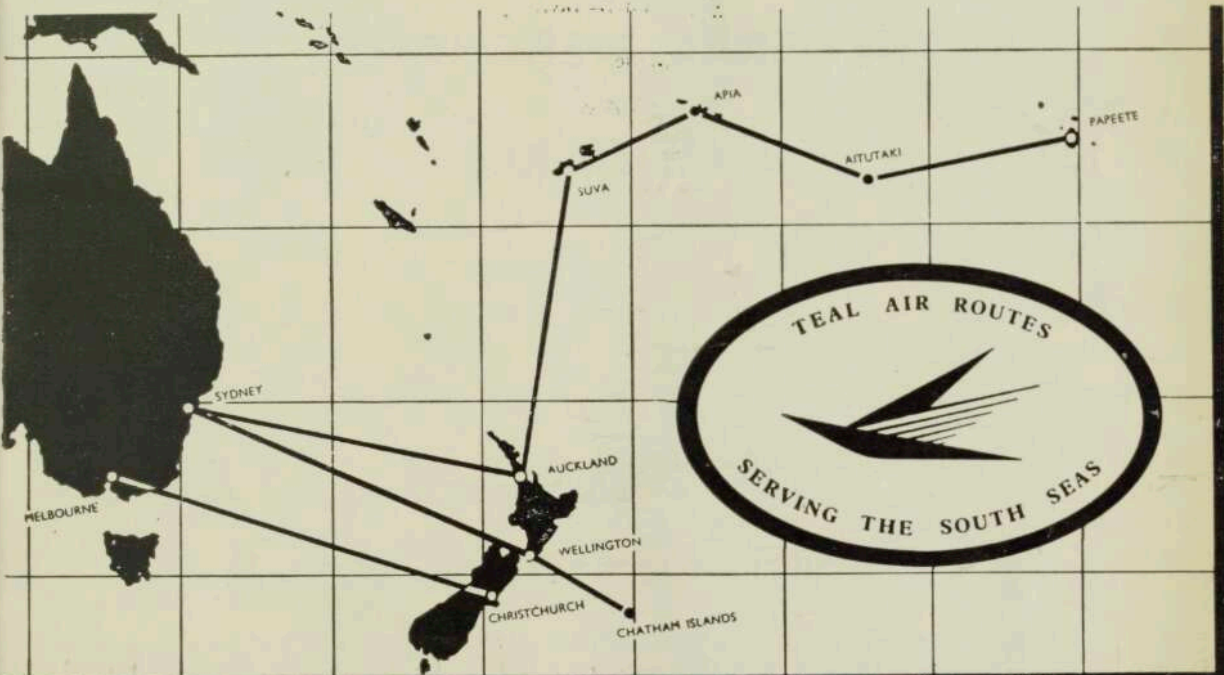


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MAY, 1953 — PACIFIC ISLANDS MONTHLY



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PACIFIC ISLANDS MONTHLY — MAY, 1953